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U.S. Navy
WAR DIARY
OF
CAPTAIN U-BOATS, NORWAY
1 JULY - 31 AUGUST, 1943
PG Numbers 31838 - 31841

RECLASSIFICATION OF WWII RECORDS
 1972, SD

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WAR DIARY

OF

CAPTAIN U-BOATS, NORWAY

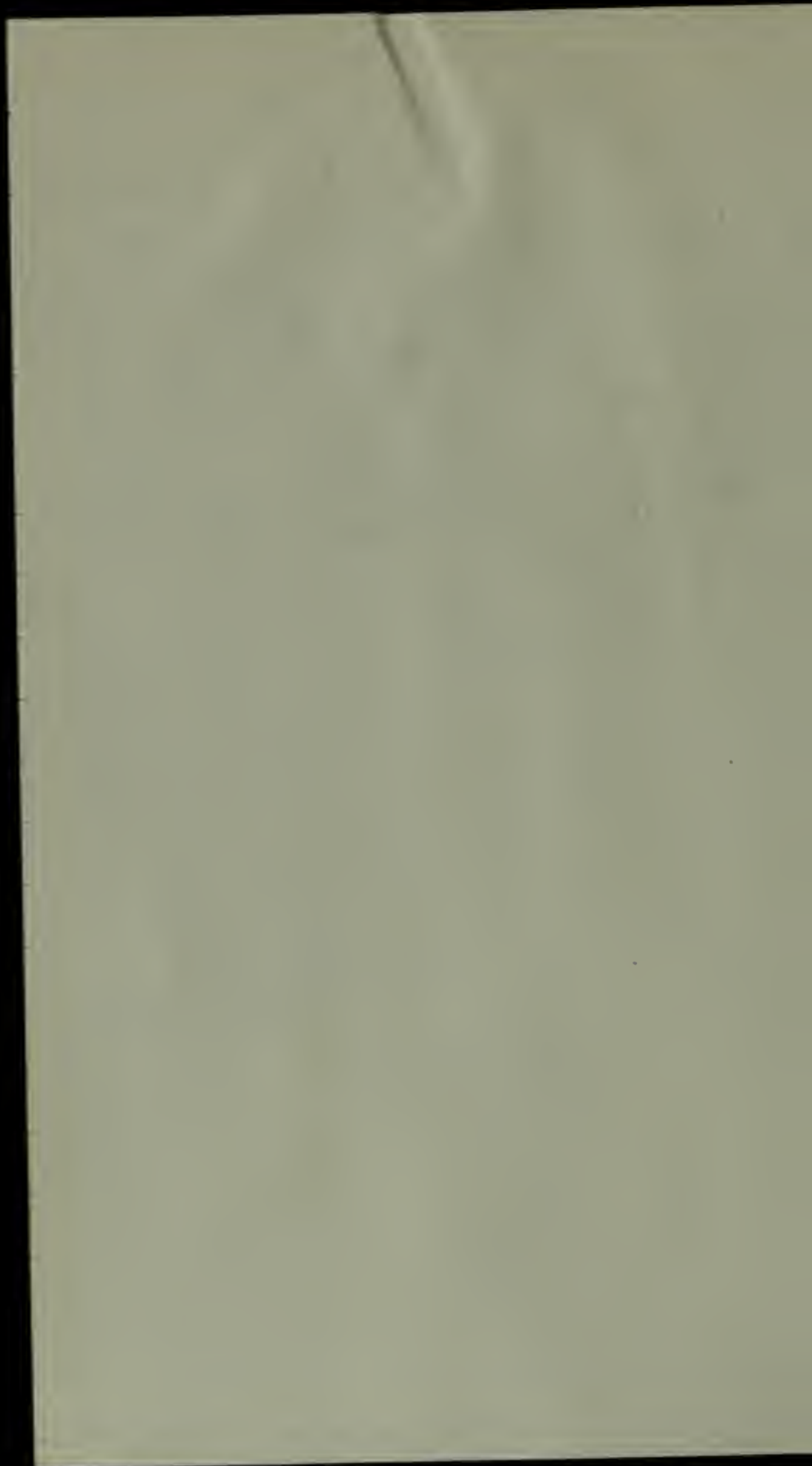
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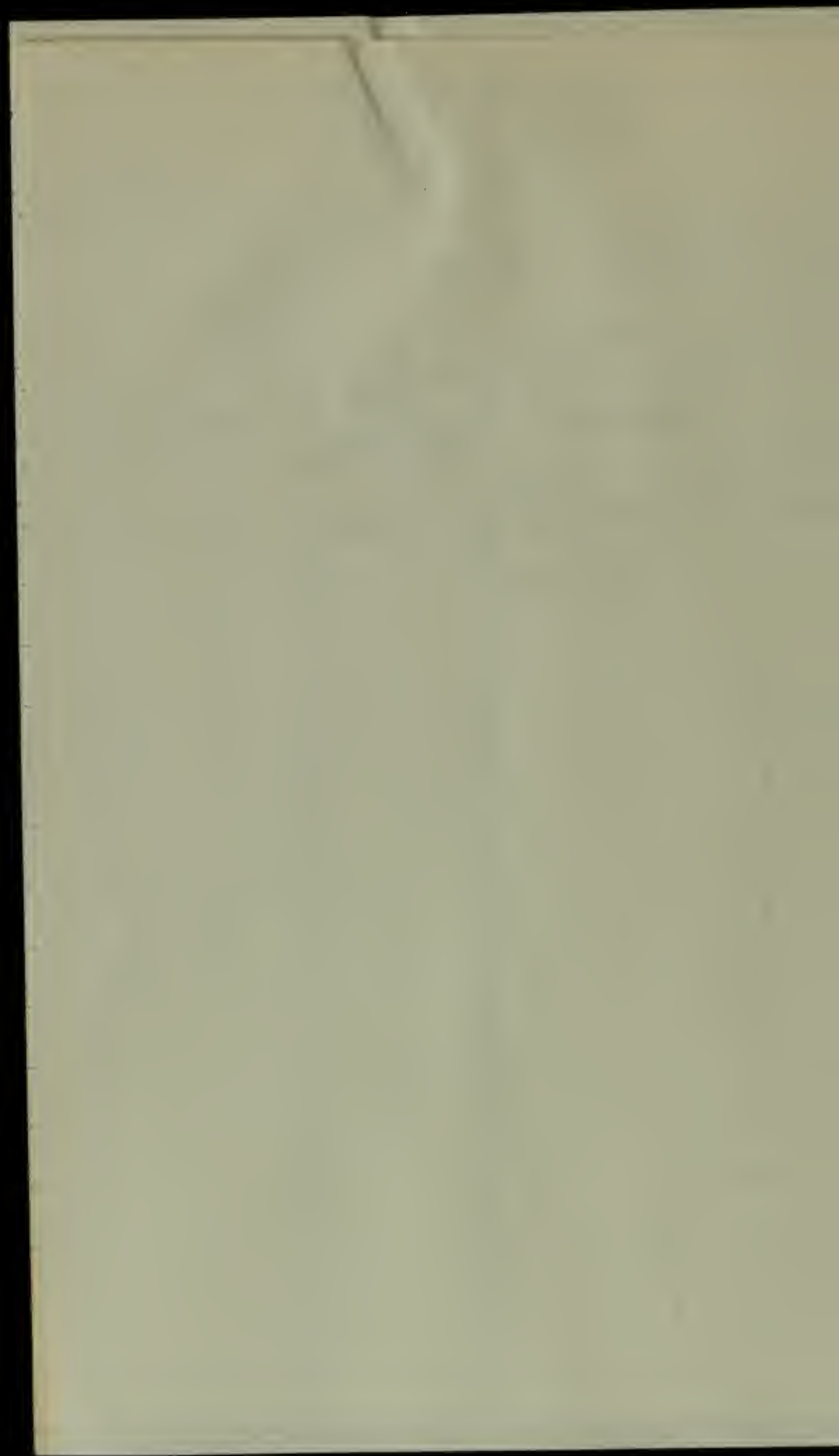
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Grid charts referred to will
be found in the War Diary for
18 January to 30 June, 1943.







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WAR DIARY
OF
CAPTAIN U-BOATS, NORWAY
1 - 15 JULY, 1943
PG/31838



1871

Received of the
Hon. Secy of the
Interior
the sum of \$100.00
for the year 1871

1 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212 AB 3647,
U 586 AB 3914,
U 622 AB 3958,
U 302 AB 6328, depth of sweep 30 miles.

In port:

U 255, 269, 387, 629, 636 Bergen,
U 354, 355, 625, 639, 703 Trondheim,
U 711 Narvik,
U 251 Kiel.

(b) U-boats homeward and outward bound:

2030 U 277 out from Bergen to Narvik.
0500 U 713 proceeding from Kristiansand (South) to
Bergen.
0500 U 307 proceeding from Kristiansand (South) to
Bergen.
1400 U 601 put into Kafjord.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - 75 degrees N. 5
degrees E. - Banak, not exhaustive. A few
icebergs off South Cape.

6 FW 190 in three waves reconnaissance of
shipping between the Fisher Peninsula and
Kola inlet.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 reconnaissance of Denmark Straits.

2 BV 138 reconnaissance east coast of Iceland
broken off before completed owing to weather
conditions.

No report of enemy sighted.

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III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

On the north coast of Iceland 1 merchant vessel of 4,000 G.R.T., course 180 degrees, 1 merchant vessel of 2,000 G.R.T., course 240 degrees, 2 stationary escort vessels.

(c) By naval forces: None.

(d) By radio intercept service:

On the morning of 1 July, Russian submarine "S 54" on the Norwegian polar coast.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Three U-boats north and one south of Bear Island.

(c) Special operations by single boats:

U 601 (Grau) in Kafjord for fuelling exercise with BV 138.

(d) Miscellaneous:

The first of the newly assigned boats, U 277 (Lübsen) is to operate from Narvik:

Departure order for U 277:

- (1) Put out on evening of 1 July from Hellisoey.
- (2) Proceed, keeping 50 miles from the coast and via Westfjord to Narvik. Make fast alongside the "Grille" at the ore pier.
- (3) Radio service "A" until report of having passed 67 degrees N. confirmed, then U-boat wave for Northern Waters. Very long wave for Northern Waters from time of departure.
- (4) Standing Order of C-in-C U-boats, No. 426.

V. Reports of successes: None.

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VI. Plans:

Receipt of teleprinter message from Senior Officer Naval Meteorological Service VI:

- (1) Arrival of Inspector Werner with 2 meteorological buoys on ship "Wolfgang LMP Russ" from Trondheim probably 15 July.
- (2) A 750 ton U-boat will be necessary for laying of the 2 buoys. Three upper-deck containers will be provided.
- (3) Request alterations of position as follows:
Meteorological buoy 107 to 73 degrees N. 39 degrees E. (Barents Sea). Meteorological buoy 106 to remain at 75 degrees 5 minutes N. and 8 degrees E.

The "Coburg" (meteorological survey ship) will arrive today in Hammerfest with 2 meteorological radio shore transmitters. One of these is to be erected as soon as possible on Bear Island. The next available U-boat is scheduled for this purpose.

VII. Survey of the situation:

Owing to the late arrival of the meteorological buoys, the U-boats will be somewhat delayed. One 500 ton boat will have to be used for laying each buoy. A boat is also required for a shore transmitter.

These projects can be carried out on the way to the operational area.

(Signed) Peters.

2 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212 AB 3647,
U 586 AB 3914,
U 622 AB 3958,
U 302 AB 6328, all depth of sweep 30 miles.

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(b) In port:

U 255, 269, 387, 629, 636 Bergen,
U 354, 355, 625, 639, 703 Trondheim,
U 711 Narvik,
U 601 Alta.

(c) U-boats homeward and outward bound:

U 277 proceeding from Bergen to Narvik.
U 713)
U 307) into Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - South Cape - Ice Fjord - 75 degrees N. 5 degrees E. Exhaustive, nothing to report.

4 FW 190 reconnaissance of shipping between the Fisher Peninsula and Kola inlet. Nothing special to report.

Flieger Fuehrer Lofoten:

4 FW 190 reconnaissance of sea area north-east of Jan Mayen up to ice limit.

Flieger Fuehrer North (West):

2 FW 200 reconnaissance of the Denmark Straits; no report of enemy sighted.

1 FW 200 reconnaissance for re-interception of the convoy sighted on 30 June east and south-east of Iceland.

III. Reports on the Enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Entrance to the White Sea (AW 5234) 2 freighters, totaling 7,000 G.R.T., and 2 escorts, course 350 degrees. East of Iceland 1 ship 400 G.R.T., course 330 degrees.

(c) By naval forces: None.

(d) By radio intercept service:

On the morning of 2 July, Russian submarines "L 15", "S 54", off Norwegian polar coast.

Belushya area: 1 minesweeper No 62; 4 guardships Nos. 20, 30, 36, 77; guardboat No. 617.

In the afternoon and evening large number of radio messages from Archangel to Belushya.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

3 boats north, and 1 south of Bear Island.

(c) Special operations by single boats:

The following teleprinter message Most Secret 1813 M + was received from the operational group:

"Fuelling exercise between the "Steinbrink", U 601 and BV 138 carried out successfully in Alta Fjord on 2 July.

A similar exercise with the "Lützow" will take place on 3 July. Pilot considers it necessary to conduct an open sea exercise with the U-boat, with sea 2 to 3. Concur. Request that further details be arranged with Flieger Fuehrer direct."

Flieger Fuehrer North (East) will therefore be asked to state time and place for the open sea exercise, for which "Grau" is waiting in Hammerfest.

(d) Miscellaneous:

U 629 (Bugs) is to take the first meteorological set from Hammerfest to Bear Island, while the 3 remaining newly assigned boats are scheduled to put out from Bergen to relieve and supplement the boats in the Bear Island position.

U 307 (Herrle), U 387 (Büchler), U 629 (Bugs) and U 713 (Gosejakob) have received the following sailing order:

- "(1) Put out from Bergen 3 July, 1943.
- (2) Proceed, keeping 50 miles from the coast, via Westfjord to Narvik, making fast alongside "Grille". "Bugs" via SR 1 to Hammerfest.
- (3) Radio service "Anton" very long wave for Northern Waters. Only for "Bugs", after confirming report of passing 67 degrees N., wave "U".
- (4) Standing Orders of C-in-C, U-boats, Nos. 426, 421."

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- V. Reports of successes: None.
- VI. Survey of the situation: Nothing special.

(Signed) Peters.

3 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212 AB 3647,
U 586 AB 3914,
U 622 AB 3958,
U 302 AB 6328, all depth of sweep 30 miles.

In port:

U 255, 269, 636 Bergen,
U 354, 355, 625, 639, 703 Trondheim,
U 711 Narvik,
U 601 Alta.

(b) U-boats homeward and outward bound:

U 277 proceeding from Bergen to Narvik.
U 307)
U 713)
1630 U 387) out from Bergen to Narvik.
U 629)

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - South Cape - Ice Fjord - Banak. Exhaustive, nothing to report.

4 FW 190 in two waves on armed shipping reconnaissance between the Fisher Peninsula and Kola inlet. No ships sighted.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

1 FW 200 with radar on reconnaissance of Denmark Straits.

1 BV 138 reconnaissance eastern Denmark Straits. No reports of enemy sighted; broken off owing to fog.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

North of Iceland (AE 2243) a light cruiser of the Dido class, course 240 degrees, high speed, and one further cruiser; in AE 1739 a heavy cruiser of the London class, course 90 degrees. In AE 1892 6 merchant vessels, of up to 3,000 G.R.T. each, and 2 escorts; course 50 degrees, speed slow.

In AE 1965 1 merchant ship of 2,000 G.R.T., course 250 degrees, speed slow. On the north coast numerous small boats of 500 G.R.T. each.

(c) By naval forces: None.

(d) By radio intercept service:

In Belushya, 2 huts are to be erected with radio transmitters and receivers. The huts have been loaded in Archangel onto the steamer "Hertzen" (1736 G.R.T.), which will shortly depart for Belushya. At the radio station there are 2 radio watches and 7 mechanics.

Submarines "L 15", "S 54" off Norwegian polar coast on 2 July. Belushya 2 guardships.

3 July, no submarines intercepted in radio traffic at sea off the Norwegian polar coast.

In the area of Gorlo Straits/Belushya, guardship No. 20.

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(e) By G.I.S. stations:

Armed Forces Supreme Command, Foreign Office (Defense) communicates the following report from London:

Preparations have been going on since 4 June in the north of England, mainly Scapa Flow, for a large-scale convoy with war materials, particularly machine tools. This convoy is destined for Russia. It only remains for ships from Iceland, carrying other war materials, especially tanks and anti-tank guns, to put to sea before the convoy will get under way.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Three boats north, and 1 boat south of Bear Island. Since, according to a new ice report, South Cape, Spitzbergen is free, all 4 boats will be moved north of Bear Island.

1230 Radio message 1128/796:

Group "Monsun" from Captain U-boats:

New attack areas, depth of sweep 30 miles:
Vogler 3612, Esch 3647, Queck 3914, Sickel 3958.

(c) Special operations by single boats:

The operational group has reported that fuelling exercise between flying boat and U-boat was carried out successfully, but that one more exercise in the open sea is considered necessary.

U 601 (Grau) has accordingly been notified to await the order for this in Hammerfest.

V. Reports of Successes: None.

VI. Plans:

Group North/Fleet has submitted the following views to Naval War Staff, 1st Div., with reference to the proposals of F.O. Cruisers in Admiral Northern Waters Most Secret 033/43 A, of 29 June (only the most important points extracted):

(1) Views of F.O. Cruisers:

Use of U-boats in the Kara Sea primarily for the operation of the "Lützow", U-boats being forbidden to attack and maintaining radio silence until the "Lützow" is in waiting position north of Novaya Zemlya. Then reconnaissance by BV 138 from the "Lützow". If the enemy is sighted the "Lützow" will advance and the BV 138 will be released to the supply U-boat.

(2) Views of Admiral Northern Waters:

Success by the "Lützow" is uncertain, since surprise is unlikely and the convoy will have strong escort. The operation to rely mainly on U-boats.

(3) Views of Group North/Fleet:

(a) In view of the uncertain prospects of success of the "Lützow" it is not thought advisable to restrict the freedom of action of the U-boats. The U-boats should first of all collect information on traffic and defense, but it should be remembered that the enemy is bound to the short period when the Kara Sea is navigable.

(b) Operations, Northern Area:

The main task for the operational group is still to attack the convoys proceeding from England to Russia and to afford protection against enemy landings in Norway. Operations in the Kara and Barents Seas chiefly by U-boats using mines and torpedoes. 9 U-boats for this.

(c) Proposal for operation:

In the middle of July, 1943, four U-boats to be sent to the Kara Sea. Allocation of 6 new boats to provide 9 boats in all for the U-boats' main task of attacking convoys and carrying out large-scale minelaying operations. Advance of the "Lützow" in accordance with reconnaissance reports, the commanding officer being free to attack. Meanwhile, operational group to be kept in readiness.

(Signed) Peters.

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4 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212 AB 3612,
U 586 AB 3647,
U 622 AB 3914,
U 302 AB 3958.

In port:

U 255, 269, 636 Bergen,
U 354, 355, 625, 639, 703 Trondheim,
U 711 Narvik,
U 601 Alta.

(b) U-boats homeward and outward bound:

U 277, 307, 387, 713 proceeding from Bergen to Narvik.
U 629 proceeding from Bergen to Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - 75 degrees N. 5 degrees E. -
Banak, not exhaustive.

2 FW 190 shipping reconnaissance from Fisher
Peninsula to Kola inlet.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 reconnaissance of the Denmark Straits;
owing to weather conditions no report of enemy
sighted.

2 FW 200 reconnaissance of the north coast of Iceland.

2 BV 138 reconnaissance of the south-east coast of
Iceland broken off owing to weather conditions.

III. Reports on the enemy:

(a) By U-boats:

1110 Radio message 1010/707 from "Esch":
In AB 3647 three-fan from Russian submarine.

2148 Radio message 1805/713 from "Esch":
(1) Submerged owing to enemy fire.
(2) British (Sturgeon) not Russian.
(3) Withdrawing to the west.
(4) Serial No. 708.

(b) By air reconnaissance:

In Motka Bay 1 freighter of 1,000-1,500 G.R.T.
and 3 freighters of 400-800 G.R.T.

On the north coast of Iceland 6 trawlers, course
20 degrees.

On the north coast of Iceland 18 trawlers in all
in 3 groups and 1 merchant ship of 2,000 G.R.T.,
course 60 degrees.

The merchant vessels reported on the previous
day were identified as trawlers; the cruisers
were not sighted again.

(c) By naval forces: None.

(d) By radio intercept service:

According to radio traffic at sea, submarine
"K 1" off the Norwegian polar coast. Submarines
of class "M" may be expected in Northern Waters.
In the Belushya area M-boat 965, guardships
Nos. 20, 30.

(e) By G.I.S. stations:

Portuguese Report:

On 18, 20 and 22 June, the 3 groups of a convoy
consisting of 210 ships left Bath (Maine)
escorted by U.S. forces. Troops embarked from
Biddeford, Newbury, Dover, Portsmouth, Portland
and Bath areas. Troops are stated to be intended
for attack on Scandinavia. Altogether in the
second half of July or first half of August,
6 landings are planned, i.e. Greece, Italian
coast, French Mediterranean coast, French Channel
coast, Denmark, Norway; of these the most
significant are Greece and Norway, with a view
to establishing contact quickly with Russia.

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Report Wilmington (North Carolina) of 24 June:-
departure of about 18,300 men on 21 June in convoy from Onslow Bay, destination probably Egypt, Syria, via Indian Ocean area. No further expeditionary forces remain in Newport. A further 13,000 men from Utah who are being trained for operations in Norway, are to be ready in the course of July in Newport and Onslow Bay for embarkation to England.

From diplomatic report of 24 June:

(1) A large convoy is ready to sail from Halifax. It includes several "Empress" steamers and the steamers "Montcalm" and "Montreal" of the Canadian Pacific Line. Will probably sail on 8 July in several groups, destination England.

(2) The ports on this coast are crammed full with war material, primarily tanks, mountain artillery, ammunition and landing craft that can be shipped in sections.

(3) In Halifax, 2,500 motor-sledges, large numbers of skis, snow-shoes, cases with thermostatic uniforms and skis for aircraft lie ready for shipment.

(4) According to authoritative views: Troops and war material departing from these ports are intended for operations in the far north.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

1242 Four U-boats between South Cape and Bear Island. In view of the report of a British submarine by U 586 (v.d. Esch) the following radio message 1207/709 was sent to Group "Monsoon": "Shift operational areas at once 30 miles course 250 degrees."

In this manner, the boats are withdrawn from the direct line South Cape - Bear Island without the effective patrol of the passage being seriously affected.

(c) Special operations by single boats:

U 601 reported, upon request, a new fuelling exercise between BV 138 and U-boat in Kafjord.

- V. Reports of successes: None.
- VI. Plans: ("Wunderland II" - operation by the "Lützow" against Russian shipping in the Kara Sea).

The Naval War Staff, Ops. has approved the proposal by Group North/Fleet. C-in-C of the Navy has agreed to control of the U-boats operating in the Kara Sea by Commanding Officer of the "Lützow" for the duration of the operation. BV 138 based on U-boat to be under the command of the Commanding Officer of the "Lützow" as soon as the latter goes into action. Admiral Northern Waters and Captain U-boats, Norway, have been requested to issue the appropriate operational orders.

- VII. Survey of the situation:

According to earlier observations, the appearance of enemy submarines off Bear Island indicates preparatory measures for the arrival of convoy traffic in Northern Waters. This view coincides with reports from intelligence service stations and the expansion of the Russian base at Belushya.

U 586 (v.d. Esch) gave up its guns, according to orders, during last dockyard period. It was not until later that the boats operating in Northern Waters were ordered to retain their guns on board.

(Signed) Peters.

5 July, 1943.

- I. U-boat positions and alterations of position:

- (a) Positions at 0800:

In the operational area:

U 212	AB 3528,
U 586	AB 3584,
U 622	AB 3852,
U 302	AB 3896.

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In port:

U 255, 269, 636 Bergen,
U 354, 355, 625, 639, 703 Trondheim,
U 711 Narvik,
U 601 Alta.

(b) U-boats homeward and outward bound:

1210 U 277 put into Narvik.
1930 U 277 put out of Narvik.
U 307, 387, 713 proceeding from Bergen to Narvik.
U 629 proceeding from Bergen to Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Bear Island - Hornsund - 75 degrees N. 5 degrees E. - Banak, not exhaustive.

1 Ju 88 shipping, harbor and ice reconnaissance Kirkenes - Belushya - Kara Straits - Kolguev - Kirkenes. Not exhaustive.

8 FW 190 went out four times on reconnaissance of shipping traffic between Fisher Peninsula and Kola inlet.

Flieger Fuehrer Lofoten:

3 BV 138 with radar gear, on morning and evening reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 reconnaissance of Denmark Straits.

1 BV 138 reconnaissance of the north-east coast of Iceland broken off before completed.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

In Belushya harbor 3 merchant ships, totaling about 8,000 G.R.T., and 2 coastal vessels of less than 1,000 G.R.T., 1 coastal vessel putting into port. No other shipping.

Eight trawlers of 2-3,000 G.R.T. each and 1 patrol boat at anchor.

(c) By naval forces: None.

(d) By radio intercept service:

Norwegian polar coast: numerous messages sent to an unknown number of submarines in the operational area, of which "K 1" was mentioned by name.

Area Belushya: guardboat No. 505, a further vessel, icebreakers "Ssedov", "Kaganovich", "Mikoyan" and a further one (0453).

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four U-boats between South Cape and Bear Island.

(c) Special operations by single boats:

U 629 (Bugs), which has put out from Bergen and is scheduled to carry the meteorological radio shore transmitter out to Bear Island, has been ordered in radio message 1300/639 to proceed to Hammerfest on the inner leads in order not to disturb the operational group which is carrying out exercises in the open sea.

(d) Miscellaneous:

(aa) U 601 (Grau), having made fast after fuelling exercise in Kafjord near Hammerfest has received orders to sail on the morning of 6 July by the inner leads for Narvik.

(bb) Departure order for U 277 (Lübsen):

(1) Put out on the evening of 5 July through Andfjord. Proceed from Lødingen to Harstad with pilot.

(2) Proceed at 12 knots via AB 56 to attack area AB 3852 left center, depth of sweep 30 miles, to relieve U 622.

(3) Task: attack on Russian supplies proceeding singly or in convoy, according to operational order for U-boats operating in Northern Waters No. 1.

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- (4) Our own forces in the operational area:
U-boats: U 212 (Vogler) in AB 3528, U 586
(v.d. Esch) in AB 3584, U 622 (Queck) in
AB 3852 left center.

U 302 (Sickel) in AB 3896 left center, depth
of sweep 30 miles, as Group "Monsun".

Heavy and light naval forces up to 7 July
eastward of approach route.

Luftwaffe: daily meteorological reconnaissance
by Ju 88.

- (5) Radio service "U" according to U-boat
Communications Order, Captain U-boats, Norway.

(cc) Departure Order for U 355 (La Baume):

- (1) Put out of Trondheim on the afternoon of
6 July.
- (2) Proceed, at a distance of 50 miles from the
coast, to operational area in AB 3528, depth
of sweep 30 miles, to relieve U 212.
- (3) Our own forces:
U 212 (Vogler) in AB 3528, U 387 (Büchler)
in AB 3584, U 277 (Lübsen) in AB 3852 left
center, U 302 (Sickel) in AB 3896 left center.
All depth of sweep 30 miles, as Group "Monsun".
- (4) Radio service "A" until passing of 67 degrees N.
confirmed, then U-boat wave for Northern Waters.
Very long wave for Northern Waters from time
of departure.

(dd) Departure order for U 269 (Hansen):

- (1) Depart from Bergen on the evening of 6 July.
- (2) Proceed, at a distance of 50 miles from the
coast and through Westfjord to Narvik,
making fast at Meteor.
- (3) Radio service "A", very long wave for
Northern Waters.
- (4) Standing War Order, C-in-C U-boats, No. 426.

V. Reports of successes: None.

VI. Survey of the situation:

The number of ships in Belushya harbor and the ice-
breaking activity in the Belushya area are typical
indications of the extension of the harbor.

(Signed) Peters.

6 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212 AB 3528)
U 586 AB 3584)
U 622 AB 3852) Northern Waters.
U 302 AB 3896)

U 334)
U 420) Atlantic:

In port:

U 255, 269, 636 Bergen,
U 354, 355, 625, 639, 703 Trondheim,
U 711 Narvik,
U 601 out from Hammerfest at 1100.

(b) U-boats homeward and outward bound:

U 277 proceeding from Narvik to the operational
area.
2015 U 307, 387, 713 into Narvik.
2330 U 307, 387, 713 out from Narvik.
U 629 proceeding from Bergen to Hammerfest.
1545 U 269 out from Bergen.
2000 U 355 out from Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75 degrees
N. 5 degrees E. - Banak. Not exhaustive.

1 Ju 88 reconnaissance of inshore waters up to
the Gorlo Straits. Subsequently exhaustive
reconnaissance of Iokanka harbor.

1 Ju 88 reconnaissance over the sea from Petsamo-
Kanin Nos - Kolguev - Belushya - 57 degrees E.
4010 (AT 7921) Kirkenes. Exhaustive.

4 FW 190 shipping and meteorological reconnaissance
Fisher Peninsula - Kola inlet. Nothing special
to report.

Flieger Fuehrer Lofoten: No sea reconnaissance:

Flieger Fuehrer North (West):

5 FW 200 reconnaissance of sea area between north coast of Iceland and 74 degrees N. and westward up to the ice limit.

1 BV 138 and 1 FW 200 on evening reconnaissance of sea area, Denmark Straits.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Gorlo Straits (AW 2914) 1 freighter at anchor, 2,000-3,000 G.R.T. (AW 2918) 1 freighter 2,500 G.R.T., 3 escorts at anchor. Sea of Murman (AC 8893) 1 freighter, 1,000 G.R.T, course east. (AC 8859) 7 ships, 2 of these up to 5,000 G.R.T., 3 probably escorts, course north-east.

Kanin Nos (AW 2328) 1 patrol boat, course north-north-east, (AT 4885) 1 merchant ship, 1,500 G.R.T., 1 escort, course 200 degrees. (AT 7621) 1 patrol boat stationary.

In Belushya harbor, 1 merchant ship of 1,500 G.R.T. and 1 merchant ship of 500 G.R.T.

North coast of Iceland:

(AE 1766) 1 merchant ship of 2,000 G.R.T., course 230 degrees.

(AE 1959) 13 fishing vessels up to 600 G.R.T., course 300 degrees.

(AE 2858) 6 fishing vessels of 1,000 G.R.T. stationary.

(c) By naval forces: None.

(d) By radio intercept service:

On 5 July, 1700 Northern waters:

Russian convoy (including among others, destroyers "Uritski" --H--, --E--, and tanker "Beansonhil") from Molotovsk to Kola Bay.

6 July, Norwegian polar coast:

Only slight traffic to submarines in the operational area.

Belushya area:

Five guardships, ice-breakers "Lenin", "Ssedov", "Kaganovich", "Mikoyan".

One, and probably 3, further ice-breakers.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between South Cape and Bear Island.

1358 Radio message 1327/769:

From Captain U-boats:

"Lübsen" to relieve "Queck" at 1400 on 7 July in AB 3852 "Queck" to return at high speed to Trondheim via HA 1. Further operations scheduled.

(c) Special operations by single boats: None.

(d) Miscellaneous:

(aa) Operational order for U 629 (Bugs):

- (1) Put out from Hammerfest at 0800 on 8 July with escort via SR 1, after refuelling and taking on board meteorological gear. Minelaying gear to be stored in Hammerfest.
- (2) Proceed to Bear Island and lay the meteorological gear at 74 degrees 30 minutes N. 19 degrees N. Further instructions from accompanying meteorologists.
Beware of British submarines reported on 4 July in AB 3647. After carrying out operation, return to Hammerfest.
- (3) Our own forces:
U 212 (Vogler) relieved in AB 3528 on 11 July by
U 355 (La Baume).
U 387 (Büchler) in AB 3584,
U 277 (Lübsen) in AB 3852,
U 302 (Sickel) in AB 3896, all depth of sweep 30 miles as Group "Monsun". Boats west of 17 degrees E. on return passage.
- (4) U-boat wave for Northern Waters.
Report operation carried out by short signal.

(bb) Operational order for U 387 (Büchler):

- (1) Put out from Narvik at 2330 on 6 July, through Andfjord. From Lödigen to Harstad in convoy with U 307 and U 713. U 307 has pilot on board.
- (2) Proceed via AB 3720 to operational area AB 3584, depth of sweep 30 miles, to relieve U 586 (v.d. Esch). Cruising speed 12 knots.

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- (3) Operation:- attack on Russian supply traffic proceeding singly and in convoy, according to Operational Order for Northern Waters U-boats, No. 1.
 - (4) Our own forces in the operational area:
 - (a) U-boats:
 - U 212 (Vogler) in AB 3528,
 - U 586 (v. d. Esch) in AB 3584,
 - U 277 (Lübsen) in AB 3852, left center,
 - U 302 (Sickel) in AB 3896, left center,depth of sweep 30 miles, as Group "Monsun".
Look out for U 622 (Queck), on return passage on the morning of 8 July.
 - (b) Luftwaffe: Daily reconnaissance by Ju 88.
 - (5) Radio service "U" according to U-boat Communications Order of Captain U-boats, Norway.
- (cc) Order for U 307 (Herrle), U 713 (Gosejakob):
- (1) Put out from Narvik at 2330 on 6 July with U 387 (Büchler). In Lødingen U 307 to take on pilot as far as Tromsø and to proceed in convoy with U 713 and U 387 (as far as Harstad). From Tromsø to Hammerfest, report to First Staff Officer, Admiral Polar Coast.
 - (2) Radio service "U" according to U-boat Communications Order of Captain U-boats, Norway.
 - (3) Make fast in Hammerfest at base-ship "Black Watch". Ensure receipt of "U" radio messages through Naval Communications Officer, Hammerfest

V. Reports of successes: None.

VI. Survey of the situation:

Apart from the boats actually in the operational area and their reliefs, there are now three boats, ready for operations, in Hammerfest.

(Signed) Peters.

7 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212 AB 3528)
U 586 AB 3584)
U 622 AB 3852) Northern Waters.
U 302 AB 3896)

U 334)
U 420) Atlantic.

In port:

U 255, 636 Bergen,
U 354, 625, 639, 703 Trondheim,
U 711 Narvik.

(b) U-boats homeward and outward bound:

U 277, 387 proceeding from Narvik to the operational
area.
U 355 proceeding from Trondheim to the operational
area.
U 307, 713 proceeding from Narvik to Hammerfest.
U 269 proceeding from Bergen to Narvik.
U 601 into Narvik from Hammerfest.
U 629 proceeding from Bergen to Hammerfest,
put in at 1430.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75
degrees N. 5 degrees E. - Banak, not exhaustive.
Nothing special to report.

Shipping and port reconnaissance carried out by
1 Ju 88 from Banak - AC 8839 - AC 9561 -
AW 2642 - along the Kola coast - Banak. No
reconnaissance of ports.

Armed meteorological and shipping reconnaissance
Fisher Peninsula - Kola inlet carried out in
two waves by 5 FW 190.

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Flieger Fuehrer Lofoten:

1 BV 138 reconnaissance north-east of Jan Mayen - no enemy ships sighted. Only partially covered.

Flieger Fuenrer North (West):

1 FW 200 reconnaissance of the Denmark Straits.
1 BV 138 reconnaissance of sea area off north-east coast of Iceland.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

10 km. north of Cape Gorodetski 2 probable steam trawlers at anchor.

1 coastal vessel (100 G.R.T.) at the southern exit from Motka Bay probably sunk. AE 2859 2 heavy cruisers (London class).

1 destroyer (Aveline class). 1 patrol boat, course 90 degrees, speed 12-15 knots. AE 2872 4 patrol boats in line abreast, course 70 degrees.

(c) By naval forces: None.

(d) By radio intercept service:

On 6 July, only slight radio traffic to Russian submarines in the operational area of the Norwegian polar coast.

On 7 July, Norwegian polar coast submarines "S 54", "Schtsch 422", M 106". Belushya area 1 ice-breaker.

(e) By G.I.S. stations. None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between South Cape and Bear Island.

2257 Radio message 2221/786:

"U 387 (Buehler) to relieve "Esch" at 2000 on 8 July in AB 3584. "Esch" to return at increased speed to Narvik via Andfjord.

Further operations scheduled."

- (c) Special operations by single boats: None.
- V. Reports of successes: None.
- VI. Plans:

The following teleprinter message has been received in Group North/Fleet, Most Secret 02899 A1:

Luftflotte 5 has telegraphed in reply to Group North/Fleet under Most Secret 2597 A1 of 31 June as follows:

- (1) Use of LT 350 (aerial torpedo) against convoy intended only in agreement with Captain U-boats. Captain U-boats will inform the Flieger Fuehrers of the areas in which LT 350 can be used without restriction.
- (2) In areas in which our own U-boats or naval forces are to be expected, intention to attack or sighting will be notified to Captain U-boats or Admiral Northern Waters, at least 4 hours in advance. Attack is only intended against merchant ships in a convoy.
- (3) Attack without sighting, solely by location, can only be considered if the training of the units is sufficient for this. Attack will only be permitted if no confusion in location is possible, i.e. if none of our own naval forces are in the operational area.

Note by Group North/Fleet:
These arrangements meet the wishes of the Navy.

- VII. Survey of the situation:

Nothing special.

(Signed) Peters.

8 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212 AB 3528)
U 586 AB 3584) Northern Waters in
U 277 AB 3852) operational areas
U 302 AB 3896) depth of sweep 30 miles.

U 334)
U 420) Atlantic.

In port:

U 255, 636 Bergen,
U 354, 625, 639, 703 Trondheim,
U 601, 711 Narvik,
U 629 Hammerfest.

(b) U-boats homeward and outward bound:

U 387 proceeding from Narvik to the operational area,
will relieve U 586 at 2000.
U 355 proceeding from Trondheim to the operational area.
U 622 return passage to Trondheim.
U 307, 713 proceeding from Narvik to Hammerfest, putting
in at 0910.
U 269 proceeding from Bergen to Narvik.
U 586 proceeding from the operational area to Narvik.
2100 U 255 put out from Bergen to the operational area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

Meteorological reconnaissance Banak - South Cape - Ice
Fjord - 75 degrees N. 5 degrees E. by 1 Ju 88. Nothing
special to report. Broken off.

1 He 111 meteorological reconnaissance Banak - Matochkin
Straits - Belushya - Kara Straits - Banak.

Photographic reconnaissance of Archangel and Molotovsk
by 1 Ju 88.

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Flieger Fuehrer Lofoten:

2 BV 138 reconnaissance northeast of Jan Mayen with radar. . Nothing special to report.

Flieger Fuehrer North (West):

4 FW 200 reconnaissance between 75 degrees and 71 degrees N. as far as east coast of Iceland or fast-ice limit.

1253 to 0130 search for and shadowing of reported enemy formation. 1 FW 200 each, at 2036 and 0551 on 9 July for re-interception of formation north of Iceland.

5 FW 200 reconnaissance from 2055 to 0735 in the same area.

4 BV 135 reconnaissance from 0315 to 1445 of area between 62 degrees 5 minutes and 65 degrees N. and westwards as far as the east coast of Iceland.

2 BV 138 strip reconnaissance from 2110 to 0706 north of the Faeroes up to 64 degrees 30 minutes N. as far as east coast of Iceland. No report of enemy sighted.

2 BV 138 reconnaissance of enemy formation reported by meteorological reconnaissance "Staffel".

1 BV 138 reconnaissance of central North Sea. Nothing special to report.

4 Ju 88 close reconnaissance between 56 degrees and 61 degrees N. as far as the east coast of Scotland, east of Orkneys and Shetlands. No report of enemy sighted.

3 Ju 88 strip reconnaissance east of the Faeroes.

1 Ju 88 from 1024 - 1907 photographic and visual reconnaissance of the fjords on the east coast of Iceland. No shipping.

4 Ju 88 from 2152 - 0335 strip reconnaissance between 58 degrees 45 minutes and 62 degrees 15 minutes N. and west as far as Scottish islands and Faeroes.

1 He 111 from 1731 - 0115 reconnaissance for enemy naval forces as far as 1 degree W. between 63 degrees 30 minutes and 74 degrees 30 minutes N. No report of enemy sighted.

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III. Reports on the enemy:

- (a) By U-boats: None.
- (b) By air reconnaissance:

Karmakuli harbor - 1 freighter up to 1,000 G.R.T. in the process of unloading. Belushya harbor - 1 freighter of 5,000 G.R.T., 1 freighter of 3,000 G.R.T., 2 flying boats. In AT 7255, 1 freighter of 1,500 G.R.T., course south. In AT 7377, 2 steam trawlers, course north-east.

Photographic reconnaissance of Archangel - 7 freighters totaling about 25,000 G.R.T., Molotovsk - 7 freighters totaling about 20,000 G.R.T., 10 km. north-west of the island of Mudyugski 5 freighters totaling about 18,000 G.R.T. and 3 escorts, course north.

At 0740 in AE 3757, 2 heavy cruisers, 1 destroyer stationary. (North coast of Iceland). Formation laid a smoke screen. At 1105 in AE 1769, 1 merchant ship of 3,500 G.R.T., course 270 degrees. At 1230 in AE 2854, 2 merchant ships up to 2,000 G.R.T., course 140 degrees.

Reported enemy formation intercepted again at 1820 in AE 3509, course 220-270 degrees, medium speed.

At 0145 in AE 5225, 3 merchant ships up to 3,000 G.R.T. and 1 escort, course 160 degrees.

At 0145 in AE 6471 east of Iceland, 4 merchant ships of up to 2,000 G.R.T., course 330 degrees, several steam trawlers and sailing ships (small), attacked one sailing ship.

Radio message: at 1558 in AF 7954, 1 aircraft carrier, 2 cruisers and 9 destroyers, course 60 degrees.

East of the Faeroes, several coastal vessels and in AE 9922, 1 merchant ship of 1,000 G.R.T., course north.

9 July. At 0020 in AE 9975, 1 destroyer, course west. At 0025 in AE 9943, 2 merchant ships of 1,000 G.R.T., course 310 degrees. At 0100 in AE 9677, 1 freighter of 800 G.R.T., 1 freighter of 600 G.R.T., course east or north-east, south-east of the Faeroes several coastal vessels.

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(c) By naval forces: None.

(d) By radio intercept service:

7 July. Norwegian polar coast: submarines "S 54", "Schtsch 422", "M 106". Belushya area: 1 ice-breaker.

8 July. Norwegian polar coast: slight traffic to submarines in the operational area, of which only "M 106" was mentioned by name.

In the Belushya area, minesweepers Nos. 34, 63, guardship No. 20, guardboat No. 505, probably 1 ice-breaker, 2 further vessels.

Locations: At 1445 British unit in AF 7530. At 1548 British unit in AF 7550, at 1549 British unit in AF 7520, at 1821 British unit in AF 7853, at 2044 British unit in AF 4970. At 1607 radio guardship with escort unit - "Encore I" - at 1559 at 61 degrees 16 minutes N. (?), 01 degrees 18 minutes (02 degrees 18 minutes) E. (AF 79), course 100 degrees, speed 18 knots; according to German report 62 degrees 28 minutes N. (?) 01 degrees 25 minutes E., course 60 degrees, 1 aircraft carrier, 3 cruisers, 9 destroyers.

(e) By G.I.S. stations:

From Stockholm:

In the month of April, 8 submarines were moved from Archangel to Murmansk. Army Agent reported on 2 July from London that there is at present no danger of a landing in Norway, and that there is only intensive training. The northernmost part of Scotland is a closed area. Yorkshire is not a closed area. For the time being there are only protected areas on the coast. Several strips of the coast as well as the northern part of the country have merely been prepared for evacuation. Reason for this: To facilitate the maneuvers which are to be carried out by the armored divisions already stationed in Yorkshire.

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IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between South Cape and Bear Island. In view of reports on the enemy, positions will be taken up on the west coast of Norway off Bergen, Trondheim and Westfjord. The following radio messages have been dispatched:

1921 Radio message 1903/794: Most Immediate.

"(1) "La Baume" and "Hansen" are to put about immediately and proceed at maximum cruising speed to AF 5850.

"Hansen" U-boat wave for Northern Waters.

(2) "Queck" is to proceed at maximum cruising speed to AF 2640."

1942 Radio message 1915/795: Most Immediate.

"U-boat base, Hammerfest.

U 307 (Herrle) and U 713 (Gosejakob) to put out as soon as possible and proceed to AF 2640 at maximum continuous cruising speed, 50 miles from the coast. U-boat wave for Northern Waters until further notice."

1925 In a telephone conversation with the Senior Officer, 11th U-boat Flotilla, it was confirmed that U 255 (Harms) will be ready to put out at 2100 today.

In addition, U 601 (Grau) - Narvik - has personally received the following departure order:

"(1) Put out from Narvik on the evening of 8 July.
(2) Proceed through Westfjord to AF 2640.
(3) Radio service "U" irrespective of latitude.
U 601 and the two boats from Hammerfest will put out at 2400."

U 255 (Harms) has received the following departure order in teleprinter message, Captain U-boats, Norway, Secret 2126:

"(1) Put out of Bergen at 2100 on 8 July.
(2) In the absence of local orders, occupy operational area AF 8770.
(3) U-boat wave for Northern Waters irrespective of latitude."

Thus the boats are making for points off Bergen, Trondheim and Westfjord. The boats still in dock will be made ready to leave quickly.

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(c) Special operations by single boats:

2026 Radio message 2015/796:
From Captain U-boats.
" "Bugs" to speed up operations."
The meteorological gear should be taken out first.

(d) Miscellaneous:

1857 Received from Group North/Fleet, teleprinter message G 2930:
"Most Immediate. Admiral, Northern Waters.
Secret.
U-boats should be prepared to retire southwards at short notice, irrespective of present operation. U-boats in port should be prepared to put to sea at short notice."

V. Reports of successes: None.

VI. Survey of the situation:

1345 Received from Group North/Fleet, teleprinter message 02915.

"Most Secret:

- (1) It is not yet possible to assess the intentions of the two enemy cruiser groups reported.
However, these movements are without doubt related to plans which exceed normal activities in the England-Iceland area. Group North is no longer of opinion that this is merely the reaction to the exercises by our operational group but rather that the enemy either intends to create a diversion, thereby drawing off our own reconnaissance from other enemy targets, or to commence large-scale operations. As regards the latter, Group North believes less in convoy operations to Russia than, e.g., in landing operations in Norway or a pretence of such.
- (2) The situation as a whole and observations to date lead to the conclusion that the enemy's plans in the European theater of war will include subsidiary operations in Northern Waters, but Group North is convinced that the main thrust may be expected elsewhere. It is probable that these operations are to be simultaneous with the battle in the central sector of the Eastern Front, and increased activity in the Mediterranean. This leads to the conclusion that enemy movements in Northern Waters, the appearance of British submarines off Bear Island, and serial reconnaissance of fleet anchorages during the last few days are signs of action in the very near future. Further details must be obtained by air reconnaissance."

2250 Received Group North/Fleet 02925. Most Secret:
Survey of the situation at 2000 hours, which ends
with the following paragraph:

"Clear assessment not yet possible. Operations
against coast, possibly barrier of mine fields.
Air attacks not out of the question.

The open behavior of the enemy also gives rise to
the suspicion that a diversion, and consequently a
tying-down of German forces in the area is intended."

2240 Teleprinter message. Captain U-boats, Norway, Secret,
2129 dispatched to Group North/Fleet, all Flieger
Fuehrers, Luftflotte 5, and 11th and 13th U-boat
Flotilla:

U-boat disposition at 2000 on 8 July:

- (1) U 212 (Vogler), U 387 (Büchler), U 277 (Lübsen),
U 302 (Sickel), in formation between Bear
Island and Spitsbergen.
U 586 (v.d. Esch), approximately AB 3810 on
return passage to Narvik.
U 629 (Bugs) AC 4450, proceeding for special
operation to Bear Island.
U 622 (Queck) in 8650, proceeding to AF 2640.
U 355 (La Baume) in 8950, proceeding to AF 5850.
U 269 (Hansen) in AF 5250, proceeding to AF 5850.
U 307 (Herrle), U 713 (Gosejakob) leaving
Hammerfest on the evening of 8 July,
proceeding to AF 2640.
U 601 (Grau) leaving Narvik at about 2300 on
8 July, proceeding to AF 2640.
U 255 (Harms) leaving Bergen at about 2100 on
8 July, proceeding to AF 8770.

(2) In dock: Probable earliest times of readiness:

Narvik:

- U 711 (Lange), reduced war readiness 12 July,
U 703 (Brünner), war readiness 17 July,
U 625 (Benker), war readiness 12 July,
U 354 (Herbschleb), war readiness 19 July,
U 639 (Wichmann), war readiness 19 July.

Bergen:

- U 636 (Hildebrandt) reduced war readiness 10 July.

The drawing up of our own U-boats along the west coast of
Norway, as a result of reports on enemy movements
has been got under way or completed according to
plan. In general this went off well. Departure of
the U-boats ready for operations proceeded quickly
and smoothly. It was possible for the most part to
reduce the time required for preparing the boats in
dock.

(Signed) Peters.

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9 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212 AB 3528)
U 387 AB 3584)
U 277 AB 3852) in operational areas
U 302 AB 3896) Northern Waters, depth of
U 269 AF 5878) sweep, 30 miles.
U 255 AF 8770)

U 334) Atlantic.
U 420)

In port:

U 636 Bergen,
U 354, 625, 639, 703 Trondheim,
U 711 Narvik.

(b) U-boats homeward and outward bound:

U 586 proceeding from operational area to Narvik.
U 307, 713 out from Hammerfest at midnight to
the operational area.
0000 U 601 out from Narvik to the operational area.
Later recalled.
U 622 proceeding to Trondheim.
U 355 proceeding from Trondheim to the
operational area.
U 629 proceeding from Hammerfest to the
operational area.

II. Air reconnaissance:

Flieger Fuehrer Forth (East):

Meteorological reconnaissance Banak - Bear
Island - South Cape - Ice Fjord - 75 degrees N.
10 degrees E. - Banak by 1 Ju 88. Not
exhaustive.

1 Ju 88 photographic reconnaissance of Iokanka,
Norjovets, southeast corner of Fisher
Peninsula.

Flieger Fuehrer Lofoten:

No operations.

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Flieger Fuehrer North (West):

2 FW 200 for re-interception and shadowing of the enemy cruiser formation reported on 7 July. Formation was not intercepted again.

In connection with reconnaissance report on the aircraft carrier formation east of the Shetlands, 4 Ju 88 strip reconnaissance between 68 degrees 15 minutes and 62 degrees 15 minutes N. as far as the Scottish Islands and the Faeroes. No report of enemy sighted.

4 Ju 88 reconnaissance between 59 degrees and 63 degrees 45 minutes N. as far as 6 degrees W.

4 BV 138 in area east of Iceland between 64 degrees 30 minutes and 66 degrees N. as far as 13 degrees W. Nothing special to report.

1 Ju 88 photographic reconnaissance of Scapa Flow.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

In Tokanka harbor, 2 torpedo boats, 2 M-boats, 1 freighter, 1 passenger ship. In the Denmark Straits, 7 patrol boats.

Photographic reconnaissance of Scapa Flow: oblique photographs from 600 m. Number of ships:

1 aircraft carrier (Furious),
1 battleship (Renown),
2 battleships (King George class),
2 probable dummy battleships,
1 heavy cruiser (Cumberland class),
1 heavy cruiser (London class),
4 light cruisers, 9 destroyers,
1 floating dock, 57 other vessels.
No large freighters or landing craft.

(c) By naval forces: None.

(d) By radio intercept service:

According to a radio message on the morning of 10 July:

Special report of H.Q., Allied Forces:
Landing operations commenced on Sicily in the early hours of the morning under the command of General Eisenhower. The landings were preceded by naval forces which escorted Commandoes and bombarded coastal defenses during the attack.

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(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between South Cape and Bear Island. The boats proceeding to the west coast of Norway will be assembled in groups and drawn up off the most important entrances.

0039 Radio message 019/703 sent out:

"The following attack areas to be taken up - Herrle 2675, Grau 2951, Gosejakob 2986 as Group "Grau"; Queck 5832, La Baume 5855, Hansen 5878, as Group "La Baume", all AF, depth of sweep 30 miles."

Since the German Air Force has not intercepted the carrier group again at sea and since the cruiser group is maintaining a westerly course northeast of Iceland, the boats most urgently needed for the coming operations will be withdrawn from coastal defense.

1157 Radio message 1121/707 sent out:

- "(1) Grau return to Narvik at increased speed via Ramsund to hand in torpedo pistols.
- (2) La Baume take up operational area of Grau, AF 2951,
- (3) Queck return to Trondheim via HA 1.
- (4) At present all U-boat wave for Northern Waters."

Apart from this the drawing up of boats in defensive positions will be slowed down.

1217 Radio message 1148/708 sent out:

- "(1) Herrle and Gosejakob economical cruising speed.
- (2) Bugs no longer any need for haste."

(c) Special operations by single boats:

Our own boats and the Luftwaffe have been notified of the fact that U 629 (Bugs) is installing meteorological shore gear on the north coast of Bear Island.

(d) Miscellaneous: --.

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V. Reports of successes: None.

VI. Survey of the situation:

Teleprinter message Most Secret 02938 of 2216 on 9 July, received from Group North/Fleet:

"Agree to withdrawal of U-boats, which have been at sea for a month, from positions off the Norwegian coast.

Relief U-boats to be left there owing to recent alterations in the general situation."

Further, from Group North/Fleet, Secret 02939 of 9 July. 2301 hours:

"Air Fleet II sighted at 1630 five convoys of about 180 units, including landing craft, north of Malta, bound for Sicily. Danger of diversion in northern area. Large number of ships in Scapa today."

The operation in the Mediterranean has, therefore, commenced, and it is likely that U-boats will still have to be kept in readiness to defend the Norwegian coast.

(Signed) Peters.

10 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 212	AB 3528)	
U 387	AB 3584)	
U 277	AB 3852)	Northern Waters, all
U 302	AB 3896)	depth of sweep 30 miles.
U 269	AB 5878)	
U 255	AB 8770)	

U 629 north coast of Bear Island.

U 334)
U 420) Atlantic.

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In port:

U 636 Bergen,
U 354, 625, 639, 703 Trondheim,
U 711 Narvik.

(b) U-boats homeward and outward bound:

U 307, 713 proceeding from Hammerfest to the
operational area.
1530 U 622 put into Trondheim.
0900: U 586 put into Narvik.
0400 U 601 put into Narvik.
U 355 proceeding Trondheim - operational area -
Narvik.
1600 U 255 proceeding from the operational area to
Bergen.
1600 U 307 ordered to return to Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75
degrees N. 5 degrees E. - Banak. Nothing
special to report. Not exhaustive.

1 Ju 88 photographic reconnaissance of airfield
in area Archangel and south of Bjelomorsk.
Nothing special to report.

Flieger Fuehrer Lofoten:

No operations.

Flieger Fuehrer North (West):

1 FW 200 with radar gear reconnaissance of
Denmark Straits. No reports of enemy sighted.

1 BV 138 reconnaissance in area north of
Iceland.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

In AE 2854, 1 fishing vessel (400 G.R.T.) and
2 trawlers.

(c) By naval forces: None.

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(d) By radio intercept service:

In Naryan Mar there are the following transmitters: "Tap", "Raf", "KW", and "Briz". Radio operators are to be sent shortly from Archangel for servicing. According to radio traffic, at sea: Norwegian polar coast: submarines "S 54", "M 106".

Belushya area: M-boats Nos. 37, 62, 63, guardship No. 19.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats north of Bear Island.

The boats off Westfjord and Trondheim will be evenly spaced for operational purposes.

0125 Radio message 035/719 sent out:

- "(1) Proceed at 14 knots to the following attack areas, depth of sweep 30 miles: La Baume AF 5815, Herrle AF 2916, Gosejakob AF 2986.
(2) Hansen will remain in AF 5878, Harms in AF 8770."

1340 Teleprinter message, Group North/Fleet 02945 A1, received:

"Most Secret. Agree to withdrawal of all U-boats from patrol positions on the Norwegian coast."

1545 Radio message 1451/726 sent out:

- "(1) Harms, radio service "A".
Put into Bergen through Fejeosen, proceed quickly to Narvik with deck containers.
(2) Bugs not to deliver meteorologists and gear; scheduled to return to Hammerfest shortly.
(3) Vogler to return quickly at midnight on 11 July, through Andfjord to Narvik.
(4) La Baume to proceed to AG 78, Gosejakob to AB 34; further details will follow.
(5) Herrle, at 50 miles distance from the coast, via SR 1 to Hammerfest, Hansen through Westfjord to Narvik."

La Baume reported that his heavy Diesel oil in external fuel tanks was unusable owing to paint; that is about 50 cbm. He was ordered by radio message 1611/727 to proceed to Narvik.

(c) Special operations by single boats:

0143 Radio message 0100/721 sent out:
"Bugs", after carrying out operation, relieve U 212 (Vogler) in AB 3528, depth of sweep 30 miles. Transfer meteorologists. Report in advance, by short signal, time of arrival in attack area. Vogler is then to return to Narvik. Further operations scheauled."

0643 Radio message 0335/722 received from U 629 (Bugs):

- "(1) Operation carried out.
- (2) Robert operating with Anton and Heinrich.
- (3) Query:- hand over gear and take on 2 electric torpedoes."

It is intended that "Vogler" shall bring the meteorologists and gear to Narvik. Bugs reported by short signal 1124/725, that he could be in the new attack area at midnight.

Since U 629 (Bugs) will be needed as a mine-laying boat, owing to the fact that U 586 is delayed by battery trouble, it is intended to withdraw the boat soon.

V. Reports of successes: None.

VI. (a) U-boat report:

Short report U 586 (v.d. Esch):

- 5 June. 1100 put out from Hammerfest, 10 July. 0900 into Narvik.
- 6 June. AB 6347 occupied.
- 20 June. AB 6311 as operational area, depth of sweep 30 miles.
- 25 June. Special operation west coast of Bear Island, search for D/F or radar station. Nothing found.
- 28 June. AB 3949 operational areas, depth of sweep 30 miles.
- 29 June. AB 3914.
- 3 July. AB 3647.
- 4 July. 1005. AB 3647 avoided three torpedoes of British submarine, type Sturgeon; attack apparently made by radar. Submerged owing to failure of gun.
- 8 July. 2000 relieved by U 387 in AB 3584.

CONFIDENTIAL

VII. Plans:

- A. In reply to an enquiry regarding use of the second meteorological radio shore transmitter stored in Hammerfest, the following teleprinter message 02944 A5, Most Secret was received from Group North/Fleet:

"In reply to 419 Most Secret of 8 July: Second transmitter will probably not be used until the middle of August; notification will be given in due course. In the meantime, store the apparatus carefully."

- B. The following teleprinter message was sent out in Captain U-boats, Norway, Most Secret S.O.s only 52/43, respecting our plans, to Group North/Fleet and Naval War Staff, 1st Div.:

Most Secret S.O.s only - by hand of officer only:

- Re: 1. Group North/Fleet, Most Secret S.O.s only, 629/43 A1;
2. Group North Fleet, Most Secret S.O.s only 645/43 A1;
3. Captain U-boats, Norway, Most Secret S.O.s only, 21/43;
4. Group North/Fleet, Most Secret S.O.s only 681/43 A3 of 11 July.

Following operations by U-boats are planned in accordance with instructions received:

(a) Minelaying operations:

- (1) 6 U-boats in all, including U 601 (Grau), which is now scheduled for operation Belushya in view of reference 4. above, will carry out mining operations. With reference to 2. above, paragraph 3, it is reported that the number of minelaying boats available at any time is dependent on the dock situation as well as considerations regarding use of U-boats for certain difficult tasks.
- (2) It is intended to carry out minelaying operations "Aster", "Nelke", "Gladiole", "Tulpe", "Veilchen" and "Rose" through the last ten days of July to the beginning of August with boats U 601 (Grau), U 586 (v.d. Esch), U 625 (Benker), U 212 (Vogler), U 636 (Hildebrandt), U 639 (Wichmann).

- (3) Grau will put out on 15 July as the first boat for operation Belushya; subsequently the boat will be available, after replenishing torpedoes, for refuelling BV 138. The other boats will follow in succession. It is intended to carry out operations "Narzisse" and "Lilie" in August.
- (b) Operation Kara Sea:
- To be carried out by U 711 (Lange), U 622 (Queck), U 354 (Herbschleb). Boats will take up positions in Kara Sea in the above sequence from west to east in accordance with reference 3. above.
- U 622 (Queck) has radio intercept service on board. The boats will arrive at their positions approximately as follows: U 622 (Queck) on 26 July, U 711 (Lange) on 29 July, U 354 (Herbschleb) on 2 August.
- (c) Refuelling of BV 138:
- To be carried out by U 255 (Harms) and U 601 (Grau). The latter after carrying out Belushya operation. The boats will arrive approximately as follows at positions off the north point of Novaya Zemlya: U 255 (Harms) on 25 July, U 601 (Grau) on 30 July. For further details see Communication from Captain U-boats, Norway, Secret 2171.
- (d) Taking out meteorological gear:
- The first meteorological gear taken out to Bear Island by U 629 (Bugs) on 9 July. Laying of meteorological bouys about 20 July by U 702 (Brünnner). For further operations 1-2 boats will always be available at a given time from among the boats stationed off Bear Island.
- (e) Occupation of position Bear Island-Spitsbergen:
- Taking into account the 3-4 boats on an average in dock, there are about 7 boats available for this operation. One of these will carry out simultaneously the special task of reconnaissance of the west point of Spitsbergen on 16 July, approx.

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C. Regarding refuelling between U-boat and BV 138 during the Kara Sea operation, the following teleprinter message has been sent out in Captain U-boats, Norway, Most Secret 2171 of 10 July:

Group North/Fleet,
Luftflotte 5, Battle Staff,
Flieger Fuehrer North (East),
Flieger Fuehrer Lofoten,
Coastal Air Group 706,
Naval War Staff, 1st Div. for information.

Most Secret. Re: Refuelling between U-boats and BV 138. Previous reference Luftflotte 5, Battle Staff Ia 44/43 of 27 June.

- (1) Refuelling exercises carried out according to plan. All operational matters settled between those taking part.
- (2) U 601 (Grau) and U 255 (Harms) scheduled as refuelling boats.
- (3) It is intended that the scheduled positions should be taken up at the following times: U 255 (Harms) 25 July, U 601 (Grau) 28 July. Latter boat to carry out additional special operation first.
- (4) For reasons of space saving, it is proposed that only one reserve crew should be carried.
- (5) Distribution of Air Force personnel most appropriate as follows:
On U 255 (Harms) Officer in charge of operation, 3-4 technicians, 5 reserve crew. To be embarked in Tromsø about 14 July. Exact time will be notified later.
- (6) Loading of gear and fuel in Tromsø at times according to Para. 5.
- (7) U-boat personnel will also be available for technical work during the operation.

VIII. Survey of the situation:

At 0100 on 10 July the following report of U-boat positions was sent out to

Group North/Fleet,
Luftflotte 5,
All Flieger Fuehrers,
11th, 13th U-boat Flotillas:

- "(1) U 212 (Vogler), U 387 (Büchler), U 277 (Lübsen) and U 302 (Sickel) in operational areas between Spitsbergen and Bear Island.
- (2) U 629 (Bugs) on the north coast of Bear Island will proceed to AB 3528 after carrying out special operation.
- (3) U 307 (Herrle) and U 713 (Gosejakob) in AB 9810, will proceed to operational areas in AF 29.
- (4) U 355 (La Baume) in AF 2951, will proceed to operational area AF 5815.
U 269 (Hansen) in operational area AF 5878.
- (5) U 255 (Harms) in operational area AF 8770."

1348 Received teleprinter message Group North/Fleet 02946 to Naval War Staff:

"The use by Captain U-boats, Norway, of boats assigned for current and special operations, for defensive operations on the west coast of Norway tends to jeopardize scheduled offensive operations for which there was a special assignment of boats, since these offensive operations are conditioned by time. U-boats have therefore been withdrawn today from patrol positions on the Norwegian coast because of the enemy situation. In view of the continued tension which appears to call for the presence of operational boats on the west coast of Norway, further instructions are desirable.

The following is proposed:

Assemble suitable boats putting to sea from home waters in groups of three or more in Kristiansand or, better still, Bergen. These should depart from there on arrival of the next three boats, and so on. An initial delay of boats scheduled for the Atlantic would have to be accepted. It would be necessary to issue all boats with cipher material for Northern Waters to ensure uniform control through Captain U-boats, Norway, by Naval War Staff, C-in-C U-boats, Operations.

If this proposal is agreed to, it is requested that right of recourse to these three ready boats should be granted in case of enemy attacks.

In view of the fact that the boats required for immediate plans can be withdrawn again, there will be no substantial delays in carrying out the scheduled projects."

(Signed) Peters.

11 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 629 AB 3528)
U 387 AB 3584) Northern Waters all depth
U 277 AB 3852) of sweep 30 miles.
U 302 AB 3896)

U 334)
U 420) Atlantic.

In port:

U 255, 636 Bergen.
U 354, 622, 625, 639, 703 Trondheim.
U 586, 601, 711 Narvik.

(b) U-boats homeward and outward bound:

U 212, 269, 355 proceeding from the operational area to Narvik.
U 307 proceeding from the operational area to Hammerfest.
0145 U 255 put into Bergen.
U 713 proceeding from Hammerfest to the operational area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

Meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75 degrees N. 5 degrees E. - Banak carried out by 1 Ju 88. Reconnaissance of sea area not exhaustive. Ice Fjord not covered.

1 Ju 88 shipping and port reconnaissance Kirkenes - AC 8839 - Belushya - Kolguev - Kanin Nos - Kola coast from Svyatoi Nos - Kirkenes.

Flieger Fuehrer Lofoten:

Flieger Fuehrer North (West):

1 FW 200 and 1 BV 138 reconnaissance of Denmark Straits and northeast Iceland.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Ships in Belushya according to aerial photographs: 3 freighters (totaling 3,700 G.R.T.), several harbor vessels and 6 flying boats in the seaplane base. (3 "MBR 2", 2 "MBR 4".)

In AF 3388 1 Westfjord probable U-boat.

Denmark Straits AE 1783 1 merchant ship 3,000 G.R.T., course 150 degrees.

(c) By naval forces: None.

(d) By radio intercept service:

3 Russian minelayers Nos. 90, 93 and 94. No. 90 has been in Belushya area since 1 July, No. 93 since 26 May and No. 94 in Archangel area since 4 May.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats in attack areas between Bear Island and Spitsbergen.

(c) Special operations by single boats:

1159 Radio message 1142/712 dispatched to Bugs:

"Report by short signal whether Robert can be heard there. Not here up to now."

None of the receiving stations tuned in have yet heard the meteorological transmitter.

1716 Short signal 1716/742 received from Bugs:

"Only grid square AB 3997."

That is on the northeast corner of Bear Island. Apparently the beams of the apparatus are only very weak.

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(d) Miscellaneous:

Departure order for U 255 (Harms):

- (1) Put out from Bergen on the afternoon of 12 July.
- (2) Proceed, at a distance of 50 miles from the coast, through Westfjord to Narvik.
- (3) Radio service "A" until passing of 67 degrees N. confirmed, then U-boat wave for Northern Waters.

Departure order for U 625 (Benker):

- (1) Put out from Trondheim at 1000 on 12 July.
- (2) Proceed, at a distance of 50 miles from the coast, through Westfjord to Narvik.
- (3) Radio service "A" until passing of 67 degrees N. confirmed, then U-boat wave for Northern Waters.

V. Reports of successes: None.

VI. U-boat report:

Short report Operation U 622 (Queck) from 17 May, 1943 to 10 July, 1943 (break in Hammerfest from 22 May to 28 May and from 6 June to 13 June, 1943).

Out from Trondheim on 17 May via AF 5368, AF 2368, AB 9319, AL 7129.

Hammerfest from 22 May until 28 May.

Out from Hammerfest 29 May. AB 6328 from 30 May to 4 June.

Hammerfest from 6 June to 13 June. Out from Hammerfest 14 June. AB 6622 from 15 June to 19 June. AB 6358 from 19 June to 20 June. AB 6622 on 20 June, AB 6347 from 21-28 June. AB 6328 from 28 June to 30 June. AB 3958 from 30 June to 4 July. AB 3918 from 4 July to 5 July. AB 3852 from 5 July to 7 July.

Return via AF 3154, AF 2626, AF 5312, AF 5558, HA1. Made fast in Trondheim at 1605 on 10 July, 1943.

13th U-boat Flotilla, Secret 769.

VII. Plans:

Received Teleprinter message from Supreme Command of the Navy, Naval War Staff, 1st Div. 19 257/43
Most Secret:

- "(1) -----
(2) According to experiences to date, earliest arrival in Kara Sea of ships coming from the west about middle of July, earliest passage through Wilkitzki Straits by ships coming from the east about 10 August. Last return passages from Ob and Yenisei to the west second half of October, to the east about first ten days of September from Dikson."

VIII. Survey of the situation:

- (1) U 629 (Bugs), after being relieved by U 713 (GosejakOb), is to test the meteorological gear on Bear Island once more.

This boat, too, will then be detailed for minelaying, especially as the second meteorological gear is not to be used until the middle of August.

- (2) In view of the presumed approach of traffic to the Kara Sea, minelaying operations must be accelerated. The first minefields are expected to be laid about 20 July.

(Signed) Peters.

12 July, 1943.

I. U-boat positions and alterations of position:

- (a) Positions at 0800:

In the operational area:

U 629	AB 3528)	
U 387	AB 3584)	
U 277	AB 3852)	Northern Waters.
U 302	AB 3896)	
U 334)		
U 420)		Atlantic.

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In port:

U 255, 636 Bergen,
U 354; 622, 625, 639, 703 Trondheim,
U 355, 586, 601, 711 Narvik,
U 307 Hammerfest.

(b) U-boats homeward and outward bound:

0800 U 355 put into Narvik.
0645 U 307 put into Hammerfest.
U 212, 269 proceeding from the operational area
to Narvik.
U 713 proceeding from the operational area to
Hammerfest.
1000 U 625 out from Trondheim.
1700 U 212 put into Narvik.
1900 U 269 put into Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
South Cape - Ice Fjord - 75 degrees N. 5 degrees E. -
Banak. Broken off near Ice Fjord. Reconnaissance
not exhaustive, but full reconnaissance of Ice Fjord.
Otherwise, nothing special to report.

Flieger Fuehrer Lofoten:

7 BV 138 on strip reconnaissance between 64 degrees
and 71 degrees N. as far west as 0 degrees.

Flieger Fuehrer North (West):

1 FW 200 and 1 BV 138 carried out reconnaissance of
Denmark Straits and northeast coast of Iceland;
nothing special to report.

1 BV 138 carried out sea reconnaissance off north
coast of Iceland as far as AE 6225; nothing special
to report. Reconnaissance broken off owing to
sea mist.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Off Kvalnes 1 submarine attacked. Effects not observed.

(c) By naval forces: None.

(d) By radio intercept service:

According to radio traffic, submarines "S 54", "M 106" off Norwegian polar coast.

In Kolguev area - survey vessel "Migalka".

In Belushya area - minelayer No. 90, mine-sweepers Nos. 58, 63.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) On convoys: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.

(c) Special operations by single boats: None.

(d) Miscellaneous:

"Transfer order for U 269 (Hansen):

(1) Put out from Narvik at 1000 on 13 July.

(2) Proceed through Tjeldsund, from Lodingen["] to Tromsø with district pilot, through West Fairway Finnsnesrennen. In Tromsø report to 1st Staff Officer, Admiral Polar Coast. He will provide escort from there as far as Hammerfest.

(3) U-boat wave for Northern Waters.

(4) Make fast at U-boat base, Hammerfest, accommodation ship "Black Watch".

Five hours' readiness. Ensure receipt of "U" radio messages from Naval Communications Officer."

In Captain U-boats, Norway, Most Secret 2194 A Ops. of 12 July, U 255 (Harms) was ordered to postpone his departure until 1800 on 13 July, since the Flotilla has reported that the boat has been delayed in dock.

V. Reports of successes: None.

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VI. U-boat report:

Short report U 212 (Vogler) from 3 June to 12 July.

- 3 June out from Hammerfest, 12 July into Narvik.
- 4 June at 1300 attack area AB 2328, depth of sweep 30 miles.
- 19 June at 2330 special operation: to investigate enemy radio station, probably not manned, on the northeast coast of Bear Island near Tunheim 1 officer and 1 N.C.O. landed.
- 20 June at 0550 landing party taken on board again. Operation completed.
- 20 June at 1830 to 27 June at 2400, new attack area (patrol of the passage between Spitsbergen and Bear Island).
- 28 June to 29 June 1600 attack area AB 3833, depth of sweep 30 miles, taken up.
- 29 June 1600 boat shifted attack area to AB 3647.
- 3 July 1800 boat went 30 miles further north into attack area AB 3612, depth of sweep 30 miles.
- 4 July 1430 new attack area AB 3528.
- 11 July at 0000 return to Narvik (Andfjord) commenced.

Locations:

- (1) 25 June at 1438 in AC 1774 location on 1.34 m., long high continuous note, signal strength 5.
- (2) 25 June at 1530 in AC 1774 location on 1.34 m., high continuous note lasting 4-5 seconds, signal strength 3-4.

VII. Survey of the situation:

The appearance of a minelayer in the Belushya area seems to indicate that Russian flanking minefields are being laid on the shipping routes of the Barents Sea.

(Signed) Peters.

13 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 629 AB 3528)
U 387 AB 3584) Northern Waters
U 277 AB 3852) depth of sweep all
U 302 AB 3896) 30 miles.

U 334)
U 420) Atlantic.

In port:

U 255, 636 Bergen,
U 354, 622, 639, 703 Trondheim,
U 212, 269, 355, 586, 601, 711 Narvik.

(b) U-boats homeward and outward bound:

U 713 proceeding from Hammerfest to the
operational area.
1530 U 625 put into Narvik.
from
2000 U 629 operational area off Bear Island.
2000 U 255 put out from Bergen for Narvik.
1030 U 269 put out from Narvik for Hammerfest.
1800 U 355 put out from Narvik for operational area.
0530 U 307 put out from Hammerfest for Alta.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord -
75 degrees N. 5 degrees E. - Bardufoss. Not
exhaustive. Nothing special to report.

Flieger Fuehrer Lofoten:

No report of enemy sighted.

Flieger Fuehrer North (West):

2 FW 200 with radar carried out reconnaissance
of Denmark Straits between north coast of
Iceland and 70 degrees N. No report of enemy
sighted.

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III. Reports on the enemy:

- (a) By U-boats: None.
- (b) By air reconnaissance: None.
- (c) By naval forces: None.
- (d) By radio intercept service:

According to radio traffic at sea off the Norwegian polar coast:

Slight traffic to submarines in the operational area. Only "M 106" mentioned by name.

Belushya area: guardships Nos. 10, 19, minelayers Nos. 90, 93.

- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.

1214 Radio message 1133/795 sent out:

"(1) U 713 (Gosejakob) will relieve Bugs on 13 July at 2000 in AB 3528, depth of sweep 30 miles

(2) Bugs will test "Robert" and return to Hammerfest."

- (c) Special operations by single boats:

As from 0800 U 307 (Herrle) will be available to the operational group for location exercises in Alta.

U 629 (Bugs) will test the meteorological shore gear on Bear Island, which has not yet been heard.

- (d) Miscellaneous:

Operational order for U 355 (La Baume), see Appendix II.

V. Reports of successes: None.

VI. Plans:

Teleprinter message, Naval War Staff, 2nd Div., C-in-C U-boats, Ops. 01309/ A1 of 13 July has been received in reply to the proposal by Group North/Fleet (Most Secret 02946 of 10 July, 43) to keep U-boats proceeding out from home waters in Norwegian ports in readiness for defensive action until arrival of the next boats:

- "(1) Fundamentally in agreement; at present, however, very few outgoing boats in view of reconversion to quadruple anti-aircraft gun. Recourse can be had to these, if necessary, but no special retention in Bergen of the first two Atlantic boats is intended, since appearance of several boats in the North Atlantic is necessary. As soon as the reconverted boats begin to put to sea, C-in-C U-boats will issue new orders. It may be presumed, however, that it will not be necessary to detain any, since at any given time there will always be a number of boats bound for the Atlantic in the Norwegian coastal area.
- (2) All boats putting to sea from home waters and Norway will, according to orders, be issued with "M-Hydra" cipher, that is, also the boats intended for Atlantic operations. Control will, therefore, be possible at any time by Captain U-boats, Norway."

VII. Survey of the situation: Nothing special.

(Signed) Peters.

CONFIDENTIAL

14 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) Northern Waters
U 277 AB 3852) depth of sweep
U 302 AB 3896) 30 miles.
U 629 north of Bear Island.

U 334)
U 420) Atlantic.

In port:

U 636 Bergen,
U 354, 622, 639, 703 Trondheim,
U 212, 586, 625, 711 Narvik,
U 307 Alta Fjord.

(b) U-boats homeward and outward bound:

U 255 proceeding from Bergen to Narvik.
U 269 proceeding from Narvik to Hammerfest, into
Hammerfest at 0850.
0700 U 601 put out from Narvik for Tromsø.
Into Tromsø at (left blank).
U 355 proceeding from Narvik to operational area.
2200 U 625 put out from Narvik for Tromsø.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Bear
Island - Ice Fjord - 75 degrees N. 5 degrees E. -
Banak. Nothing special to report. No reconnaissance
of Ice Fjord.

Flieger Fuehrer Lofoten:

1 BV 138 reconnaissance of inshore waters between
67 degrees and 72 degrees N. - 200 km. off the coast.
Nothing special to report.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance of Denmark Straits.

III. Reports on the enemy:

- (a) By U-boats: None.
- (b) By air reconnaissance:

Denmark Straits:
In 1746 AE 5 fishing boats.
In 1892 AE 1 corvette, course 270 degrees,
speed 8-10 knots.

- (d) By radio intercept service:

13 July at 1600 2 aircraft from Amderma to Archangel. Construction of the radio station in Belushya will be commenced in the next few days. Belushya indicates that the constructional plan for the power installation and transmitter is satisfactory. That for the receiver installation is not entirely so. There must be further living accomodation. The electricity works at Belushya will supply alternating current of 65-95 volts.

According to radio traffic at sea: Norwegian polar coast: Slight traffic to submarines in the German Navy's operational area, of which only "Schtsch 422" was mentioned by name on the morning of 14 July. Belushya-Gorlo Straits: minesweeper No. 65.

- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures for intercepting enemy traffic:

Four boats between Bear Island and Spitsbergen.

- (c) Special operations by single boats:

U 307 (Herrle) in Alta Fjord carrying out location exercises with the operational group.

U 629 (Bugs) at Bear Island testing meteorological gear.

- (d) Miscellaneous:

Departure order for U 601 (Grau):

- (1) Put out from Narvik at 0700 on 14 July.
- (2) Proceed through Tjeldsund to Tromsø, from Lødingen with district pilot.
- (3) Radio service "A".
- (4) Further according to Operational Order No. 2 (see Appendix).

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Departure order for U 625 (Benker):

- (1) Put out from Narvik at 2200 on 14 July.
- (2) Proceed through Tjeldsund to Tromsø, from Lødinge with district pilot.
- (3) Radio wave for U-boats, Northern Waters.
- (4) Further according to Operational Order No. 3 (see Appendix).

V. Reports of successes: None.

VI. Survey of the situation:

"Grau" and "Benker" are to carry out their operations roughly at the same time, so that both will have the advantage of surprise. After the first appearance of U-boats or the first losses through mines in the Barents Sea, increased air surveillance by flying boats in that area must be expected.

Operational orders for minelaying operations Belushya ("Aster") and Yugorski ("Nelke") are attached in Appendices III and IV.

(Signed) Peters.

15 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713	AB 3528)	
U 387	AB 3584)	
U 277	AB 3852)	Northern Waters.
U 302	AB 3896)	

U 334)	
U 420)	Atlantic.

In port:

U 636	Bergen,
U 354, 622, 639, 703	Trondheim,
U 212; 586, 711	Narvik,
U 601, 625	Tromsø,
U 269, 307	Hammerfest.

(b) U-boats homeward and outward bound:

U 255 proceeding from Bergen to Narvik.
U 355 proceeding from Narvik to operational area.
U 629 proceeding from operational area to
Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75 degrees N.
5 degrees E. - Banak. Not exhaustive. Southern
part of Barentsberg, smoke sighted.

1 Ju 88 carried out shipping and port reconnaissance
from Pechora estuary to Naryan Mar.

1 Ju 88 shipping and port reconnaissance Petsamo -
AC 8863 - Belushya - Krassinno - Kolguev North -
Kirkenes.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance of Denmark Straits.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Off Petsamo AC 8723 1 submarine submerging,
course 90 degrees. Murmansk coast AW 2288
1 coastal freighter (600 G.R.T.), course
300 degrees.

In AW 2241, AW 2113, AC 8973 and AC 8842 one
patrol boat, respectively.

In Pechora Bay 49 coastal and harbor vessels
(totaling 20,100 G.R.T.).

In Belushya harbor 7 coastal freighters (2,300
G.R.T) and 5 flying boats.

Denmark Straits, AE 1928 and AE 1966 1 patrol
boat stationary.

CONFIDENTIAL

(c) By naval forces: None.

(d) By radio intercept service:

Norwegian polar coast: Slight traffic to submarines in the operational area, of which only "Schtsch 422" was mentioned by name.

In Belushya area: minelayer No. 90, minesweeper No. 58, guardship No. 28.

Main Naval D/F Station at Kirkenes reported in Most Secret 01403 of 15 July:

"Ice-breakers "Ssedow", "Kagannovich", "Mikoyan", "Lenin" and a further one (0453), minelayer No. 90, guardships Nos. 18, 19, 74 and 75 in the Belushya area since 6 July. From further observations it is to be concluded that there are vessels in the Kara Sea since radio messages are being sent to them via Belushya and Amderma (to Amderma with new code names)."

(e) By G.I.S. stations:

14 July from Reykjavik:

"Convoy consisting of five loaded ships (average capacity about 3,000 tons) with four escort vessels put into Reykjavik on the morning of 13 July. A convoy consisting of 6 freighters (average capacity 3,000 tons) and two tankers about 8,000 tons capacity with 2 destroyers and 2 trawlers as escorts, left Reykjavik at 0800 on 14 July."

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.

One boat proceeding to patrol west coast of Spitsbergen (U 355).

(c) Special operations by single boats:

U 629 (Bugs) is on return passage after testing meteorological transmitter on Bear Island, and, since it has minelaying equipment, is to take the place of U 212 (Vogler) which will not be ready to leave dock until later.

1355 Radio message 1308/710 sent out to U 629 (Bugs):

"Surrender torpedoes in Hammerfest and take on mines. Then proceed at once to Narvik."

(d) Miscellaneous:

Departure order U 307 (Herrle):

- (1) Put out from Hammerfest at 0800 on 16 July with escort as far as SR 1.
- (2) Proceed to relieve U 302 (Sickel) in operational area AB 3896, depth of sweep 30 miles.
- (3) U 713 (Gosejakob) is in square 3528, U 387 (Büchler) in 3584, U 277 (Lübsen) in 3852, all AB, depth of sweep 30 miles, U 355 (La Baume) in AG 78.
- (4) Radio wave for U-boats in Northern Waters.

Captain U-boats, Norway,
Most Secret 2231.

Departure order for U 703 (Brünner):

- (1) Put out from Trondheim on afternoon of 17 July.
- (2) Lay meteorological buoy 106 at 73 degrees 30 minutes N. 8 degrees E. Meteorological buoy 107 at 73 degrees N. 39 degrees E.
- (3) Report laying of each buoy by means of short signal, giving its number.
- (4) After completing, return to Hammerfest via SR 1.
- (5) Four of our own boats northwest of Bear Island.
- (6) Radio service "A", very long wave for Northern Waters.

After confirmation of passing 67 degrees N. U-boat wave for Northern Waters. Confirm data given in 2.

Captain U-boats, Norway,
Most Secret 2232 AOp.

Since the 13th U-boat Flotilla reports delay in dock owing to faulty painting of external fuel tanks, the departure of U 703 (Brünner) has been ordered for 19 July instead of 17 July.

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V. Reports of successes: None.

VI. Survey of the situation:

The ice-breakers, minelayers, guardships and the minesweeper intercepted by the radio intercept service in the Belushya and Pechora Bay area, as well as the vessels assumed to be in the Kara Sea, indicate that it is high time to carry out the minelaying operations.

(Signed) Peters.

APPENDIX II.

Captain U-boats, Norway.

On board, 12 July, 1943.

COPY

Most Secret, S.O.s only.

Operational Order for U 355 (La Baume).

I. Task:

Disposition off the west coast of Spitsbergen south of 78° 30' N. for operation planned against enemy bases. Reconnaissance of traffic and of fjords, ascertaining bases, jumping-off bases and the like, attacks on shipping.

II. Enemy situation:

On 20 June, 1943, a German meteorological party at Cross Bay was driven off by an enemy landing unit. The party itself was taken off by U 302 (Sickel) on the west coast near their meteorological station.

U 302 later sank the enemy motor boat with which the landing had been carried out. The enemy operation probably started from Barentsberg, Ice Fjord. Sickel was fired on by artillery there, aircraft having attacked earlier. The appearance of carrier-borne aircraft and destroyers off Bear Island in the middle of June is thought to be connected with the erection of a base on Spitsbergen, perhaps for patrol forces and air forces. This would prove disadvantageous to our own interests in connection with future convoys.

III. Our own forces:

In attack areas between South Cape and Bear Island, with depth of sweep 30 miles:

U 629 (Bugs) in AB 3528,
U 387 (Büchler) in AB 3584,
U 277 (Lübsen) in AB 3852,
U 302 (Sickel) in AB 3896,
U 713 (Gosejakob) approximately in AB 34 proceeding to relieve Bugs.
Daily meteorological reconnaissance by Ju 88.

IV. Execution:

- (1) Put out from Narvik at 1400 on 13 July, through Andfjord. From Lodingen to Harstad with district pilot.
- (2) Proceed to AG 78, then independent reconnaissance. Whenever possible, reconnaissance of fjords, if necessary, submerged. Ascertain number of ships.

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(3) Report anything important immediately after leaving the fjord, if possible by means of short signal; otherwise, after about 8 days: shipping and aircraft traffic, number of ships in bays and bases. For this purpose, withdraw to the west.

(4) Attack on possible targets.

(5) Return passage when ordered.

V. Communications:

U-boat wave for Northern Waters.

VI. Papers:

Book of photographs of the Barents Sea.

APPENDIX III.

Captain U-boats, Norway.

On board, 13 July, 1943.

Most Secret - S.O.s only, by hand of officer only.

Operational Order No. 2.

Minelaying operation Belushya Bay.

I. Task:

Minelaying in Belushya Bay with TMB-mines. For further details, see Minelaying Order (Appendix 1 of this Operational Order).

II. Enemy situation:

- (1) General: At the beginning of July, according to radio intelligence, several destroyers, minelayers, minesweepers and guardboats appeared in the Belushya area. There are several vessels temporarily in port and now and then, apparently also icebreakers. Net barrages outside the harbor have not been observed up to now. In the summer of 1942 Belushya was used as a base and assembly point for convoys ranging as far as the coastline of Novaya Zemlya. The expansion of the base was recommenced this year as soon as the ice began to break up.
- (2) Naval patrol: One or more guardships continuously at sea (according to radio intelligence).
- (3) Air situation: In view of the transfer of a large number of aircraft to Belushya, frequent air reconnaissance is to be expected in the operational area, also from airfields on the mainland. Last summer flying boats, types "MBR 2" and "Consolidated", appeared in the Belushya area (see also Appendix 4 of this Operational Order).
- (4) Mine situation: Nothing is known of minefields in Belushya Bay. Care should be taken there. Observe shipping traffic. Russian flanking minefields must be expected at the northern entrance of the Kostin Straits. For positions of our own minefields, see Appendix 2 to Operational Order for U-boats in Northern Waters No. 1.
- (5) Signal and radio stations, batteries and flying fields: (See Appendix 3 of this Operational Order.)
- (6) Ice situation: See Appendix 5 of this Operational Order.

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III. Our own forces:

Our own air reconnaissance (Ju 88, BV 138) should be expected. Our own naval forces in the operational area will be notified by radio message.

IV. Execution:

- (1) Proceed from Narvik to Tromsø when ordered by Captain U-boats.
- (2) Take on mines at Mining and Barrage Command in Tromsø. Report completion of loading by Emergency teleprinter message "Am ready to put to sea" plus signature.
- (3) Put to sea for the operation on receipt of key word "Aster" plus date (e.g. Aster, 18 July = put out on 18 July). Time according to escort.
- (4) Proceed with escort on route "Schwarz", separate when off LoppHAVET. Proceed from there to the operational area, at a distance of 50 miles from the coast.
- (5) It may be necessary to make an unobtrusive survey of the area in question before carrying out the operation, so that mines may be laid successfully and the possible effect on the enemy, or enemy routes free of mines, may be discovered.
- (6) Report completion of task by means of short signal with addition I, II, III or IV according to the minefield laid as indicated in the mine-laying order, but not until 51 degrees E. has been passed.
- (7) Opportunities for torpedo attacks arising after execution of task are to be exploited. After completion of the operation the boat is first to proceed to AT 72 as its operational area for patrol and attacks on traffic. Order for return passage will be given by radio message.
- (8) Approach the coast as closely as is possible unobserved while surfaced, and take coastal photographs (panoramic) preferably with telephotographic lens.
- (9) Return to Hammerfest via SR 1. After loading torpedoes and oil, proceed to Tromsø according to Operational Order No. 4.

V. Equipment:

For shallow water operation. Make preparations for scuttling and effective destruction of secret material as long as boat is in shallow water. Crew to wear lifebelts. Comply with instructions in Handbook for U-boat Commanders, Para. 263.

CONFIDENTIAL

VI. Communication arrangements:

Radio silence until operation carried out. Otherwise procedure according to Communication Regulations of Captain U-boats, Norway.

VII. Appendices to this Operational Order:

- (1) Minelaying order.
- (2) Minefield chart.
- (3) Enemy bases and airfields.
- (4) Enemy air activity in the Eastern Barents Sea.
- (5) Ice and weather conditions in the Barents Sea in the last third of July.

VIII. Printed matter:

- (a) Handbook for U-boat Commanders, page 73.
- (b) Torpedo Trials Command leaflet on firing of torpedo mines.
- (c) Instructions for use of types TMB I, TMB II and TMC on board U-boats (Most Secret).
- (d) Book of photographs of the Barents Sea, page 136.
- (e) Natural conditions along the Siberian Sea route (Secret), Supplement to Navigational Handbook for the Kara Sea.
- (f) Charts: D 977 (J), Russian 1374.

IX. The Operational Order is to be destroyed immediately upon return from the operation. Certificate of destruction to Captain U-boats.

(Signed) Peters.

Appendix 2 of this Operational Order is attached only to that copy of the Order which is for use on board the U-boat.

APPENDIX 1 TO OPERATIONAL ORDER NO. 2.

MOST SECRET

Minelaying Order for U 601 (Grau).

Operation "Aster".

I. Task: Laying of minefield.

(1) Belushya Inner Bay (Aster I).

Within the following points:

71° 30.05' N 52° 15.10' E.
71° 30.60' N 52° 13.80' E.
71° 31.80' N 52° 13.80' E.
71° 32.85' N 52° 16.20' E.
71° 30.70' N 52° 19.50' E.

(See Minefield Chart.)

Mines are to be laid from the landside outwards on varying courses in groups of 2 to 4 mines. Distance between mines in the individual groups to vary from 200 to 400 m.

or

(2) Belushya Outer Bay (Aster II).

Alternative area to I.

71° 27.65' N 52° 18.40' E.
71° 28.30' N 52° 18.40' E.
71° 30.05' N 52° 15.10' E.
71° 30.70' N 52° 19.50' E.
71° 28.20' N 52° 23.50' E.
71° 28.20' N 52° 24.50' E.
71° 28.60' N 52° 24.50' E.
71° 28.60' N 52° 25.60' E.
71° 27.65' N 52° 26.00' E.

Mines are to be laid irregularly in the area from the landside outwards, on strongly varying courses in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 300 to 400 m. Mines to be laid only in water not exceeding 25 m. in depth.

or

(3) Kostin Straits Inner. (Aster III).

Alternative area to I and II.

- 70° 57.00' N 53° 11.50' E.
- 71° 03.50' N 53° 11.50' E.
- 71° 03.50' N 53° 24.50' E.
- 70° 59.00' N 53° 34.50' E.
- 70° 55.00' N 53° 29.00' E.

Mines are to be laid irregularly in the whole area, from north to south, on strongly varying courses, in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 300 to 600 m.

Mines to be laid only in water not exceeding 25 m. in depth.

or

(4) Kostin Straits Outer (Aster IV).

Alternative area to I, II and III.

- 70° 54.00' N 52° 52.00' E.
- 70° 57.50' N 53° 02.00' E.
- 70° 57.00' N 53° 11.50' E.
- 70° 55.00' N 53° 29.00' E.
- 70° 50.50' N 53° 18.00' E.

Mines are to be laid irregularly in the whole area, from east to west, on strongly varying courses, in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 300 to 600 m.

II. Mining material:

- 24 TMB mines 16 blue X (M 1) $\frac{10}{3-6}$
- 8 red X (M 1) $\frac{10}{3-6}$

- Clockwork arming switch II = varying from 3 to 6 days.
- Period delay mechanism = varying from 4 to 12 actuations.
- Time setting = 80 days.
- Safety distance (TMB) 130 m.

The mines have a special mechanism and become active after 20 minutes. Lay the various colors mixed and load accordingly.

III. Execution:

The laying course marked on the minefield chart is that regarded as most favorable, but need not be strictly adhered to. The important thing is that the whole area should be mined irregularly while maintaining the safety distance. Since it will scarcely be possible to execute the operation unobserved on the surface, it will probably have to be carried out while submerged.

MOST SECRET

Enemy airfields and bases

I. Russian aircraft bases:

Grid square AC 8891 airfield Kildin.
" " AC 8891 seaplane base Kildin.
" " AT 2524 airfield Iokanka.
" " AT 2521 seaplane base Iokanka.
" " AT 3325 airfield Bugrino.
" " AU 1532 airfield Naryan Mar.
" " AU 1532 seaplane base Naryan Mar.
" " AT 7232 airfield Rogacheva Bay.
" " AT 7235 seaplane base Rogacheva Bay.
" " AT 8836 airfield Amderma.

II. Russian radio and signal stations:

" " AT 7237 signal and radio station
(Lile Huk).
" " AT 7232 signal and radio station
Rogacheva Bay.
" " AT 7378 signal and radio station
Cape Chernaya.
" " AT 4839 radio station in Malie
Karmakuli.
" " AT 4599 radio station, name unknown.
" " AT 4624 radio station Matochkin
Straits, western outlet.
" " AT 2612 radio station, name unknown.
" " AT 2659 radio station Blagopoluchiya
Bay.
" " AT 5415)
)radio station Matochkin Straits,
" " AT 5416) eastern outlet.
" " AT 4679 radio station, name unknown.
" " AT 3216 radio station Cape Jelaniya.

Two radio huts are being set up in Belushya.

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III. Russian coastal batteries:

Grid square AT 7231 anti-aircraft battery on
Sanoed Bay off approach point.
" " AT 7232 light battery.
" " AT 7232 light battery Rogacheva Bay.

APPENDIX 4 TO OPERATIONAL ORDER NO. 2.MOST SECRETEnemy air activity end of May to beginning of July,according to radio intercept service (so far as intercepted):

26 May.	1 Consolidated 28	Archangel - Mezen - Kanin Nos - south coast of Novaya Zemlya - Kara Straits - Vaigach - Yugorski Straits - Pechora Bay - Mezen - Archangel.
27 May.		Aircraft movements from and to Belushe (Novaya Zemlya) planned.
31 May.	1 unknown aircraft	Belushe - Archangel.
1 June.	3 Consolidated 28	Sea reconnaissance north of Karin Peninsula.
3 June.	4 aircraft 1 flying boat	Gorlo Straits - Kanin Nos - 9600 AC.
9 June.	1 Consolidated 28	Archangel - Kanin Nos - Belushe - Yugorski Straits - Naryan Mar - Archangel. Intermediate landing in Belushe.
10 June.	1 FB 3	Cape Vikhodnoi (eastern outlet of Matochkin Straits) to Archangel, announced.
13 June.	3 Consolidated 28	Belushe - Amderma - Archangel.
17 June.	17 aircraft	Archangel - Belushe. Transfer intended.
18 June.	1 aircraft 1 flying boat	Archangel - Belushe.
19 June.	1 flying boat	Murmansk - Naryan Mar.
20 June.	1 flying boat	Naryan Mar for U-boat reconnaissance.
25 June.	10 I 153	Naryan Mar - Belushe (intended).
26 June.	7 MBR 2	Naryan Mar - Belushe (intended).
27 June.	aircraft	expected in Naryan Mar.

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- 1 July. 1 Consolidated 28 Naryan Mar area.
- 2 July. 1 flying boat Aichangel - Naryan Mar.
(RA 25).
- 3 July. 1 flying boat Naryan Mar - Anderma.

Number of aircraft according to aerial photographs:

- 22 June. 1 Consolidated 28 Aerial photographs Naryan Mar.
6 MBR 2
1 flying boat
(type not recognized).

APPENDIX 5 TO OPERATIONAL ORDER NO. 2.

General information on ice, weather and current conditions in the South Barents Sea, Pechora Sea and the approaches to the Kara Sea in the last third of July.

General.

Ice.

The ice situation this year may be described as normal. The movement of ice depends, apart from sea currents, mainly in the direction and force of the wind. Special attention is drawn to the very rapid changes brought about by these factors.

Weather.

Knowledge of weather conditions in the Northern area is extensive. Over the sea the sky is mainly very cloudy or overcast, so that generally speaking, it is rarely possible to take fixes.

Apart from its effect on drift ice, the wind, and more especially the direction of the wind, has a great influence on visibility conditions.

In accordance with the summer distribution of pressure (high over the northern Barents Sea), the prevailing winds are light to moderate from a northerly to easterly direction. On the north and east coasts stagnation frequently occurs, while the south and west coasts come under the influence of the "Fohn" (south wind), which disperses the clouds.

Fog is comparatively frequent, especially in the neighborhood of ice. It usually occurs intermittently, but is sometimes prolonged, lasting from two to three days or more. With light onshore winds fog is nearly always to be expected.

Ocean currents.

The regularity of tides and tidal currents is influenced by the freezing of the sea. In general, a cover of ice on the sea causes the range of the tide to decrease and the ebb tide to be delayed.

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I. Sea area Kanin Nos - Kolguev.

Ice.

Free of ice, apart from a small amount of drift ice, moving from the Kara Sea westwards.

Weather.

In the last third of July the prevailing wind is from the north. Strength is, as a rule, slight to moderate but is increased by angle and nozzle effect off Cape Kanin and Kolguev North. Kolguev South is less windy than the northern section. Storms are rare during July and August, on an average there are two stormy days a month.

Fog occurs on five days (20 to end of July) either intermittently or all day, that is, on every second day.

Ocean currents.

Apart from small deviations, an east-flowing current from the Atlantic prevails, the so-called North Cape current. Off Cape Kanin the current flows northwards from the White Sea at a rate of about 0.4 knots, and then turns partly eastwards. Weak eddies appear off Kolguev North, while in the south the current in general continues eastwards between island and mainland at a rate of 0.3 knots.

There are two tides a day. The range of the tide is approximately $2\frac{1}{2}$ meters at Cape Kanin and decreases to about 1.20 meters off Kolguev.

II. Pechora Sea.

Ice.

The ice situation depends on the ice conditions in the Kara Sea. Under the most favorable conditions no ice is encountered. However, the possibility of drift-ice, drifting out of the Kara Straits into the Pechora Sea, must be borne in mind. Shipping is not generally impeded by this ice as it is possible to circumnavigate the ice fields.

Weather.

Northeast winds prevail. The ice drifts according to the combined action of wind and current and, if drift-ice emerges from the Kara Straits, moves more or less exactly due west, and does not break up until it is northeast of Kolguev. The floes then melt quickly. During July and August the velocity of the wind sinks to its yearly minimum of strength 3.

The Vaigach area is remarkable for its frequent fogs. During the last third of July fog occurs on six days either intermittently or for the whole day.

Ocean-currents.

In the southern part the current flows eastwards at a rate of approximately 0.5 knots, in the northern part, to the northwest, at about 0.4 knots. There are two tides a day. From Kolguev to the Yugorski Straits and Kara Straits the range of the tide decreases from 1.20 meters to about 0.6 meters. The differences between high and low tide tends to be increased by wind pressure.

III. Yugorski Straits.

At their narrowest, the Yugorski Straits are only $1\frac{1}{2}$ miles wide. The minimum depth inside the navigable channel is $14\frac{1}{2}$ meters.

Ice.

The Yugorski Straits are generally navigable in July. The comparatively warm current flowing eastwards generally prevents the accumulation of drift-ice. With the prevailing northeasterly winds the Yugorski Straits may even now be occasionally blocked by ice.

For wind, fog and ocean currents, the same applies as for the Pechora Sea.

IV. Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but belts of skerries on either side reduce its useful width to about 17 miles. Depths in the navigable channel vary between 45 meters and 150 meters.

Ice.

As long as there is ice present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits. Although there is an easterly current on the south side of the Kara Straits ice conditions are less favorable here than in the Yugorski Straits. The prevailing northeast winds favor the appearance of ice, especially on the north side. The entire Straits may become blocked if these winds continue for any length of time, even in cases where the Straits had already become navigable.

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Weather.

Fog occurs on six days in the last third of July, as it does in the Pechora Straits. The direction of the prevailing wind is northeast.

Ocean currents.

On the northern side a current flows westwards at a rate of 0.4 knots; this velocity may however be greatly increased by the wind. The current then follows the west coast of Novaya Zemlya northwards. On the southern side an easterly current prevails, flowing from the Pechora Sea into the Kara Sea. The tides are the same as for the Pechora Sea.

V. Belushya Bay.

Ice.

Belushya Bay is generally ice-free except for a small quantity of drift-ice off the coast.

Weather.

A north to northeasterly wind prevails in the coastal area, therefore, good conditions of visibility can be expected in the main. No particulars are available as to the frequency of fogs. One may assume that it is somewhat less than in the Pechora Sea.

Ocean currents.

The current, flowing from the east, follows approximately the outlines of the coast. Its velocity is about 0.3 knots. There are two tides a day. The range of the tide is between 1 meter and 0.5 meters.

VI. Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and 1/3 to 3/4 of a mile wide. Depths in the navigable channel vary between 12 meters and 180 meters.

Ice.

As there is no marked ocean current, the drift of the ice generally follows the direction of the wind. No ice reports are available, but one may assume that there is usually a large area free of ice in the Kara Sea east of the Matochkin Straits, so that the Matochkin Straits are only occasionally filled with ice at this time of year.

Weather.

During July and August fog increases in frequency from the Kara Straits to the west coast of Northern Novaya Zemlya from 18 days to 20 or 21 days. Consequently, the incidence of fog in the Matochkin Straits in the last third of July is approximately the same.

Ocean currents.

Tides and range of tides as in Belushya Bay.

VII. Novaya Zemlya - North.

Ice.

On the basis of the mean ice limit, the northern tip of Novaya Zemlya should become free of ice from the end of July. The ice then rapidly recedes northwards.

APPENDIX IV.

Captain U-boats, Norway.

On board, 14 July, 1943.

Most Secret - S.O.s only, by hand of officer only.

Operational Order No. 3.

Minelaying Operation Yugorski Straits.

I. Task:

Mining of the western outlet of Yugorski Straits with TMB mines. For further details; see Minelaying Order, Appendix 1 of this Operational Order.

II. Enemy situation:

- (1) General: According to radio intercept service the Yugorski Straits were reported ice-free as from 7 July. In the Kara Straits drift-ice is still to be expected. In view of favorable current and ice conditions the Yugorski Straits are in general more frequently used than the wider Kara Straits. With resumption of shipping traffic, therefore, naval and air patrol must be expected. There has already been steamer traffic to Belushya.
- (2) Naval patrol: No units have yet been intercepted by the radio intercept service in this area. There have only been minesweepers, destroyers and minelayers off Belushya. Nor has anything regarding the area yet been reported by aircraft.
- (3) Air situation: See Appendix 4 of this Operational Order. The base of Amderma is apparently used only as an intermediate landing point for naval reconnaissance aircraft. Mainly flying boats Type "MBR 2" and "Consolidated" are to be expected.
- (4) Mine situation: Nothing is known so far of enemy minefields off the Yugorski Straits, but in view of losses from mines last year, it is to be expected that shipping routes will now be protected by flanking minefields. Position of our own mines according to Appendix 2 to Operational Order for U-boats in Northern Waters, No. 1 (especially western exit of Yugorski Straits). See also Appendix 5 of this Operational Order.
- (5) Signal and radio stations, batteries: There is a radio and signal station on either side of the western entrance to the Yugorski Straits, on Cape Greben and on Cape Byeli Nos, and also a light battery. For further details see Appendix 3 of this Operational Order.

- (6) Ice situation: See Appendix 6 of this Operational Order.

III. Our own forces:

Our own air reconnaissance (Ju 88's, BV 138's) is to be expected. Our own naval forces in the operational area will be notified by radio.

IV. Execution:

- (1) Proceed from Narvik to Tromsøⁱⁱ when ordered by Captain U-boats.
- (2) Take on mines at Mining and Barrage Command in Tromsø. Report completion of loading by Emergency teleprinter message "Am ready to put to sea", plus signature.
- (3) Put to sea for the operation on receipt of key word "Nelke" plus date (e.g. "Nelke" 18 July = put out on 18 July). Time according to escort.
- (4) Proceed with escort on route "Schwarz", separate when off LoppHAVET. Proceed from there to the operational area, at a distance of 50 miles from the coast.
- (5) It may be necessary to make an unobtrusive survey of the area in question before carrying out the operation, so that mines may be laid successfully and the possible effect on the enemy or enemy routes free of mines, may be discovered.
- (6) Report completion of task by means of short signal, adding number according to minefield laid as indicated in the minelaying order, but not until 54° E. has been passed.
- (7) Opportunities for torpedo attack arising after execution of task are to be exploited. After completing the operation take up position in area east of 53° E. (operational area). Avoid shallow water. Order for return passage will be given by radio message.
- (8) Approach the coast as closely as possible while surfaced, and take coastal photographs (panoramic), preferably with telephotographic lens.
- (9) Return to Hammerfest via SR 1. From there proceed to Tromsø. Further minelaying operation scheduled.

V. Equipment:

For shallow water operation. Make preparations for scuttling and effective destruction of secret material as long as boat is in shallow water. Crew to wear lifebelts. Comply with instructions in Handbook for U-boat Commanders, Para. 263.

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VI. Communications:

Radio silence until operation carried out. Otherwise, procedure according to Communication Regulations of Captain U-boats, Norway.

VII. Appendices to this Operational Order:

- (1) Minelaying order.
- (2) Minefield chart.
- (3) Enemy bases eastern sector of the Barents Sea.
- (4) Enemy air activity in the Eastern Barents Sea.
- (5) Chart of our own mines in Yugorski Straits, to date.
- (6) Ice and weather conditions in the Barents Sea in the last third of July.

VIII. Printed matter:

- (1) Handbook for U-boat Commanders, page 73.
- (2) Torpedo Trials Command leaflet on firing of torpedo mines.
- (3) Instructions on use of types TMB I, TMB II and TMC on board U-boats (Most Secret).
- (4) Book of photographs of the Barents Sea, page 136.
- (5) Natural conditions along the Siberian Sea route (Secret), supplement to Navigational Handbook for the Kara Sea.
- (6) Charts: Russian 1493, D 976.

IX. The Operational Order is to be destroyed immediately upon return. Certificate of destruction to Captain U-boats.

(Signed) Peters.

Appendices 2 and 5 of this Operational Order are attached only to that copy of the Order which is for use on board the U-boat.

APPENDIX 1 TO OPERATIONAL ORDER NO. 3

MOST SECRET

Minelaying order for U 625 (Benker).

Operation "Nelke".

I. Task: Laying of minfield.

(1) Western outlet of Yugorski Straits (Nelke I).

69° 36.00' N 59° 30.00' E.
69° 43.00' N 59° 30.00' E.
69° 40.00' N 59° 50.00' E.
69° 36.00' N 59° 50.00' E.

Mines are to be laid from the center of the eastern edge to the center of the western edge on varying courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 300 to 600 m. Mines to be laid only in water not exceeding 25 m. in depth.

or

(2) Western outlet of Yugorski Straits. (Nelke II).

Alternative area to I.

69° 30.00' N 59° 30.00' E.
69° 36.00' N 59° 30.00' E.
69° 36.00' N 59° 50.00' E.
60° 30.00' N 59° 50.00' E.

Mines are to be laid from the northeast corner to the southwest corner on varying courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 300 to 600 m. Mines to be laid only in water not exceeding 25 m. in depth.

or

(3) Area north of Matveev. (Nelke III).

Alternative area to I and II.

69° 27.00' N 58° 26.00' E.
69° 38.00' N 58° 26.00' E.
69° 38.00' N 58° 46.00' E.
69° 23.00' N 58° 46.00' E.
69° 23.00' N 58° 38.00' E.

The mines are to be laid from south to north on varying courses in groups of 1 to 3 mines. Distances between mines in the individual groups to vary from 200 to 500 m. Mines to be laid only in water not exceeding 25 m. in depth.

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II. Mining material:

24 TMB mines, 16 blue X (M 1) $\frac{10}{4-8}$

8 red X (M 1) $\frac{10}{3-6}$

Clockwork arming switch II = varying from 1 to 6 days.
Period delay mechanism = varying from 1 to 12
actuations.
Time setting = 80 days.
Safety distance (TMB) 130 m.

The mines have a special mechanism and become active after 20 minutes. Lay the various colors mixed and load accordingly.

III. Execution:

The laying course marked in the minefield chart is that regarded as most favorable, but need not be strictly adhered to. The important thing is that the whole area should be mined irregularly, while maintaining the safety distance. Since it will scarcely be possible to execute the operation unobserved on the surface, it will probably have to be carried out while submerged.

APPENDIX 3 TO OPERATIONAL ORDER NO. 3.

Radio and signal stations on the Barents Sea.

I. Murman coast:

Grid square AC 8812 signal and radio station Mai Navolok.
" " AC 8816 signal and radio station Tsip Navolok.
" " AC 8864 signal and radio station Kildin.
" " AC 8971 signal and radio station Teriberka.
" " AC 8973 signal and radio station Cape Voronya.
" " AC 8884 signal and radio station Voronya Bay.
" " AC 8888 signal and radio station Bolshoi Oleni.
" " AC 8888 light battery Bolshoi Oleni.
" " AW 2112 signal and radio station Rinda.
" " AW 2127 signal and radio station Kharlov.
" " AW 2127 light battery Kharlov.
" " AW 2193 signal and radio station Cape Cherni.
" " AW 2278 light battery Klyatni Point.
" " AW 2513 light battery Iokanka.
" " AW 2513 signal and radio station Iokanka.
" " AW 2288 signal and radio station Svyatoi Nos.
" " AW 2563 signal and radio station Cape Bolshoi Gorodetski.
" " AW 2912 signal and radio station Ponoï.
" " AW 2915 light battery Ponoï.
" " AW 2914 light battery Ponoï.
" " AW 3141 signal and radio station Kanin Nos.
" " AW 3141 radio station Kanin Nos.
" " AW 3141 light battery Kanin Nos.

II. Pechora Bay up to Yugorski Straits and Kara Straits:

" " AW 3321 signal and radio station.
" " AW 3325 battery Bugrino.
" " AW 3326 signal and radio station Bugrino.

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Grid square AT 7753 signal and radio station.

- " " AT 8816 signal and radio station
Cape Greben.
- " " AT 8824 light battery Cape Greben.
- " " AT 8827 light battery Khabarova.
- " " AT 8851 signal and radio station
Khabarova.
- " " AT 8823 signal and radio station.

III. Novaya Zemlya, east and west coast:

- " " AT 7237 signal and radio station Lile
Point.
- " " AT 7232 signal and radio station
Rogacheva Bay.
- " " AT 7388 signal and radio station
Chernaya Bay.
- " " AT 4839 radio station in Malie
Karmakuli.
- " " AT 4599 radio station name unknown
(Sukhoi Nos).
- " " AT 4624 radio station Matochkin Straits,
western outlet.
- " " AT 2612 radio station Russkaya.
- " " AT 2659 radio station Blagopoluchiya Bay.
- " " AT 5415)
radio stations Matochkin Straits,
" " AT 5416) eastern outlet.
- " " AT 4679 radio station, name unknown.
- " " AT 3216 radio station, Cape Jelaniya.
- " " AT 7231 anti-aircraft battery on Sanoed
Bay off approach point.
- " " AT 7232 2 light batteries Rogacheva Bay.
- " " AT 7238 heavy battery Belushya Bay,
southeast headland.

In Belushya 2 radio huts are being erected.

APPENDIX 4 TO OPERATIONAL ORDER NO. 3.

Enemy air activity in the Eastern Barents Sea.

I. Airfields and seaplane bases:

Airfield	Shoina AW 3425.
Airfield and seaplane base	Bugrino AW 3325.
	Belushe AT 7232.
	Kildin AC 8891.
	Iokanka AW 2524.
Seaplane base	Naryan Mar AU 1532.
	Anderma AT 8836.

II. Enemy air activity according to radio intercept service (as far as intercepted):

26 May.	1 Consolidated 28	Archangel - Mezen - Kanin Nos - south coast of Novaya Zemlya - Kara Straits - Vaigach - Yugorski Straits - Pechora Bay - Mezen - Archangel.
27 May.		Aircraft movements from and to Belushe (Novaya Zemlya) planned.
31 May.	1 unknown aircraft	Belushe - Archangel.
1 June.	3 Consolidated 28	Sea reconnaissance north of Kanin Peninsula.
3 June.	4 aircraft 1 flying boat	Gorlo Straits - Kanin Nos - 9600 AC.
9 June.	1 Consolidated 28	Archangel - Kanin Nos - Belushe - Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushe.
10 June.	1 FB 3	Cape Vikhodnoi (eastern outlet of Matochkin Straits) to Archangel, announced.
13 June.	3 Consolidated 23	Belushe - Anderma - Archangel.
17 June	17 aircraft	Archangel - Belushe. Transfer intended.

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18 June	1 aircraft 1 flying boat	Archangel - Belushe.
19 June	1 flying boat	Murmansk - Naryan Mar.
20 June	1 flying boat	Naryan Mar on U-boat hunt.
25 June	10 I 153	Naryan Mar - Belushe (intended)
26 June	7 MBR 2	Naryan Mar - Belushe (intended).
27 June	aircraft	expected in Naryan Mar.
1 July	1 Consolidated 28	Naryan Mar area.
2 July	1 flying boat (RA 25)	Archangel - Naryan Mar.
3 July	1 flying boat	Naryan Mar - Anderma.

III. Aircraft or airfields according to aerial photographs:

Aerial photograph	22 June	Naryan Mar.	1 Consolidated 28 6 MBR 2 1 flying boat (type not recogniz
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APPENDIX 6 TO OPERATIONAL ORDER NO. 3.

General information about ice, weather and current conditions in the South Barents Sea, Pechora Sea and the approaches to the Kara Sea in the last third of July.

General.

Ice.

The ice situation this year may be described as normal. The movement of ice depends, apart from sea currents, mainly in the direction and force of the wind. Special attention is drawn to the very rapid changes brought about by these factors.

Weather.

Knowledge of weather conditions in the Northern area is extensive. Over the sea the sky is mainly very cloudy or overcast, so that generally speaking it is rarely possible to take fixes.

Apart from its effect on drift-ice, the wind, and more especially, the direction of the wind, has a great influence on visibility conditions.

In accordance with the summer distribution of pressure (high over the northern Barents Sea), the prevailing winds are light to moderate from a northerly to easterly direction. On the north and east coasts stagnation frequently occurs, while the south and west coasts come under the influence of the "Föhn" (south wind), which disperses the clouds.

Fog is comparatively frequent, especially in the neighborhood of ice. It usually occurs intermittently, but is sometimes prolonged, lasting from two to three days or more. With light onshore winds, fog is nearly always to be expected.

Ocean currents.

The regularity of tides and tidal currents is influenced by the freezing of the sea. In general, a cover of ice on the sea causes the range of the tide to decrease and the ebb tide to be delayed.

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I. Sea area Kanin Nos - Kolguev.

Ice.

Free of ice, apart from a small amount of drift ice, moving from the Kara Sea westwards.

Weather.

In the last third of July the prevailing wind is from the north. Strength is, as a rule, slight to moderate but is increased by angle and nozzle effect off Cape Kanin and Kolguev North. Kolguev South is less windy than the northern section. Storms are rare during July and August, on an average there are two stormy days a month.

Fog occurs on five days (20 to end of July) either intermittently or all day, that is, on every second day.

Ocean currents.

Apart from small deviations, an east-flowing current from the Atlantic prevails, the so-called North Cape current. Off Cape Kanin the current flows northwards from the White Sea at a rate of about 0.4 knots, and then turns partly eastwards. Weak eddies appear off Kolguev North, while in the south the current in general continues eastwards between island and mainland at a rate of 0.3 knots.

There are two tides a day. The range of the tide is approximately $2\frac{1}{2}$ meters at Cape Kanin and decreases to about 1.20 meters off Kolguev.

II. Pechora Sea.

Ice.

The ice situation depends on the ice conditions in the Kara Sea. Under the most favorable conditions no ice is encountered. However, the possibility of drift-ice, drifting out of the Kara Straits into the Pechora Sea, must be borne in mind. Shipping is not generally impeded by this ice as it is possible to circumnavigate the ice fields.

Weather.

Northeast winds prevail. The ice drifts according to the combined action of wind and current and, if drift-ice emerges from the Kara Straits, moves more or less exactly due west, and does not break up until it is northeast of Kolguev. The floes then melt quickly. During July and August the velocity of the wind sinks to its yearly minimum of strength 3.

The Vaigach area is remarkable for its frequent fogs. During the last third of July fog occurs on six days either intermittently or for the whole day.

Ocean currents.

In the southern part the current flows eastwards at a rate of approximately 0.5 knots, in the northern part, to the northwest, at about 0.4 knots. There are two tides a day. From Kolguev to the Yugorski Straits and Kara Straits the range of the tide decreases from 1.20 meters to about 0.6 meters. The differences between high and low tide tends to be increased by wind pressure.

III. Yugorski Straits.

At their narrowest, the Yugorski Straits are only $1\frac{1}{2}$ miles wide. The minimum depth inside the navigable channel is $14\frac{1}{2}$ meters.

Ice.

The Yugorski Straits are generally navigable in July. The comparatively warm current flowing eastwards generally prevents the accumulation of drift-ice. With the prevailing northeasterly winds the Yugorski Straits may even now be occasionally blocked by ice.

For wind, fog and ocean currents, the same applies as for the Pechora Sea.

IV. Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but belts of skerries on either side reduce its useful width to about 17 miles. Depths in the navigable channel vary between 45 meters and 150 meters.

Ice.

As long as there is ice present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits. Although there is an easterly current on the south side of the Kara Straits ice conditions are less favorable here than in the Yugorski Straits. The prevailing northeast winds favor the appearance of ice, especially on the north side. The entire Straits may become blocked if these winds continue for any length of time, even in cases where the Straits had already become navigable.

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Weather.

Fog occurs on six days in the last third of July, as it does in the Pechora Straits. The direction of the prevailing wind is northeast.

Ocean currents.

On the northern side a current flows westwards at a rate of 0.4 knots; this velocity may however be greatly increased by the wind. The current then follows the west coast of Novaya Zemlya northwards. On the southern side an easterly current prevails, flowing from the Pechora Sea into the Kara Sea. The tides are the same as for the Pechora Sea.

V. Belushya Bay.

Ice.

Belushya Bay is generally ice-free except for a small quantity of drift-ice off the coast.

Weather.

A north to northeasterly wind prevails in the coastal area, therefore, good conditions of visibility can be expected in the main. No particulars are available as to the frequency of fogs. One may assume that it is somewhat less than in the Pechora Sea.

Ocean currents.

The current, flowing from the east, follows approximately the outlines of the coast. Its velocity is about 0.3 knots. There are two tides a day. The range of the tide is between 1 meter and 0.5 meters.

VI. Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and 1/3 to 3/4 of a mile wide. Depths in the navigable channel vary between 12 meters and 180 meters.

Ice.

As there is no marked ocean current, the drift of the ice generally follows the direction of the wind. No ice reports are available, but one may assume that there is usually a large area free of ice in the Kara Sea east of the Matochkin Straits, so that the Matochkin Straits are only occasionally filled with ice at this time of year.

Weather.

During July and August fog increases in frequency from the Kara Straits to the west coast of Northern Novaya Zemlya from 18 days to 20 or 21 days. Consequently, the incidence of fog in the Matochkin Straits in the last third of July is approximately the same.

Ocean currents.

Tides and range of tides as in Belushya Bay.

VII. Novaya Zemlya - North.

Ice.

On the basis of the mean ice limit, the northern tip of Novaya Zemlya should become free of ice from the end of July. The ice then rapidly recedes northwards.

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WAR DIARY
OF
CAPTAIN U-BOATS, NORWAY
16 - 31 JULY, 1943
PG/31839

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16 July, 1943.

1. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) Northern Waters.
U 277 AB 3852) Depth of sweep 30 miles.
U 302 AB 3896)
U 334)
U 420) Atlantic.

In port:

U 636 Bergen,
U 354, 622, 639, 703 Trondheim,
U 212, 586, 711, Narvik,
U 601, 625 Tromsø,
U 269, 629 Hammerfest.

(b) U-boats homeward and outward bound:

0800 U 307 put out from Hammerfest for the operational
area.
2000 U 255 put into Narvik from Bergen.
U 355 proceeding from Narvik to the operational
area.
0400 U 629 put into Hammerfest from the operational
area.
1700 U 629 put out from Hammerfest for Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance -
Banak - South Cape - Ice Fjord - 75 degrees N.,
5 degrees E. - Banak. No reconnaissance over
sea, exhaustive reconnaissance of Spitsbergen.

1 Ju 88 photographic reconnaissance of emergency
landing fields Spitsbergen and Barentsberg.
Photographic reconnaissance not possible on account
of weather, lap covered, but no reconnaissance
made on account of bad visibility.

1 Ju 88 on reconnaissance of shipping southwest
coast Novaya Zemlya from Gusini Nos to Krossino.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 and 2 BV 138 sea reconnaissance of
Denmark Straits and off northeast coast of Iceland.

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III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

Six freighters totaling 2,300 G.R.T. in Belushya harbor. Seaplane base 1 MBR 2, 1 KOR 2, 3 aircraft of unknown type. 4 R-Z airfield Belushya (recently confirmed).

Six FW 190 carried out attacks on shipping in Motovski Gulf. 1 coaster of 400 G.R.T. sunk in Mitschani Bay.

North of Iceland in 1737 AE 1 submarine-chaser, course 30 degrees, moderate speed.

(c) By naval forces:

None.

(d) By radio intercept service:

Norwegian polar coast: submarine "ES 56"
"Schtsch 403" "Schtsch 422",
Area Belushya/Kanin Nos.: minelayer No. 90.
Area Belushya: minesweepers No. 12, 62, 43.
Area Belushya/Pechora estuary (AU 1525),
minesweeper No. 58.
Morning of 15 July minesweeper No. 58 in
Pechora estuary (AU 1525)

(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.

(c) Special operations by single boats:

None.

V. Reports of successes:

None.

VI. Survey of the situation:

According to air reconnaissance reports our own boats must now expect not only flying boats but also land-based aircraft in the Belushya area.

(Signed) Peters.

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17 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) Northern Waters,
U 277 AB 3852) all depth of sweep 30 miles.
U 302 AB 3896)
U 334) Atlantic.
U 420)
U 355 west coast Spitsbergen.

In port:

U 636 Bergen,
U 334, 622, 639, 703 Trondheim,
U 212, 255, 586, 711 Narvik,
U 269 Hammerfest.

(b) U-boats homeward and outward bound:

1400 U 629 put into Narvik from Hammerfest.
U 307 proceeding from Hammerfest to the operational
area.
0100 U 601 put out from Tromsø for the operational
area.
0100 U 625 put out from Tromsø for the operational
area.
U 302 relieved by U 307 at about 1900, on
return passage to Narvik.

II. Air reconnaissance:

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75 degrees
N. 10 degrees E. - Banak. Not exhaustive.
Nothing special to report.
2 FW 190 armed reconnaissance of targets at sea
off Vardø. No report of enemy sighted.

Flieger Fuehrer Lofoten:

1 BV 138 probing reconnaissance northeast of
Jan Mayen. No report of enemy sighted.

Flieger Fuehrer North (West):

1 FW 200 and 1 BV 138 reconnaissance of Denmark
Straits and northeast coast of Iceland.

III. Reports on the enemy:

(a) By U-boats:

None.

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(b) By air reconnaissance:

Northeast coast of Iceland 1991 AE to 1992 AE
7 patrol vessels, course 270 degrees, low speed.

(c) By naval forces:

None.

(d) By radio intercept service:

Submerines "S 14" and "S 15" hitherto unidentified in the North, will be included in the callsign list of the Northern Waters fleet. They are expected to become operational.

Norwegian polar coast "S 56" "Schtsch 403" "422".
Belushya area: minesweeper No. 58.

(e) By G.I.S. stations:

Re British convoys:

London reports on 9 July: At Dundee a convoy in preparation, cargo 22,000 tons of winter supplies for Russia. Loading will be completed on 20 July.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.
One boat on the west coast of Spitsbergen.

1415 Radio message 1320/733 transmitted:

"Herrle to relieve Sickel on 17 July at 2000 in AB 3896, depth of sweep 30 miles. Sickel to return to Andfjord, Narvik."

(c) Special operations by single boats:

U 355 (La Baume) on reconnaissance of fjords west coast of Spitsbergen.

V. Reports of successes:

None.

VI. U-boat reports:

Short report from U 629 (Bugs) on fourth enemy patrol:- 3 July 1943, put out from Bergen at 1620, put into Narvik at 1415 on 17 July. Passage through North Sea, Westfjord, inner leads to Hammerfest. Arrived Hammerfest 7 July, departed 8 July for Bear Island. 9 July Nordhamna, meteorological transmitter "Robert" set up. 10 July, proceeded to AB 3528, arrived 11 July. Return passage 13 July via Bear Island to check up on

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meteorological transmitter, Nordhamna, then to Hammerfest arriving 16 July and through inner leads to Narvik.

Found a crash-landed Ju 88 "4D X BM" in the vicinity of "Robert" on 9 July. No sign of crew. Blew up fuselage with hand grenades. Flieger Fuehrer has been informed.

1940 Dispatch of teleprinter message to Flieger Fuehrer Lofoten and Flieger Fuehrer North (East):

Commander of U 629 reports:

"On 9 July while executing special duty on the north coast of Bear Island near Gravodde, found a Ju 88, markings "4D X BM", not yet corroded, undercarriage damaged, middle of fuselage burnt out, emergency rations intact. Damaged rubber dinghy found on the beach. Date of accident probably not earlier than the last 1 or 2 months. None of the crew found. Blew up aircraft."

VII. Survey of the situation:

Report concerning Dundee convoy must be regarded as a routine report, so far unconfirmed.

(Signed) Peters.

18 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) Northern Waters,
U 277 AB 3852) all depth of sweep 30 miles.
U 307 AB 3896)
U 334 (missing)) Atlantic.
U 420)
U 355 west coast Spitsbergen.

In port:

U 636 Bergen,
U 354, 622, 639, 703 Trondheim,
U 212, 255, 586, 629, 711 Narvik,
U 269 Hammerfest.

(b) U-boats homeward and outward bound:

U 302 proceeding from the operational area to Narvik.

2230 U 586 put out from Narvik for Tromsø.

U 601) proceeding from Tromsø.

U 625) to the operational area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - South Cape - Nautsi. Nothing special to report.

2 BV 109 meteorological reconnaissance in direction of Murmansk, nothing special to report.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 and 2 BV 138 reconnaissance area Denmark Straits and northeast coast of Iceland. Nothing special to report.

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

1 M.T.B. heavily damaged on east coast of Fisher Peninsula.

(c) By naval forces:

None.

(d) By radio intercept service:

A small amount of traffic to submarines in the operational area, among which submarine "Schtsch 422" was mentioned by name.

Belushya area: minesweeper No. 58, guardship No. 80.

(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, one boat on west coast of Spitsbergen.

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(c) Special operations by single boats:

1153 Radio message 0930/750 dispatched, officer's cipher "I" for "Grau" and "Benker" only:
Number of ships in Belushya according to air reconnaissance of 16 July.

(d) Miscellaneous:

Sailing orders for U 255 (Harms):

- (1) Depart Narvik 0600 on 19 July for Ramsund.
- (2) Then proceed via Tjeldsund and Tromsø, taking on district pilot at Lødingen.
- (3) Watch on U-boats Northern Waters wave to be maintained while in Tromsø.
- (4) Proceed according to Operational Order No. 5.

Sailing orders for U 586 (v.d. Esch):

- (1) Depart Narvik 2200 on 18 July.
- (2) Proceed via Tjeldsund to Tromsø, taking on district pilot at Lødingen.
- (3) Watch to be maintained on U-boats Northern Waters wave while in Tromsø.
- (4) Proceed according to Operational Order No. 4.

Sailing orders for U 629 (Bugs):

- (1) Depart Narvik 2000 on 19 July.
- (2) Proceed via Tjeldsund to Tromsø, taking on district pilot at Lødingen.
- (3) Watch to be maintained on Northern Waters wave while in Tromsø.
- (4) Proceed according to Operational Order No. 4.

Sailing orders for U 636 (Hildebrandt):

- (1) Depart Bergen afternoon of 19 July.
- (2) Proceed at a distance of 50 miles from the coast via Westfjord to Narvik.
- (3) Watch to be maintained on "Anton" and on Northern Waters very long wave for U-boats
- (4) Standing war orders, C-in-C U-boats, No. 426.

2230 Teleprinter message concerning departure of U 636 dispatched: "Addition to Captain U-boats, Norway Most Secret 2281 and 2283: Sailing U 636 (Hildebrandt) suspended indefinitely."
Dockyard at Bergen reported delay of 5 days for U 636 on account of construction work.

V. Reports of successes:

None.

VI. Survey of the situation:

Now that there are seven boats, including U 636, for minelaying duties, the first eight operations can be executed smoothly, one after the other. But after that U 601 will be detached for operations in the Kara Sea and the boats U 212, U 586 and U 625 will probably soon have to go into dock. It will therefore be endeavored - if technically possible - to fit out one further boat, U 302, as a mine carrier for the coming minelaying operations.

Operational orders for U 255, U 586 and U 629 are attached as Appendices.

(Signed) Peters.

19 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) Northern Waters,
U 277 AB 3852) all depth of sweep 30 miles.
U 307 AB 3096)
U 355 west coast of Spitsbergen.
U 420 Atlantic.

In port:

U 636 Bergen,
U 354, 622, 639, 703 Trondheim,
U 212, 629, 711 Narvik,
U 586 Tromsø,
U 269 Hammerfest.

(b) U-boats homeward and outward bound:

0730 U 302 put into Harstad.
1000 U 302 put out of Harstad.
1700 U 302 put into Narvik.
0800 U 586 put into Tromsø.
0625 U 255 put out of Narvik.
1800 U 255 put into Tromsø.
U 601) proceeding from Tromsø to the
U 625) operational area.
1100 U 703 put out of Trondheim for the operational
area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75 degrees N.,
5 degrees E. - Banak. Not exhaustive.

Flieger Fuehrer Lofoten:

No operations.

Flieger Fuehrer North (West):

1 FW 200 sea reconnaissance Denmark Straits.
1 BV 138 sea reconnaissance northeast coast of Iceland.
10 degrees W. broken off on account of weather con-
ditions, no report of enemy sighted.

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III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

One light cruiser in Denmark Straits, position 2743 AE, course 10 degrees, high speed, heavy anti-aircraft fire. Four fishing vessels off north coast of Iceland.

(c) By naval forces:

None.

(d) By radio intercept service:

On evening of 18 July minesweeper No. 55 sailed from Bugrino to Belushya.

Norwegian polar coast: a small amount of traffic to submarines in the operational area, of which only "Schtsch 422" was mentioned by name.

Belushya area: minesweepers Nos. 55, 58, 77, guardship No. 506.

(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen. One boat west coast of Spitsbergen.

(c) Special operations by single boats:

U 355 on fjord reconnaissance west Spitsbergen.

V. Reports of successes:

None.

VI. U-boat report:

Short report from U 302 (Sickel):

9 July 1100 sailed Hammerfest. Patrolled ice-free passage northeast of Bear Island between 0000 on 11 June and 1745 on 20 June. At 1409 on 11 June in 3981 AB

destroyer at high speed on easterly course.
Range was too great for attack.
1640 on 22 June in AG 7249 took on board meteorological party for Lilliehöök Fjord.
At 0028 on 24 June reconnaissance of "Nussbaum" meteorological station, it has been occupied by the enemy. Shot up a number of tents and destroyed one large motorboat.
At 0308 shelled a number of houses in Ny-Alesund, Kongsfjord.
25 June at 0220 examined Sarantsberg in Ice Fjord. No vessels.
26 June at 2337 handed over meteorological party to U 625 in AB 6623.
From 0000 on 27 June to 0400 on 28 June in AB 6622, depth of sweep 30 miles.
From 0400 on 28 June to 1200 on 29 June in AB 6371.
From 1550 on 29 June to 1200 on 3 July in AB 6328.
From 1800 on 3 July to 1411 on 4 July in AB 3958.
From 1700 on 4 July to 2200 on 17 July in AB 3896.
19 July at 0730 made fast in Harstad.
At 1145 put out of Harstad.
At 1700 put into Narvik.

Captain U-boats, Norway
Most Secret 2318.

VII. Survey of the situation:

The report concerning sighting of cruiser north-east of Iceland can be taken to mean either that patrol of the Denmark Straits continues or just a trial run.

(Signed) Peters.

20 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528
U 387 AB 3584
U 277 AB 3852
U 307 AB 3896
U 355 west coast of Spitsbergen
U 601 AT 72.

In port:

U 636 Bergen,
U 354, 622, 639 Trondheim,
U 212, 302, 711 Narvik,

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U 255, 586, 629 Tromsø,
U 269 Hammerfest.

(b) U-boats homeward and outward bound:

0800 U 629 put into Tromsø.
U 703 proceeding from Trondheim to the
operational area.
1545 U 255 put out of Tromsø for the operational
area.
1700 U 629 put out of Tromsø for Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Ice Fjord - 75 degrees N., 5 degrees E. -
Banak - Hope Island - 78 degrees N., 24
degrees E. - King Charles's Land - Kirtoya -
Victoria Island - 80 degrees 30 minutes N.,
51 degrees E. - 79 degrees N., 51 degrees E. -
77 degrees N., 41 degrees E. - 77 degrees N.,
35 degrees E. - Banak.
Nothing special to report.

2 BF 109 meteorological reconnaissance of Fisher
Peninsula - nothing special to report.

1 Ju 88 on shipping reconnaissance Fisher Penin-
sula and Kola inlet - nothing special to report.

2 FW 190 reconnaissance of shipping Fisher Penin-
sula, Kola inlet.

1 Ju 88 carried out photographic reconnaissance
of Kola inlet.

2 Ju 88 carried out photographic harbor recon-
naissance of Archangel and Molotovsk.

Flieger Fuehrer Lofoten:

No operations.

Flieger Fuehrer North (East):

3 FW 200 sea reconnaissance between north coast
of Iceland and 71 degrees N. westwards to ice
limit. No report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Shipping in Kola inlet:
Three destroyers, one torpedoboat, one submarine

in dry dock, one submarine in floating dock, two tankers totaling 18,900 G.R.T., ten freighters totaling approximately 36,700 G.R.T., eight submarines at Polyarno. Four destroyers off Dvina estuary, northerly course, in the main stream of the Dvina north of Archangel. One tanker and four freighters, 4-6000 G.R.T. each, at anchor.

(c) By naval forces:

None.

(d) By radio intercept service:

Russian submarines "S 14" and "S 15" mentioned for the first time, probably recently completed, whose appearance must soon be expected.

Norwegian polar coast:

Very little radio traffic to all submarines in the operational area, among which "S 56" and "Schtsch 422" were mentioned by name.

Gorlo Straits, Belushya area:

guardships Nos. 71, 72, 77;

minesweeper No. 58.

Belushya area:

guardship No. 32.

(c) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.
One boat west coast of Spitsbergen.

(c) Special operations by single boats:

- 1315 Received teleprinter message Secret 776 of 20 July from U 255 (Harms): "Am ready to sail."
- 1417 Dispatch of radio message 1417/769: "Harms to sail as early as possible with convoy, in accordance with Operational Order No. 5."
- 1359 Receipt of teleprinter message from U 629 (Bugs): "Junkers compressor out of order. Require replacement, probably unobtainable here. Request orders."
- 1517 Dispatch of radio message 1517/771:
"1) After loading, Bugs to return to Narvik as quickly as possible, with district pilot as far as Lüdingen.
2) Esch to await orders."

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Hammerfest reported by phone that there were no Junkers compressors ready there.

In radio message 1407/772 eastbound boats were informed of the number of patrol boats which have appeared in the Belushya area according to radio intercept service.

V. Reports of successes:

None.

VI. Plans:

Receipt of teleprinter message from Group North/Fleet 708/43 S.O.s only, A1, of 20 July:
"Naval War Staff cables in Reg. No. Naval War Staff, 1st Div. Ops. 1990/43 Most Secret S.O.s only:

1) Employment of one U-boat for patrol of sea area northeast and north of Iceland still regarded as desirable. Purpose of this measure is to carry out continuous reconnaissance over a lengthy period so as to obtain a clear picture of enemy shipping movements and enemy intentions in this area.

2) Group North/Fleet's request that homeward and outward bound U-boats should send additional reconnaissance reports when opportunity arises will be met as far as possible.

Additional note to Group North/Fleet:

a) Take further action relative Para. 1. Make use of opportunities to attack.

b) Group North/Fleet has suggested that this operation should be cancelled, and instead reconnaissance according to Para. 2. Reason - time of year and inshore waters."

VII. Survey of the situation:

Reference stationing of U-boat north of Iceland: It is doubtful whether a single U-boat would gain any worth-while reconnaissance results, considering the extent of the area to be patrolled and the comparatively heavy air patrol. Including the Spitsbergen boat there is now a total of six boats continually engaged on reconnaissance work. Readiness in Hammerfest will be correspondingly small. Extensive patrol duties of this kind could not be undertaken in further areas for any length of time in addition to the minelaying tasks of the Kara operation, and transporting of meteorological apparatus.

(Signed) Peters.

21 July 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) Northern Waters,
U 277 AB 3852) all depth of sweep 30 miles.
U 307 AB 3896)
U 355 west coast Spitsbergen.
U 420 Atlantic.
U 601 AT 72.
U 625 AT 84.

In port:

U 636 Bergen,
U 354, 622, 639 Trondheim,
U 212, 302, 711 Narvik,
U 586, 629 Tromsø,
U 269 Hammerfest.

(b) U-boats homeward and outward bound:

U 703 proceeding from Trondheim to the operational area.
U 255 proceeding from Tromsø to the operational area.
U 629 put into Narvik.
U 629 put out of Narvik.
U 586 put out of Tromsø for the operational area.

0945
2200
1800

II. Air reconnaissance:

1 Ju 88 meteorological reconnaissance Banak - Bear Island - South Cape - Hope Island - Banak. Not exhaustive. Nothing special to report.

1 FW 200 on special task: Ice reconnaissance over Kara Sea. Nothing special to report.

1 Ju 88 carried out reconnaissance of bays and shipping Verranger - Fisher Peninsula - Kildin.

2 FW 190 meteorological and shipping reconnaissance Fisher Peninsula - Kolv inlet. Nothing special to report.

Flieger Fuehrer Lofoten:

1 BV 138 carried out reconnaissance in area northeast of Jan Meyen. Broken off in AA 6997. No reports of enemy sighted.

Flieger Fuehrer North (West):

1 FW 200 carried out reconnaissance of Denmark Straits. Sea fog in reconnaissance area. Nothing special to report.

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

2 landing craft in Pummanki Bay.
5 FW 190 carried out attack on ships in Motovski Gulf. 1 M.T.B. sunk south of Eina Bay.

(c) By naval forces:

None.

(d) By radio intercept service:

No activity on part of 15 Group/Iceland "Staffel" Norwegian polar coast; routine messages to submarines in the operational area, among which the submarine "S 56" was mentioned by name.

(e) By G.I.S. stations:

Re Iceland convoy report:
Communication from Foreign Office, intelligence department, gave report from reliable agent at 2200 on 18 July:-
Convoy consisting of six heavily laden freighters arrived Reykjavik on afternoon of 18 July.
From papers in the office, I gather that a convoy will leave for England on 20 July.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.
One boat west coast of Spitsbergen (U 355).

(c) Special operations by single boats:

1) U 355 (La Baume) on fjord reconnaissance west coast of Spitsbergen.
2) U 601 (Grau) and U 625 (Benker) on mine-laying operations "Aster" and "Nelke".

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1240 Dispatch of teleprinter message, Most Secret 2327
A Obs., addressed to Admiral Polar Coast for
U 586 (v.d. Fsch):

U 586 to put out from Tromsø as soon as possible,
and to proceed to operational area via Lophavet,
day's run 150 miles. Bugs will follow in similar
manner.

(d) Miscellaneous:

Further to yesterday's orders of Group North/Fleet
for patrol of the Denmark Straits by a U-boat,
"Hansen" received following operational order:

"For U 269 (Hansen):
After changing Junkers compressor U 629 (Bugs)
will receive following sailing orders:

- 1) Sail from Narvik at 2200 on 21 July via
Andfjord, district pilot from Lodingen to
Harstad.
- 2) Passage to the operational area at a distance
of 50 miles from the coast and speed of 12 knots.
- 3) U-boat Northern Waters wave.
- 4) Then proceed according to Operational Order
No. 4."

V. Reports of successes:

None.

VI. Survey of the situation:

Nothing special.

(Signed) Peters.

22 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In operational area:

U 713 AB 3528)
U 387 AB 3584)Northern Waters,
U 277 AB 3582)all depth of sweep 30 miles.
U 307 AB 3896)
U 355 west coast of Spitsbergen.

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U 601 AT 72
U 625 AT 84
U 420 Atlantic.

In port:

U 636 Bergen,
U 354, 622, 639 Trondheim,
U 212, 302, 711 Narvik,
U 269 Hammerfest.

(b) U-boats homeward and outward bound:

U 703 proceeding from Trondheim to the operational area.
U 586 proceeding from Tromsø to the operational area.
U 255 proceeding from Tromsø to the operational area.
U 629 proceeding from Narvik to the operational area.
0800 U 269 put out of Hammerfest.
2200 U 711 put out of Narvik for the operational area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - 75 degrees N. 0 degrees - Banak. Not exhaustive. Nothing special to report.

1 He 111 ice reconnaissance over Banak - Storfjord - Olga Straits - Hinlopen Straits - north of Northeastland - Olga Straits - Banak.

1 Ju 88 sea reconnaissance Kirkenes - Gorlo Straits - Cape Kanin - Kolguev North - 7473 AT - Cape Kanin - Kirkenes.

4 FW 190 carried out reconnaissance over Fisher Peninsula and Kola inlet. Nothing special to report.

Flieger Fuehrer Lofoten:

1 BV 138 sea reconnaissance Tromsø - 4723 AB - 1666 AB - 4366 AB - Tromsø. No reports of enemy sighted.

2 armed Ju 88 carried out reconnaissance north of Skomver without sighting enemy.

Flieger Fuehrer North (West):

2 FW 200 on reconnaissance of Denmark Straits.
1 Me 109 photographic reconnaissance over Scapa.

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III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

Three men observed on the southern tip of Hope Island.

Two merchant ships of 100 G.R.T. each off Kanin Nos., course 270 degrees. One merchant ship of 200 G.R.T. in 2661 AW.

Scapa - ships in port:

Two battleships (King George V class, Renown), one heavy cruiser, five destroyers, two ships, probably corvettes, as well as smaller vessels, special ships and six merchant vessels, 21,000 G.R.T. in all.

(c) By naval forces:

None.

(d) By radio intercept service:

The Russian submarine "M 200" (with two guard-boats) was identified at sea for the first time between 2 July and 2200, 22 July. Probably on trials.

Norwegian polar coast: a small amount of traffic to submarines in the operational area, of which only "S 56" and "Schtsch 403" were mentioned by name.

Belushya area: minesweepers Nos. 55, 58, 65 and guardship No. 20.

(e) By G.I.S. stations:

20 July, 1943 from Reykjavik: At 1800 G.M.T. on 20 July a convoy consisting of four ships of average tonnage sailed in ballast from Reykjavik, escorted by one corvette and one escort vessel. A communication from secret agent at Hvalfjord stated that a large cruiser put in to Hvalfjord on the morning of 20 July at about 1000.

IV. Current U-boat operations:

(a) Convoy operations:

None.

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(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.
One boat on west coast of Spitsbergen.

(c) Special operations by single boats:

After execution of duty, "Benker" will take up position in his attack area east of 53 degrees E. "Grau" engaged on minelaying operation "Aster".

2307

Dispatch of radio message 2307/796 officers only, addressed "Esch" and "Bugs" only:

"At 0800 on 22 July "Esch" was in AC 7140, day's run 150 miles. "Bugs" off Andfjord, speed 12 knots. As soon as same latitude is attained both boats to proceed at 10 knots."

"Esch" and "Bugs" should reach the operational area at approximately the same time.

(d) Miscellaneous:

Sailing order for U 711 (Lange):

- 1) To sail Narvik at 2200 on 22 July, 1943.
- 2) To proceed through Andfjord to the operational area, with district pilot from LÜdingen to Harstad.
- 3) Northern Waters U-boat wave.
- 4) Proceed according to Operational Order No. 6.
- 5) Ice reports to be sent by short signal from 67 degrees, 69 degrees, 71 degrees, 73 degrees E., south of 79 degrees N. Report only the last three figures of the grid or "ice-free passage".

Sailing order for U 636 (Hildebrandt):

- 1) To sail from Bergen afternoon of 24 July.
- 2) Proceed at a distance of 50 miles from the coast through Westfjord to Narvik.
- 3) Radio service "Anton" and Northern Waters very long wave.
- 4) Make fast at Narvik alongside "Meteor", report to Captain U-boats.

Sailing order for U 639 (Wichmann):

- 1) To sail from Trondheim at 1100 on 24 July.
- 2) Proceed at range of 50 miles from the coast through Westfjord to Narvik.

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3) Radio service "Anton" and Northern Waters very long wave.

4) Make fast at Narvik alongside "Meteor", report to Captain U-boats.

V. Reports of successes:

1912 Receipt of short signal 1910/97 from U 625 (Benker):

"Task 1 executed."

The minelaying operation "Nelke 1" - mining of western entrance to the Yugorski Straits - has therefore been executed.

VI. U-boat report:

Short report from U 302 (Sickel):

9 June Sailed from Hammerfest at 1100.
11 June 0000 to 20 June 1745, patrolled ice-free passage northeast of Bear Island.
11 June 1409 a destroyer at high speed on easterly course in AB 3981. The range was too great for an attack.
22 June At 1640 took aboard meteorological party from Lilliehöökfjord in AG 7249.
24 June 0028 examined the "Nussbaum" meteorological station. It was occupied by the enemy - fired on one or two sleeping-tents and destroyed a large motor-boat.
0308 shelled a number of houses at Ny-Alesund in Kongsfjord.
25 June Reconnaissance of Barentsberg in Ice Fjord. No vessels.
26 June Turned over meteorological party to U 625 in AB 6623.
27 June From 0000 to 0400 on 28 June in position AB 6622, depth of sweep 30 miles.
28 June From 0000 to 1200 on 29 June in position AB 6371.
29 June From 1550 to 1200 on 3 July in position AB 6328.
3 July From 1800 to 1411 on 4 July in position AB 3958.
4 July 0730 made fast at Harstad.
1145 put out of Harstad.
1700 made fast at Narvik.

Captain U-boats, Norway,
Most Secret 2318.

VI. Survey of the situation:

Now that the first minefield has been laid it is to be expected that the minelaying activities of our boats will soon be discovered and that the next boats will encounter increased enemy air patrol.

(Signed) Peters.

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23 July, 1943.

1. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584)Northern Waters,
U 277 AB 3852)all depth of sweep 30 miles.
U 307 AB 3896)

U 355 west coast of Spitsbergen)
U 601 AT 72)Northern
U 625 AT 84)Waters.

In port:

U 636 Bergen,
U 354, 622, 639 Trondheim,
U 212, 302 Narvik,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 255 proceeding from Tromsø to the operational area.
U 269 proceeding from Hammerfest to the operational area.
U 586 proceeding from Tromsø to the operational area.
U 629 proceeding from Narvik to the operational area.
U 703 proceeding from Trondheim to the operational area.
U 711 proceeding from Narvik to the operational area.
U 737 proceeding from Kristiansand to Bergen.
U 601 returning to Hammerfest.
U 625 proceeding to AT 72.

1300
1300

II. Air reconnaissance:

Flieger Fuehrer North (East):

1. Ju 88 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75 degrees N., 5 degrees E., - Banak. Nothing special to report. Not exhaustive.

4 FW 190 carried out shipping and meteorological reconnaissance over Fisher Peninsula and Kola inlet. Nothing special to report.

Flieger Fuehrer Lofoten:

1 BV 138 reconnaissance of Tromsø sea area - AB 6645 - Tromsø.

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Flieger Fuehrer North (West):

1 FW 200 reconnaissance of Denmark Straits. No report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

North of Jan Mayen in 6645 AB one merchant vessel of 1,000 G.R.T., course 70 degrees, low speed. One 8-10 cm. gun both fore and aft, two 4 cm. anti-aircraft machine guns.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, one boat west coast of Spitsbergen, one boat in attack area AT 72 and one boat east of 53 degrees E.

(c) Special operations by single boats:

U 601 (Grau) laid minefield "Aster 2".

1203 Dispatch of radio message 1203/704:

For "Grau", "Benker", "Esch" and "Bugs" only:

"1) "Grau" and "Benker" satisfactory.

2) "Grau" to return Hammerfest with all speed and load torpedoes, then Tromsø. Report to Admiral, Polar Coast.

3) "Benker" attack area AT 72.

4) From 25 July expect presence of "Esch" and "Bugs".

1324 Dispatch of radio message 1324/705, addressed "Brünner":

"Increase speed after laying buoy 106. After laying 107 make for attack area AT 72."

Apart from the meteorological buoys, "Brünner" still has eight torpedoes on board and is to relieve "Benker" in attack area. "Benker" is required for further minelaying duties off Belushya.

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The Luftwaffe believes that the three men sighted on Hope Island on 22 July may be our own shipwrecked men. "Brüner" has been instructed to look for them on Hope Island while en route for the position where the second meteorological buoy is to be laid.

1636 Dispatch of radio message 1636/709, addressed "Brüner":

"After laying 106 increase speed and proceed to southern tip of Hope Island via AB 3852. Further instructions to follow."

0145 Receipt of radio message 0102 from "La Baume":

"As yet no traffic encountered, no air activity, no vessels of any description in Ice Fjord and Bellsund. At Barentsberg no special defense installations were distinguishable, apparently only anti-aircraft guns. We were fired on by small caliber artillery off Advent Bay, and on 12 July we blew up wireless mast in Kalypso bay."

(d) Miscellaneous:

Sailing orders for U 737 (Brasack):

Leaving Bergen on afternoon of 24 July for Narvik. Same as for U 636.

V. Reports of successes:

0244 Receipt of short signal 0242/799 from "Grau":

"Have executed minelaying task 2 according to orders."

VI. Survey of the situation:

Pilot of aircraft which carried out reconnaissance of Hope Island stated that the men sighted there wore dark clothing, and had waved vigorously when the aircraft passed over at a low altitude. They might be shipwrecked men from the German destroyer which was sunk at the end of last year. But they might also be enemy shipwrecked men or the crew of a meteorological station.

(Signed) Peters.

24 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528) Northern Waters,
U 387 AB 3584) all depth of sweep 30 miles.

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U 277 AB 3852) Northern Waters,
U 307 AB 3896) all depth of sweep 30 miles.
U 355 west coast of Spitsbergen.
U 625 AT 72.
U 703 AB 5533.

In port:

U 636, 737 Bergen,
U 354, 622, 639 Trondheim,
U 212, 302, Narvik,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 255 proceeding from Tromsø to the operational area.
U 269 proceeding from Hammerfest to the operational area.
U 586 proceeding from Tromsø to the operational area.
U 629 proceeding from Narvik to the operational area.
U 711 proceeding from Narvik to the operational area.
U 601 proceeding from the operational area to Hammerfest.
1730 U 636 put out of Bergen for Narvik.
1730 U 737 put out of Bergen for Narvik.
1100 U 639 put out of Trondheim.
U 622 was sunk during air attack on Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - South Cape - Ice Fjord - 75 degrees N., 5 degrees E. - Banak. Nothing special to report. Not exhaustive.
1 Ju 88 carried out photographic reconnaissance of emergency landing grounds on Spitsbergen. No photos taken on account of weather conditions. Strong anti-aircraft defense over Longyearby.
1 Ju 88 carried out reconnaissance of inshore waters as far as West Fairway. Exhaustive.
Four FW 190 and 2 BF 109 on reconnaissance of Fisher Peninsula - Kildin. Exhaustive.

Flieger Fuehrer Lofoten:

1 BV 138 carried out probing reconnaissance, Tromsø - 3836 AA - 2334 AB - Tromsø. No report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats:

None.

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(b) By air reconnaissance:

Gorlo Straits covered:-

AW 3415 1 freighter of 1,500 G.R.T. and 2 small escort vessels on northerly course.

AW 2945 2 freighters 1,000 G.R.T. each, course 10 degrees.

AW 2372 3 freighters, 3,000 G.R.T. each and 3 escort vessels on course 350 degrees.

AC 8981 3 freighters of up to 5,000 G.R.T., 2 destroyers and 3 escort vessels on course 300 degrees.

AC 8891 3 freighters, 3,000 G.R.T. each and 3 escort vessels on course 350 degrees.

AW 2341 3 freighters of up to 3,000 G.R.T. and 4 escort vessels on northerly course.

AW 2239 4 freighters 500 G.R.T. each on course 140 degrees.

AW 3414 4 coasters 100-200 G.R.T. each, northerly course.

6 FW 190 carried out attack on convoy to the east of Kildin. Near misses were observed on 3 merchant vessels.

(c) By naval forces:

None.

(d) By radio intercept service:

Norwegian polar coast: a small amount of traffic to submarines in the operational area, among which submarines "Schtsch 403" and "422" were mentioned by name.

Belushya area: guardboat No. 555,
minesweeper No. 58.

(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.

One boat west coast of Spitsbergen.

U 601 (Grau) in AT 72 (off Belushya).

U 625 (Benker) Pechora Sea east of 53 degrees E.

(c) Special operations by single boats:

0135

Receipt of radio message 0030/719 from "Brünner":

"106 laid-out, unmoored."

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It was ascertained by telephone that "Brüner" had instructions to lay both meteorological buoys moored, and that Inspector Werner was on board as technician.

- 1006 Dispatch of radio message 1006/725:
"Brüner" to report why buoys were laid unmoored."
- 1430 Receipt of radio message 1300/737 from "Brüner":
"Deep-sea anchor failed. Mooring cable jammed before anchor reached the bottom. Position AB 3826, weather."
- 1734 Dispatch of radio message 1734/738 to "Brüner":
"On the east coast of Hope Island at the second prominent inlet around from the southern tip, three men and a hut were observed on 1 June within 30 meters of the beach. On 22 July they waved excitedly to one of our own aircraft. No anti-aircraft fire, no radio. If shipwrecked, pick them up, if an enemy station, destroy if possible. Proceed with care. Refer to appendix 1926 to Spitsbergen handbook. Avoid damage from ice. Report results. Subsequently proceed in accordance with serial number 705."
- 1026 In radio message 1026/726 "Grau" received orders to proceed to AC 4940, in order to avoid the coastal strip.
- 1832 Receipt of radio message 0943/735 from "Grau":
"Captain U-boats and "Benker":
1) One of our own mines in position 71 degrees 20.3 minutes N., 52 degrees 11.4 minutes E.
2) Patrol vessel in naval grid AT 7261 standing up and down."
- 2321 Receipt of short signal 2307/743 from "Benker":
"Strong enemy air patrol."
Since further minelaying tasks are planned for "Benker" he received orders in radio message 2351/746 to return to Hammerfest - Tromsø at increased speed.
- (d) Miscellaneous:
- 1955 Receipt of radio message 1928 from the 13th U-boat Flotilla:
"At 1410 43 aircraft carried out a high level attack on dockyard. U 622 (Queck) sunk. No casualties in personnel, considerable damage to dockyard. Complete break-down of shipping and engine construction, partial break-down of torpedoes and artillery. Apparatus and consumable stores warehouse destroyed. Equipment of U 354 (Herbschleb) delayed. Further details to follow."

CONFIDENTIAL

In order to protect "Herbschleb" against further air attacks which are to be expected, he received transfer orders in radio message 2113/741 for U 354:

- "1) Put out from Trondheim on 25 July with radio intercept group.
- 2) Proceed at a distance of 50 miles from the coast at increased speed through Westfjord to Narvik.
- 3) Keep watch on radio wave "Anton" and Northern Waters very long wave.
- 4) Alongside the "Stella Polaris" at Narvik."

V. Reports of successes: None.

VI. Survey of the situation:

As further air attacks in the Norwegian area must be expected it seems advisable to shift the base at Narvik to the Skjomenfjord and the leading ships away from the ore pier across to the Ankenes side.

"Sickel" will have to stand in for the lost U-boat intended for the Kara Sea. The radio intercept group which should have embarked on "Queck" is to embark on "Herbschleb" at Narvik.

(Signed) Peters.

25 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) Northern Waters,
U 277 AB 3852) all depth of sweep 30 miles.
U 307 AB 3896)
U 355 west coast of Spitsbergen.
U 703, off Hope Island.

In port:

U 354 Trondheim,
U 212, 302 Narvik,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 255 proceeding from Tromsø to the operational area.
U 269 proceeding from Hammerfest to the operational area.

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U 586 proceeding from Tromsø to the operational area.
U 629 proceeding from Narvik to the operational area.
U 711 proceeding from Narvik to the operational area.
U 601 proceeding from the operational area to Hammerfest, arriving Hammerfest 2200.
U 625 proceeding from the operational area to Hammerfest.
U 636 proceeding from Bergen to Narvik.
U 737 proceeding from Bergen to Narvik.
U 639 proceeding from Trondheim to Narvik, arriving Narvik 2115.
U 354 put out of Trondheim.

2030

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 He 115 meteorological reconnaissance Banak - 75 degrees N., 0 degrees - 74 degrees N., 0 degrees - Banak. Nothing special to report. Almost exhaustive.
1 Ju 88 harbor reconnaissance Archangel - Molotovsk. Broken off north of Archangel on account of enemy fighter defense.
6 BF 109 and 8 FW 190 on reconnaissance of Fisher Peninsula and Kola inlet, no shipping observed.
2 Ju 88 carried out reconnaissance of convoy movements at the northern exit to the Gorlo Straits.

Flieger Fuehrer Lofoten:

1 BV 138 reconnaissance of Tromsø - AA 6568 - AA 3975 - Tromsø. Nothing special to report.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance of Denmark Straits. No report of enemy sighted.

4 BV 138 sea reconnaissance between 59 degrees and 62 degrees N. and 2 degrees E.

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

20 km. north of Mudyugski 2 merchant ships totaling 4,000 G.R.T., 1 escort vessel, 1 sloop, course northwest. Off Petsamo 1 submarine submerging, position AC 8498, on northerly course.

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Northern exit of the Gorlo Straits:

Apart from a number of patrol or coastal vessels of less than 1,000 G.R.T. in AC 9979 there were: 1 merchant ship of 3,000 G.R.T., 2 merchant ships 1,500 - 2,000 G.R.T. each, 1 destroyer and 1 escort vessel, easterly course. Same formation sighted in AW 3341, 5 merchant ships 1,500 G.R.T. each in AW 3175, course 180 degrees. 1 merchant ship of 2,000 G.R.T. and 2 escort vessels, course 200 degrees in AW 2338. In AT 7879 same formation as in AW 3341, course 30 degrees.

2 Ju 88 engaged the reported enemy M.T.B.s. 2 enemy M.T.B.s in AF 7999 on easterly course at high speed. Attack without success. M.T.B.s altered course to 270 degrees. Attack renewed in AF 7997, without effect.

(c) By naval forces:

None.

(d) By radio intercept service:

Russian aircraft received orders at 1819 to search for U-boats in AC 8198.

On 24 July Amderma reported: No ships in port, batteries are ready to fire. The 246th battery is at Amderma.

At 2044 on 24 July Shoina reported an aircraft "R 5" on southerly course.

Kanin Nos reported at 2100 on 24 July 2 freighters, 2 minesweepers, 1 guardship in 30 degrees, 16 knots, disappeared from view on course 10 degrees northeast.

25 July at 0241 and 0310 signal station No. 355 (Cape Groben) was requested by Belushya to report course, speed, formation and condition of the convoy.

Norwegian polar coast: a small amount of radio traffic to submarines in the operational area.

Kanin Nos area: minesweeper No. 55 (during night of 25 July, northeast of Kanin Nos).

No. 60 (at 1827 in 68 degrees 18 minutes N., 43 degrees 15 minutes E.). AW 1396 - guardship No. 501.

Belushya area: minesweepers Nos. 32 and 58.

(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

CONFIDENTIAL

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.
One boat west coast of Spitsbergen.

(c) Special operations by single boats:

According to radio intercept Cape Cherni (Novaya Zemlya) reported an enemy submarine in AT 7530 at 2330 on 24 July.

0406 Receipt of radio message 015/749 for "Benker":

"In AT 7277 flying boat appeared out of low cloud ceiling. Fired on it with ship's armament. First attack warded off. The aircraft then dived and dropped bomb at 70 meters. No damage. Radar interception set out of order. Am withdrawing."

In radio message 2116/775 "Benker" received orders to make for Andfjord - Narvik, and not Hammerfest.

1820 Receipt of short signal 1720/771 from "Harms":

Ice report from grid square AF 8565 and 8643.

2111 Dispatch of radio message 2111/778 to "Harms":

"On southerly courses continue to report ice limit about every 40 miles until 76 degrees N. Then reconnaissance in accordance with Operational Order."

V. Reports of successes:

None.

VI. Survey of the situation:

None of our own U-boats can be detailed for offensive against the vessels reported in the Gorlo Straits, as the mining operations must be completed first, and the detachment of a single U-boat would not be worth while.

Since, for the first time, one of our U-boats has now been sighted by the enemy in the eastern section of the Barents Sea, we shall have to reckon with increased patrol there.

(Signed) Peters.

26 July 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)Northern Waters,
U 387 AB 3584)all depth of sweep 30 miles.

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U 277 AB 3852)Northern Waters
U 307 AB 3896)all depth of sweep 30 miles.
U 355 west coast of Spitsbergen.
U 586 AT 87)minelaying
U 629 AT 87)operations.
U 703 AC 6454 meteorological buoy.

In port:

U 212, 302, 639 Narvik,
U 420 Lorient,
U 601 Hammerfest.

(b) U-boats homeward and outward bound:

U 255 proceeding from Tromsø to the operational area.
U 269 proceeding from Hammerfest to the operational area.
U 711 proceeding from Narvik to the operational area.
U 625 proceeding from the operational area to Narvik.
U 636 proceeding from Bergen to Narvik.
U 737 proceeding from Bergen to Narvik.
U 354 proceeding from Trondheim to Narvik.
2000 U 212 put out of Narvik for the operational area.
2400 U 601 put out of Hammerfest for Tromsø.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance area Vardø - Gorlo Straits - Kolguev - Kara Straits - Belushya.
1 Ju 88 meteorological reconnaissance Banak - AC 3223 - Banak.
1 Ju 88 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 77 degrees N., 8 degrees E. - Banak. Not exhaustive. Nothing special to report.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 reconnaissance of Denmark Straits. No report of enemy sighted.
1 BV 138 reconnaissance north of Shetlands and east of Faeroes. No report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

Northwest of Kanin Nos in AC 9878 1 merchant ship of 3,000 G.R.T., 2 escort vessels, course north. Southeast of Kolguev in AT 7879 1 merchant ship of 2,100 G.R.T., 1 merchant ship of 1,600 G.R.T., 2 coastal freighters of 600 G.R.T., 1 escort vessel, course 30 degrees. In Belushya harbor, 2 coastal freighters 800-1,000 G.R.T. Southern tip of Morjovets, 1 merchant ship 6,000-8,000 G.R.T., on southerly course.

(c) By naval forces: None.

(d) By radio intercept service:

The communications station at Cape Cherni reported U-boat in position 70 degrees 34 minutes N., 53 degrees 0 minutes E. (AT 7530) at 2330 on 24 July. On 25 July the signal station at Cape Greben (Yugorski Straits) reported:

1635, 6 vessels in 220 degrees, 15 miles off, course 350 degrees; at 1845, 1 minesweeper, 1 tug and a number of paddle steamers disappearing from view off Cape Dyakonova.

One minesweeper sunk off Cape Greben. A guard boat was in this position at 1845 on 25 July.

Sighting reports from signal station at Kanin Nos:

On 25 July at 0819, 2 minesweepers, 1 freighter on 360 degrees, in sight 15 miles off, course southwest, went out of sight at 1057 on 290 degrees and 1308 course southwest. At 0909, 2 minesweepers and 1 freighter on 240 degrees in sight, 17 miles off, course southeast, went out of sight 1332 in 360 degrees, 15 miles off, course northeast.

Signal station No. 351 H is in Loginovo Bay, position 70 degrees 33 minutes N., 57 degrees 17 minutes E.

A small amount of radio traffic to submarines in the operational area.

Area Kanin Nos - Belushya:

Minesweepers Nos. 32, 42, 60, 109, 110, guard-boat No. 602 and one other.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

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(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.
One boat west coast of Spitsbergen.

(c) Special operations by single boats:

0335 Receipt of short signal 235/789 from "Harms":

Ice report from AF 8691 and 9715; with short
signal 1538/707 from AF 9749 and AT 3353.

(d) Miscellaneous:

Sailing orders for U 212 (Vogler):

- 1) Put out from Narvik at 2000 on 26 July.
- 2) Proceed through Tjeldsund to Tromsø, district
pilot from Lodingen.
- 3) Keep watch on U-boat Northern Waters wave
while in Tromsø.
- 4) Then in accordance with Operational Order
No. 7.

V. Reports of successes:

None.

VI. Survey of the situation:

It seems that the sinking of the minesweeper
off Cape Greben may be a success due to the
minelaying operation of U 625 (Benker). The
small convoys picked up off Kolguev seemed to
be making for Belushya. They have been re-
ported to "Esch" and "Bugs", the boats in the
vicinity.

(Signed) Peters.

27 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3529)
U 387 AB 3584)Northern Waters,
U 277 AB 3852)all depth of sweep 30 miles.
U 307 AB 3896)
U 355 west coast of Spitsbergen.
U 586 AT 87)minelaying
U 629 AT 87)operations.

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U 703 AC 6454 meteorological buoy.
U 255 ice reconnaissance east of Novaya Zemlya.

In port:

U 302, 354, 636, 639, 737 Narvik,
U 420 Lorient.

(b) U-boats homeward and outward bound:

1030 U 212 proceeding from Narvik to Tromsø.
2000 U 601 proceeding from Hammerfest to Tromsø.
U 601 entered Tromsø.
U 625 entered Narvik from the operational area.
U 269 proceeding from Hammerfest to the operational area.
U 711 proceeding from Narvik to the operational area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 He 111 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75 degrees N., 5 degrees E. - Banak. With the exception of inshore waters, exhaustive reconnaissance made of sea area.
5 FW 190 shipping and meteorological reconnaissance of Fisher Peninsula, Kola inlet, nothing special to report.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance of Denmark Straits, no enemy sighted.
1 BV 138 reconnaissance between 61 degrees 30 minutes N. and 0 degrees 30 minutes E., no enemy sighted.
1 Ju 88 carried out special task successfully (photographic reconnaissance of Reykjavik).

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

One hut observed for the first time east of Cape Dinno (Ice Fjord). Shot up effectively with aircraft fire.

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(c) By surface forces:

None.

(d) By radio intercept service:

During the night of 25 July there were four minesweepers, and on 26 July there were several fishing trawlers and loggers northwest to southwest of Kanin Nos. They were reported repeatedly. There is a signal station on Kostin Nos. (70 degrees 56 minutes N., 53 degrees E.).

Norwegian polar coast:

A small amount of radio traffic to U-boats in the operational area.

Belushya area:

Minesweepers Nos. 46, 60, 172 (for the first time), guardboat No. 510.

(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen.
1 boat west coast of Spitsbergen.

(c) Special operations by single boats:

0147 Receipt of short signal 0137/725 from "Harms":

Ice limit report in AT 3375 and 3280.

1207 Receipt of short signal 1157/727 from "Brüner":

Radio meteorological buoy 107 has been placed (in AC 6446).

1630 Receipt of short signal 1608/729 from "Harms":

"Through-passage impeded by drift-ice, nevertheless possible for ships and boats."

It therefore appears that this year, too, at least a tongue of ice reaches into the Kara Sea. This conforms to earlier experience.

1750 Receipt of teleprinter message from "Vogler":

"Am ready to put to sea."

He therefore received orders by radio message 1829/731 to put to sea on 28 July for operation "Veilchen".

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(d) Miscellaneous:

Sailing orders for U 639 (Wichmann):

- 1) Sail from Narvik 2000 on 27 July.
- 2) Proceed through Tjeldsund to Tromsø, from Lodingen with district pilot.
- 3) Keep watch on U-boat Northern Waters wave while in Tromsø.
- 4) Then in accordance with Operational Order No. 7; no leave to be granted in Tromsø.

Sailing orders for U 601 (Grau):

- 1) Put out from Tromsø early on 29 July.
- 2) Proceed with escort via Hammerfest - SR 1 to operational area.
- 3) Make reconnaissance of landing place "3" on the northwest coast of Novaya Zemlya north of Pankrateva Bay. Report grid square by short-signal.
- 4) Reconnoiter for a place for land-based meteorological apparatus near Cape Pinegina (66 degrees 31 minutes N., 65 degrees 35 minutes E.). Last three figures!
- 5) U-boat Northern Waters wave.
- 6) Then in accordance with Operational Orders Nos. 5 and 6.

V. Reports of successes:

2115 Receipt of short signal 2040 from U 629 (Bugs):

"Have executed task 1."

The minefield "Gladiole I" has therefore been laid, and "Bugs" is now on return passage to Hammerfest.

VI. Reports from U-boats:

Short report from U 601 (Grau) 15 - 25 July, fifth operation (minelaying operation "Aster II").

Short report from U 625 (Benker) 17 - 26 July, sixth operation. (Minelaying operation "Nelke I".) See appendices.

VII. Survey of the situation:

The minelaying operations so far have run according to plan. Up to the present there seems to be no special patrol drawn up in the Pechora Sea.

(Signed) Peters.

28 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) All depth of sweep
U 277 AB 3852) 30 miles.
U 307 AB 3896)
U 355 west coast of Spitsbergen.
U 703 AC 9333 (proceeding to AT 72).
U 255) ice reconnaissance north and east
U 711) of Novaya Zemlya.
U 269 patrol of Denmark Straits.

In port:

U 302, 354, 625, 636, 737 Narvik,
U 212, 601, 639 Tromsø,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 629 proceeding from the operational area to Hammerfest.
U 586 proceeding from the operational area to Hammerfest.
2030 U 636 put out of Narvik for Tromsø.
1030 U 737 put out of Narvik for Tromsø.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - South Cape - Ice Fjord - 75 degrees N., 5 degrees E., - Banak. Nothing special to report, not exhaustive.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 reconnaissance of Denmark Straits. No reports of enemy sighted.

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Reconnaissance of coastal inshore waters and for enemy M.T.B.s.
2 FW 200, 3 Ju 88; 6 BV 138 and 2 Ar 196 reconnaissance and search for enemy forces reported by "Westa I" in sea area central North Sea - Shetlands - Faeroes as far as 64 degrees N.

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

At Belushya: 1 merchant ship 1,000 G.R.T., 1 merchant ship 300 G.R.T., 2 flying boats. Camouflaged enemy M.T.B.s sighted off Aspö Island. Salvaged in cooperation with naval forces. At 0605 "Westa" reported 3 heavy cruisers on easterly course in AF 7441. On the return flight at 0915 the same formation in AF 7452, last course 150 degrees. 1 Ju 88 reported 1 light cruiser and 15 smaller units at 1102 hours in AF 7576, and at 1105 3 light cruisers on southeasterly course in AF 7562. At 1145 1 Ju 88 sighted 1 probable light cruiser and 2 destroyers, course 80-90 degrees, in AF 7587 and again at 1440 in AF 7696. At 1503 1 BV 138 sighted 1 light cruiser and 2 destroyers on northerly course in AF 7374. At 1750 1 Ju 88 sighted 1 aircraft carrier, 1 battleship, 1 heavy cruiser, 1 cruiser and 4 torpedo-boats, course 280 degrees, later 360 degrees in AF 7343.

(c) By naval forces:

None.

(d) By radio intercept service:

At 0326 on 27 July the signal station Yugorski Straits reported 2 minesweepers in 195 degrees. On the evening of 27 July Diksen reported: The survey ship "Akademik-Schokalski" was fired on by an enemy U-boat, in area 16, a flying boat was sent to make reconnaissance. Sighting reports from Kanin Nos signal station on 27 July: 1 freighter, 2 minesweepers and 1 further vessel in the north reported repeatedly between 0410 and 0944, and 4 minesweepers in the south reported repeatedly between 1100 and 1806. At 1856 1 minesweeper in 340 degrees course northeast, 4 fishing trawlers between 2025 and 2228 in 290 degrees - 300 degrees. Norwegian polar coast: a small amount of radio traffic to submarines in the operational area. Belushya area: minesweepers Nos. 30, 42 and 110.

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(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen. One boat west coast of Spitsbergen, one boat Denmark Straits.

(c) Special operations by single boats:

0545 Receipt of short signal 0525/740 from "v.d. Esch":

"Have executed task 4."

On request "Esch" again confirmed "4" with short signal 1344/746.

Since there were only three tasks planned for him, he was again requested to make an exact report, and sent radio message 1620/750:

"Minefield: 69 degrees 3.2 minutes to 8.7 minutes, 55 degrees 33.5 minutes to 47.5 minutes, north-south traffic observed here."

1549 Dispatch of radio message 1549/749 to "Esch" and "Bugs":

"Proceed via AC 4940. Be prepared for encounter with U 212 and U 639."

2155 Receipt of teleprinter message U 639 Most Secret 121 of 28 July:

"Am ready to sail. Wichmann."

Radio message 2257/764 to "Wichmann" was therefore dispatched:

"'Narzisse' 29 July."

(d) Miscellaneous:

2013 Receipt of radio message 1928/144 from Flieger Fuehrer North (West):

"Most Immediate, Ju 88 of 1st Long-range Reconnaissance 120, reported at 1750 in 06 degrees E. 1471, 1 battlecruiser, 1 aircraft carrier, heavy cruiser and smaller units. No details on account of fighter escort and cloudless weather conditions."

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This corresponds to AF 7340, about 230 miles west of Trondheim. Reconnaissance ascertained northerly course. Since there is the possibility of an attack on Norway, the following radio message was dispatched

2357 2357/766 to "Grau" and "Brasack":

"Immediate readiness. For time being "Brasack" continue according to orders."

2413 Radio message 0013/47 to U-boat base for "Sickel" and "Benker":

"Speed up readiness for action, take on torpedoes. Report when ready."

Groups "Monsun" and "Hansen" were also informed of the carrier formation.

Transfer orders for U 737 (Brasack):

- 1) Sail Narvik 1000 on 28 July.
- 2) Proceed to Alta Fjord, with district pilot from Lodingen to Tromsø, from Tromsø with escort of Admiral Polar Coast.
- 3) U-boat Northern Waters wave.
- 4) Report in Tromsø at 2200 to AI Admiral Polar Coast.
- 5) At 0800 on 29 July be in Kafjord at the disposal of the "Tirpitz".
- 6) After close of exercise with the "Tirpitz" proceed to Hammerfest. Make fast alongside the depot ship "Black Watch". Five hours' readiness. Secure transmission of "U" (for U-boats) radio messages from Naval Communications Officer, Hammerfest.

Sailing orders for U 636 (Hildebrandt):

- 1) Sail Narvik 2000 on 28 July.
- 2) Proceed via Tjeldsund to Tromsø, from Lodingen with district pilot.
- 3) Keep watch on U-boat Northern Waters wave while in Tromsø.
- 4) No leave to be granted in Tromsø. Report to AI, Admiral Polar Coast.
- 5) Then in accordance with Operational Order No. 7

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V. Reports of successes:

0545 Receipt of short signal 0525/740 from "Esch":
"Have executed task 4."

VI. Survey of the situation:

Receipt of teleprinter message Most Secret
03080 AI from Group North/Fleet:

"1) Enemy intentions so far not apparent.

2) Group North/Fleet considers following possible:

(a) Carrier-borne air attack on base so far out of reach of land-based aircraft, especially Narvik, or, less probably, Alta.

(b) Flank protection for landing operations or approach of a convoy,

(c) Demonstration similar to movements 8 and 9 July.

3) Clarification of situation only possible by extensive air reconnaissance.

Despite the misgivings voiced by them, Luftflotte 5 is therefore requested:

(a) to make a reconnaissance of Stadlandet in sector between 290 degrees 0 degrees for further enemy forces;

(b) to provide protection in Narvik and Alta areas in radius of 250 miles by keeping constant lookout for aircraft carrier activity.

4) If enemy formation continues passage into Polar area, Group North/Fleet intends to operate U-boats, given reliable data.

5) Addition for Admiral Northern Waters and the operational group: With reference to para. 4, bear in mind presence of group "Monsoon" and U-boats 601 and 737."

As the area mined by U 586 is nearer the coast than either of the two alternative areas assigned to him, it may be assumed that he deliberately chose another area for the sake of greater effectiveness.

(Signed) Peters.

29 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) All depth of
U 277 AB 3852) sweep 30 miles.
U 307 AB 3896)
U 355 west coast of Spitsbergen.
U 703 AT 72.
U 255) ice reconnaissance east
U 711) of Novaya Zemlya.
U 269 patrol of Denmark Straits.

In port:

U 302, 354, 625 Narvik,
U 636 Tromsø,
U 737 Alta Fjord (0830 with operational group,
1200 exercise concluded.)
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 212 proceeding from Tromsø["] to the operational
area.
0645 U 639 put out of Tromsø["], 2000 at L1 released
to the operational area.
0645 U 601 put out of Tromsø["].
1530 U 601 put into Hammerfest,
U 586) proceeding from the operational
U 629) area to Hammerfest.
1530 U 737 put into Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 He 111 meteorological reconnaissance Banak -
Matochkin Straits - not exhaustive. Nothing
special to report.

1 He 111 meteorological reconnaissance Banak -
Hope Island - Ice Fjord - 75 degrees N., 5 degrees
E. - Banak. Not exhaustive. One woman on
Hope Island.

Flieger Fuehrer Lofoten:

2 BV 138 and 2 He 115 sea reconnaissance between
68 degrees and 70 degrees N. and 2 degrees W.
No report of enemy sighted. Not exhaustive.
2 BV 138 and 2 He 115 sea reconnaissance. Then
south to radar-equipped aircraft, no enemy sighted
not exhaustive. Submarine patrol by 1 BV 138 in
continuous relays from LoppHAVet.

Flieger Fuehrer North (West):

2 FW 200, 2 Ju 88 (Westa 5) and 7 Ju 88 (1st Long-range Reconnaissance 120) sea reconnaissance between 58 degrees 45 minutes N. and 66 degrees 45 minutes N. as far as 7 degrees W. 1 FW 200 on reconnaissance of Denmark Straits. Nothing special to report.

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

Off the Faeroes 3 freighters of 3-600 G.R.T., course northeast and 2 merchant ships of 1-2,000 G.R.T. course south. Visibility mainly good.

Westa I reported at 0500 1 merchant ship of up to 100 G.R.T. in AE 9938 (off the Faeroes) course south, and at 0730 1 merchant ship of up to 500 G.R.T. in AE 8647, course 300 degrees.

(c) By naval forces:

None.

(d) By radio intercept service:

The Russian radio station at Dikson reported on the evening of 27 July that the survey ship "Akademik Schokalski" had been fired on by an enemy U-boat. A flying boat has been sent to reconnoiter.

At 1538 on 27 July motor vessel "Schtorm" from Belushya to Matochkin Straits. 27 July: new signal station Cheshsko - Pechora, for the area Cheshskaya Bay - Pechora Bay, was located at Naryan Mar. Norwegian polar coast: a small amount of radio traffic to submarines in the operational area. Kanin Nos area: guardship No. 20. Belushya area: minesweepers Nos. 32, 42, 110. Flying boat (RA 25) took off about 1300 from Archangel to Amderma and was in position AW 6183 at 1410. 1 aircraft in position AU 1548 at 1338 gave unknown reconnaissance report and then landed in Naryan Mar.

(e) By G.I.S. stations:

Agent of German Intelligence Station Münster reported on 9 July from circles connected with the Argentine Embassy in Budapest: "In the last week of June 3 U.S. ships of medium size arrived in Iceland. Two of the ships are in Reykjavik, 1 in Akureyri. Apart from ammunition and foodstuffs, they carried landing craft, as well as a detachment of American infantry equipped for a winter campaign in the snow. These

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ski-troops received their training in Alaska under General Buckner. These are the first ski-troops to land in Iceland.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen,
1 boat west coast of Spitsbergen,
1 boat patrol of Denmark Straits,
1 boat off Belushya.

(c) Special operations by single boats:

1354 Dispatch of radio message 1354/781 to "Brünner":

"1) Attack traffic, found proceeding from Kolguev to Belushya.

2) Flying boats MBR 2, MBR 4, Catalina and single-engined bi-planes at Belushya.

3) "Grau" reported one of our own mines in AT 7261 and patrol ship standing off and on. The inner bay is mined.

4) Report traffic and patrol by short signal."

The Russian report that a German U-boat had fired on a survey ship, and that a flying boat had been sent to make reconnaissance, was passed on to the boats.

U 703 (Brünner) then reported in short signal 1955/788:

"Attacked coastal patrol vessel but could not sink it. My position is AT 7260."

According to this the Russian area "16" lies off Belushya.

1213 Receipt of short signal 1200/755 from U 711 (Lange):

"Ice limit grid square AF 8637-9444. Passage through drift-ice fields impeded though possible for ships and boats."

The limit reported lies slightly further to the northeast than is indicated by the report from U 255 (Harms).

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- 1852 Dispatch of radio message 1852/786 to U 711 (Lange):
"Continue to report ice limit about every 50 miles until attack area is reached."
- 1720 Receipt of short signal 1706/783 from U 255 (Harms):
"Am at rendezvous AT 3278."
This is the most favorable landing place for the BV 138. Will be passed on to the German Air Force.
- 2006 Dispatch of radio message 2006/789 to U 255 (Harms):
"Report alternative landing place, when found, by the last three grid figures and addition of "Two"."
- 2030 Receipt of short signal 2208/793 from U 255 (Harms):
"Grid square AT 3257 "two"."
This landing place lies off Cape Konstantin. The German Air Force will be informed. "Esch" and "Bugs" have received orders to put into Narvik and not Hammerfest, and "Grau" and "Brasack" to execute their tasks according to plan in spite of state of readiness.
- (d) Miscellaneous:
- 0333 Dispatch of radio message 0333/48 to "Skjomen" formation:
"As from 0800 anti-aircraft war-time watch, until cancelled."
According to dead reckoning the aircraft carrier formation should be in the vicinity of Narvik at approximately 0900.
- 1103 Commencement of anti-aircraft wartime watch from 1130 ordered.
Receipt of teleprinter message Most Secret 7156 AI from Naval High Command, Norway:
"Contact with aircraft carrier formation broken; first degree of coastal alarm during darkness or bad visibility in areas north coast and polar coast as far as North Cape."
- 1417 Dispatch of radio message 1417/54 to base:
"Coastal alarm, degree one, in bad visibility, until further notice."

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Execution of coastal alarm degree one reported in radio message 1824/60.

Receipt of teleprinter message Most Secret 03094 dated 29 July from Group North/Fleet:

"Since an exhaustive reconnaissance was made between 58 degrees and 70 degrees N. and no enemy movements have been detected, the enemy operation is expected to die down. Group North/Fleet considers that the enemy sightings are a deceptive measure whose object is to unsettle our own command and coastal defenses. As from 1800 operational group normal state of readiness. Recourse to U-boats in case of emergency will, for the present, be confined to Group "Monsoon"."

In radio message 1554/36, discontinuation of increased speed was ordered for "Benker" and "Sickel", and in radio message 2041/63 the "Skjomen" formation was ordered back to previous readiness.

V. Reports of successes:

None.

VI. Plans:

1451 Dispatch of radio message 1451/779:

"'Herbschleb' to take over tasks and disposition in accordance with Operational Orders Nos. 5 and 6 for "Queck", and "Sickel" to take over "Herbschleb's" tasks."

VII. Survey of the situation:

1) The Russian report concerning a German U-boat might refer either to U 703 (Brunner) or to U 711 (Lange). A report from one of the two boats is not yet available. From the state of things it may be assumed that the enemy has as yet no knowledge of the presence of U-boats in the Kara Sea.

2) The ice limit northeast of Novaya Zemlya is fairly scattered and mobile; it seems possible, however, to penetrate to the south.

The landing places reported by U 255 (Harms) for the operation of the BV 138's correspond to air reconnaissance reports. In the event of bad weather along the east coast, U 601 (Grau) is to search for a third landing place on the northwest coast of Novaya Zemlya.

(Signed) Peters.

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30 July, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) All depth of sweep
U 277 AB 3852) 30 miles.
U 307 AB 3896)
U 355 west coast of Spitsbergen.
U 703 AT 7260.
U 255 AT 3278.
U 711 ice reconnaissance northeast of Novaya Zemlya.
U 269 patrol of Denmark Straits.

In port:

U 302, 354, 625 Narvik,
U 636 Tromsø,
U 601, 737 Hammerfest,
U 420 Lorient.

(b) U-boat homeward and outward bound:

U 212 proceeding from Tromsø to the operational area.
U 639 proceeding from Tromsø to the operational area.
U 586 proceeding from the operational area to Narvik.
U 629 put into Harstad.
U 636 put out of Tromsø.

1440
1615

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 He 111 meteorological reconnaissance Banak - Hope Island - Southeastland - Ice Fjord - 75 degrees N., 5 degrees E. - Banak.
1 Ju 88 made shipping reconnaissance Kolguev - Kara Straits - Yugorski Straits, photographic reconnaissance of Yugorski Straits harbors, Khabarova and Varnoka.
4 FW 190 armed reconnaissance of Fisher Peninsula - Kola inlet and off Kiberg in search of a submarine reported by the Navy. Nothing to report.
1 Ju 88 made reconnaissance of coastal inshore waters Nordkyn - North Cape. Nothing to report.
Reconnaissance of settlements and fjords of Spitsbergen as far as Ice Fjord. Photographic reconnaissance made of emergency landing places II, III and IV, of Sveagruva, Longyearby, camp of hutments, apparently new, about 10 kilometers southwest of Bellsund, hutments near Skansbukta, Barentsberg. Fjords examined. Nothing to report.

Flieger Fuehrer Lofoten:

5 BV 138 submarine patrol off LoppHAVet for fleet units. Nothing special to report.
1 BV 138 probing reconnaissance between 67 degrees and 70 degrees N., as far as 4 degrees W.

Flieger Fuehrer North (West):

1 FW 200 morning reconnaissance of sea area Denmark Straits with radar. Nothing to report.
2 FW 200 evening reconnaissance of the same area. Nothing special to report.
2 Ju 88 coastal inshore reconnaissance along Scottish islands between Orkneys and Shetlands, no report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

Two men and one woman observed on Hope Island. In Varneka harbor 1 freighter of 1,000 G.R.T., 2 freighters of 300 G.R.T. each. In position AW 2329 5 freighters of 300 G.R.T. on course 180 degrees. Extensive storehouses at Longyearby. Radio station at Cape Linne apparently with a new steel mast. Defenses consisting of light and medium anti-aircraft guns at Barentsberg and Cape Linne.

(c) By naval forces:

None.

(d) By radio intercept service:

At 1245 on 29 July Kanin Nos reported 1 mine-sweeper on 290 degrees standing off and on, and during the course of the afternoon a number of fishing smacks in the south and steam trawlers in the northeast.

On 28 July at 2051 Cape Greben (Yugorski Straits) reported minesweepers, presumably Nos. 109 and 110, on southerly course on bearing 115 degrees, and at 2310 on course 15 degrees on bearing 195 degrees.

At 0200 29 July one motor vessel from Belushya to Matochkin Straits.

Norwegian polar coast: a small amount of radio traffic to submarines in the operational area.

Area Gorlo Straits - Belushya: minesweepers Nos. 32, 37, 60, 110.

Belushya area: minesweepers Nos. 40, 42, 52, 54, 65, 109 and 1 ice-breaker (04378).

On 29 July 5 aircraft type MBR 2 and 1 "SB" from Naryan Mar to Belushya with intermediate landing at Amderma. On afternoon of 29 July aircraft "00A" made reconnaissance flight over mouth of the Pechora, at 1626 it was in position 68 degrees 18 minutes N. 54 degrees 30 minutes E. (AU 1370), at 1706 in position 68 degrees 40 minutes N. 56 degrees 30 minutes E. (AU 1360), and at 1806 in position 69 degrees 35 minutes N. 61 degrees E. (AT 8830), finally landing in Amderma.

On 29 July the flying boat "RA 25" started at about 0700 from Amderma and landed at Khabarova (Yugorski Straits) at 0715, took off again at 1040 on westerly course and landed about 1700 at Archangel. Belushya (FlU) reported 1 enemy submarine on 30 July at 1915 in position 71 degrees 07 minutes N., 51 degrees 50 minutes E. (AT 7259 bottom center).

(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen,
1 boat west coast of Spitsbergen,
1 boat patrol of Denmark Straits,
1 boat off Belushya.

(c) Special operations by single boats:

0330 U 711 (Lange) reported by short signal 0312/795:
Passage ice-free in AF 9741 and AT 3318.

Short signal 0350/796 was received badly corrupted and did not make sense. A repeat has been requested.

U 355 (La Baume) has been requested for situation report in radio message 1342/702.
He reported in radio message 2238/712:

"Hornsund full of drift-ice, useless as harbor. Fair amount of own air activity, situation otherwise unaltered." Weather.

1759 Dispatch of radio message 1759/705: "Harms" and "Grau" from Captain U-boats, otherwise "Lange" only to decode:

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- "1) First take-off planned after readiness report by "Harms" on 4 August.
- 2) "Grau" report landing place 3 about 3 August.
- 3) "Harms" pay special attention to good camouflage."

(d) Miscellaneous:

Sailing orders for U 302 (Sickel):

- "1) Sail Narvik 0100 31 July.
- 2) Proceed through Tjeldsund - Andfjord to the operational area, from Lodingen to Harstad with district pilot.
- 3) U-boat Northern Waters wave.
- 4) Then in accordance with Operational Order No. 6."

U 636 (Hildebrandt) reported from Tromsø:

"Ready to put to sea", and in radio message 1556/703 received sailing orders for operation "Rose", departure 31 July from SR 1.

V. Reports of successes:

None.

VI. Plans:

The 13th U-boat Flotilla reported on 28 July in teleprinter message Most Secret 936 N:

"First Bomber Group 40 reports:- During most recent reconnaissances two sets of enemy radar apparatus, presumably British, were detected on the northeast coast of Iceland, position 66 degrees 20 minutes N., 14 degrees 39 minutes W. One apparatus was working on a basic frequency of 200 centimeters, pulse repetition rate of 150/180 cycles, the second apparatus on a basic frequency of 208 centimeters with pulse repetition rate of 40/50 cycles. Basic frequency data fairly accurate. Pulse repetition rate estimated.

The two sets lie about 30 kilometers distant from the nearest dwellings. Personnel about 5-8 men.

Addition for 13th U-boat Flotilla: It would be of the greatest interest to the German Air Force and Navy if some boats could be detailed for a possible landing to capture the apparatus intact and take personnel prisoner. If it is decided

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to take action against these objectives First Bomber Group 40 will supply photographs in accordance with orders from Captain U-boats."

After discussion with Admiral Northern Waters teleprinter message Most Secret 2454 A Ops. of 30 June was dispatched:

"Proposal seems practicable and is welcomed. However, since it is at present the light (summer) season and because of the shortage of boats and the great number of operational tasks on hand, we must postpone it till later."

VII. Survey of the situation:

As the second combat boat, U 302 (Sickel), will arrive in the Kara Sea about 6 August it seems best for the BV 138 to make its first reconnaissance flight on 5 August. Also, the auxiliary fuelling boat U 601 (Grau) can by then be in position east of Cape Jelaniya.

(Signed) Peters.

31 July, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) All depth of sweep
U 277 AB 3852) 30 miles.
U 307 AB 3896)
U 355 west coast of Spitsbergen.
U 703 AT 7260 (as from 1200, return passage to Narvik).
U 255 AT 3278.
U 711 AT 60.
U 269 patrol of Denmark Straits.
U 212 AU 11.

In port:

U 354, 625 Narvik,
U 302, 586, 629 Harstad,
U 636, 737 Hammerfest,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 639 proceeding from Tromsø to the operational area.
U 586 put into Narvik from Harstad.
U 629 put into Narvik from Harstad.

1400
1400

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2310 U 636 put out of Hammerfest for the operational area.
0200 U 601 put out of Hammerfest for the operational area.
0735 U 302 put into Harstad from Narvik.
1100 U 302 put out of Harstad for the operational area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 He 111 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75 degrees N., 5 degrees E. - Banak. Not exhaustive.
2 FW 190 shipping reconnaissance of Fisher Peninsula - Kola inlet.
1 He 111 meteorological reconnaissance Banak - Matochkin Straits - Belushya - Banak.

Flieger Fuehrer Lofoten:

8 aircraft on probing reconnaissance between 67 degrees and 70 degrees N. as far as 7 degrees W. Nothing to report.

Flieger Fuehrer North (West):

2 FW 200 northern tip of Iceland. Nothing to report.
1 Ju 88 photographic reconnaissance of Iceland without result, because of unbroken clouds over target area.
1 Ju 88 reconnaissance of sea area Shetlands. Nothing to report.
1 Ju 88 reconnaissance Scapa area. Nothing to report.

III. Reports on the enemy:

(a) By U-boats:

0400 Radio message 0002/716 from "Brünnner":

"1) At 1530 in AT 7283 1 steamer, 2 patrol vessels, course 15 degrees. Of these, sank 1 patrol vessel. Depth charges - no damage or casualties.

2) Strong enemy air patrol.

3) 6 torpedoes, 50 cbm., last serial No. 702."

1440 Receipt of short signal 1428/724 from "Brünnner":

"Am withdrawing temporarily on account of strong air patrol."

(b) By air reconnaissance:

Light and medium anti-aircraft fire from Barentsberg and Linne without effect. In Motka Bay 2 freighters of 50 G.R.T. each, 1 freighter 300 G.R.T., 1 freighter of 50 G.R.T. in Pummanki Bay.

Western entrance to Matochkin Straits 1 fishing smack on easterly course. 2 coastal vessels in Belushya harbor. At the northwest exit to the Kostin Straits 2 merchant ships of 500-1,000 G.R.T. on course for Belushya. Medium anti-aircraft fire from at least 3 guns from polar station on southwest tip of entrance to Matochkin Straits.

(c) By naval forces:

None.

(d) By radio intercept service:

The Russian radio station at Belushya reported at 1915 on 30 July, 1 German U-boat in position 71 degrees 07 minutes N. 51 degrees 50 minutes E. (AT 7259).

At Cape Menshikova (70 degrees 43 minutes N., 57 degrees 39 minutes E.) there is a Russian signal and radio station. On 30 July steam trawler No. 55 disappeared from sight off Kolguev North on bearing 50 degrees.

1 boat is to be transferred to the Tointo Lake (69 degrees 35 minutes N., 61 degrees 50 minutes E.). There is telephonic communication between Amderma and Tointo. Tointo Lake is possibly a base for flying boats and seaplanes. On 30 July at 1905 the freighter "Roschal" (1,427 G.R.T.) anchored in Belushya, and at 2115 No. 55.

Norwegian polar coast: small amount of radio traffic to submarines in the operational area, of which "S 51" and "S -" were mentioned by name.

Belushya area: minesweepers Nos. 54, 62, 65, 109, 110.

Belushya/Amderma area: minesweeper No. 32.

Dikson area: minesweepers Nos. 40, 42.

Area Belushya: morning of 30 July 1 aircraft.

(e) By G.I.S. stations:

None.

IV. Current U-boat operations:

(a) Convoy operations:

None.

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(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen,
1 boat west coast of Spitsbergen,
1 boat off Belushya,
1 boat in the Kara Sea (AT 60),
1 boat patrol of Denmark Straits.

(c) Special operations by single boats:

U 711 (Lange) reported by short signal 2310/30/713:

"In AT 5525 passage impeded by fields of drift-ice, though possible for ships and boats."

By short signal 011/714:

"AT 6415, passage free of ice."

1137 Dispatch of radio message 1137/722 to "Lange":

"Repeat message concerning ice limit between 76 degrees and 73 degrees 30 minutes N., since message is corrupt here."

1410 Receipt of short signal 1350/723 from "Lange":

"AT 3455 passage free of ice, 2925 passage impeded by fields of drift-ice, though possible for ships and boats."

1845 Receipt of short signal 1832/726 from "Lange":

"Big ice-fields in AT 2892 and eastwards."

As U 703 (Brunner) will probably be needed as substitute for the minelaying boat (Grau), he received order in radio message 0942/717 to make return passage at increased speed to Andfjord - Narvik.

V. Reports of successes:

1 patrol vessel in AT 7283 sunk by U 703 (Brunner) at 1530, 30 July.

VI. U-boat reports:

Short report from U 586 (v.d. Esch) for period 18-21 July. (Appendix).

Short report from U 629 (Bugs) for period 21-31 July 1943. (Appendix).

VII. Survey of the situation:

1) The position of the German U-boat reported from Belushya corresponds with the position report from U 703 (Brunner).

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2) The tongue of ice penetrating the Kara Sea stretches along the coast of Novaya Zemlya fairly far southwards. Frequent ice reconnaissance will be necessary.

(Signed) Peters.

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APPENDIX II (SEE WAR DIARY OF 21 JULY, 1943)

Copy

1610 Dispatch of teleprinter message:

Emergency. U-boat base Hammerfest.
Emergency. For information Group North/Fleet.
Emergency. For information Naval War Staff 1st Div.

Most secret. Operational Order for U 269 (Hansen).

- 1) Put out from Hammerfest 0800 on 22 July with escort as far as SR 1.
- 2) Proceed at a distance of 50 miles from coast via AB 75 to attack area in the Denmark Straits between 10 degrees and 20 degrees W. and 66 degrees and 68 degrees N. As far as Andfjord encounter with eastbound U-boats U 586 and U 629 is possible.
- 3) Task: observation of enemy traffic north and north-east of Iceland. Remain undetected, beware of coastal location and frequent air reconnaissance.
- 4) Report on traffic situation from AA 98 roughly once a week. Naval units from cruisers upwards, convoys and heavy single-ship traffic to be reported immediately by short signal.
- 5) Attack only worth-while targets, no coastal fishing vessels and the like.
- 6) 7 - 9 July, 2 cruisers and 1 destroyer in AE 28 to 35, 19 July 1 light cruiser in AE 2743, fishing boats off north coast. Situation of minefield as given in Operational Order No. 1, Appendix 2.
- 7) Ice limit approximately from AE 1615 southwestwards as far as coast.
- 8) U-boat Northern Waters wave.
- 9) Conduct in accordance with Operational Order No. 1. Standing War Orders and Standing Orders, Handbook for U-boat Commanders.
- 10) Return passage when ordered, after lengthy reconnaissance.

Captain U-boats, Norway.
Most Secret 2329 Al.

APPENDIX III (SEP WAR DIARY OF 27 JULY, 1943)

Copy

Dispatch of teleprinter message:

- 1) Immediate Naval War Staff 1st Division.
- 2) " Naval War Staff 2nd Division,
C-in-C. U-boats, Ops.
- 3) " Group North/Fleet.
- 4) " for information 13th U-boat Flotilla.

Clear as multiple address message

Most Secret. Short report from U 601 (Grau) for period
from 15 to 25 July.

Fifth Operation. (Minelaying operation "Aster II").
15 - 16 July took on mines in Tromsø. 17 July 0135 sailed
Tromsø. Proceeded towards Novaya Zemlya - Kostin Straits.
In AC 4968, 5758, 5948, AT 7179, AT 7273 drifting mines.
19 July patrol vessels off northern entrance to Kostin
Straits. 2 Russian fighter aircraft. Execution of task
not yet possible. Completely calm sea, as also on morning
of 20 July. 2105 approached to execute minelaying task
in Belushya bay. (Aster II). Slight deterioration of
visibility was a favorable factor at the commencement of
the operation. Later the weather cleared, and there was
a completely calm sea. On 21 July we detected batteries
in the bay on Cape Morozova. Great building activity on
Cape Lile. One 600 ton steamer in port, one patrol vessel
and a number of small vessels. One mine, a tube sticker,
was laid in position 71 degrees 20.3 minutes N., 52 degrees
11.4 minutes E. Finally patrol of coastal route between
northern and southern entrance to the Kostin Straits. On
22 July in AT 7291 Catalina flying-boat and 2 land-based
biplanes. 23 July patrol of coastal route. 24 July
return passage. 25 July 2132 arrived Hammerfest. No
radar encountered.

Captain U-boats, Norway.
Most Secret 2450 A. Ops.

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APPENDIX IV (SEE WAR DIARY 27 JULY, 1943)

Dispatch of teleprinter message:

- 1) Immediate Naval War Staff 1st Division.
- 2) " Naval War Staff 2nd Division, C-in-C
U-boats, Ops.
- 3) " Group North/Fleet.
" for information 13th U-boat Flotilla.

Most Secret. Short report U 625 (Benker), period
17 - 26 July.

Sixth operation. (Minelaying operation "Nelke I").

17 July Sailed Tromsø.
18 July 0130, enemy submarine sighted in AC 5744.
Type not recognized. No opportunity to
attack.
19 July 2 aircraft in AT 76.
20 July 4 flying boats in AT 87.
20 - 21 2340 - 0544, mines laid in accordance with
July minelaying order "Nelke I".
21 July 2 aircraft in AT 87.
22 July Searched Lyanchina Bay. No result. At
0400 sighted minesweeper or submarine chaser
in AT 8871. Attempt to attack had to be
abandoned, as the vessel entered the Pechora
Straits.
23 July Searched Chernaya Bay. No result. Finally
took up position off Matveev Island.
24 July New attack area AT 72. Strong air patrol.
6 aircraft or flying boats. 2330 fought off
attack by an "MBR 2" on the surface. Then
dived and was bombed at 70 meters; no damage.
27 July Put into Narvik.

Captain U-boats, Norway.
Most Secret 2449.

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APPENDIX V (SEE WAR DIARY 31 JULY, 1943)

Dispatch of teleprinter message:

- 1) Immediate Naval War Staff 1st Division.
- 2) " Naval War Staff 2nd Division,
C-in-C U-boats, Ops.
- 3) Emergency Group North/Flect.
- 4) " Admiral Commanding U-boats.
- 5) Immediate for information 13th U-boat Flotilla.

Clear as single address message.

Most Secret. Short report from U 586 (v.d. Esch).
for period 18 - 31 July, 1943.

Task: Mining of northern exit to Pechora Bay.

18 July 2200 Sailed Narvik, proceeded to Tromsø.
21 July 1800 Sailed Tromsø.
23 July 1935 Attacked by two Russian PB 100 out of
cloud in AC 5499. 5 approaches, only
gunfire, no bombs. Fought off with
anti-aircraft guns. Location not
previously detected.
28 July 0245 While getting into position for surface
minelaying, boat was interrupted in
AT 7996 at a depth of 10 meters by Russian
escort vessel. Dived and remained
undetected.
0530- Task carried out on surface between 69
0715 degrees 03.2 minutes - 08.7 minutes N.
and 55 degrees 33.5 minutes - 47.5 minutes
E., at a depth of 15 - 17 meters, as north-
southbound traffic had been observed there.
2300 Commenced return passage.
31 July 1400 Arrived Narvik, made fast alongside the
"Meteor".
No location experiences, as the Metox
receiver was out of order. Total 2,286
miles, 2,240 surfaced and 45 miles submerged.

Captain U-boats, Norway.
Most Secret 2508.

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APPENDIX VI (SEE WAR DIARY 31 JULY, 1943)

Dispatch of teleprinter message:

- 1) Emergency Naval War Staff 1st Division.
- 2) " Naval War Staff 2nd Division,
C-in-C U-boats Ops.
- 3) " Group North/Fleet.
- 4) " Admiral Commanding U-boats.
- 5) Immediate for information 11th U-boat Flotilla.

Clear as single address message

Most Secret. Short report from U 629 (Bugs)
for period 21 - 31 July, 1943.

Task: Mining of northern exit to Pechora Bay.

21 July 2200 Sailed Narvik, via Harstad, Andfjord,
AB 6967, AC 6972, AT 6466 to the Pechora
Sea. Air activity only on routes linking
airfields at about 0800 and between 1600
and 1800.

25 July Sighted convoy, reported by Ju 88 to be in
AT 7879 course 30 degrees, on course 65
degrees, 12 small vessels.

26 July 1 aircraft, 1 patrol vessel on northerly
course at eastern exit to Pechora Bay.

27 July 0230- Carried out task "Gladiole I" submerged,
0500 depth 11 - 13 meters. 16 hours submerged.
Return passage Narvik via AT 8788, AC
5868, AC 4747, Andfjord, Harstad.

31 July 1400 Put into Narvik.
Drifting mines (British mark 17?) in
AC 9388 - 9291 - 4869 - AB 9373 - 9646 (2) -
9677.

Captain U-boats, Norway.
Most Secret 2509.

APPENDIX VII

On board, 16 July, 1943.

Operational Order No. 4.

Mining operation at Yermak Shoal and in Pechora Bay.

I. Task:

- (a) Mining of the eastern entrance to Pechora Bay at the Yermak Shoal. ("Gladiole").
- (b) Mining of the western entrance to Pechora Bay ("Tulpe") with TMB-mines. For further details see Appendix 1 or 2 of this Operational Order.

II. Enemy situation:

- 1) General: According to available information ships coming from the west do not enter the Kara Sea before the middle of July because of the ice situation. The Yugorski Straits were reported free of ice on 7 July. Construction to improve the base at Belushya began at the end of June. As a result of this, traffic is to be expected in Pechora Bay.
- 2) Sea patrol: According to radio intercept service a number of ice-breakers, one mine-layer, four guardships and several minesweepers appeared in the Belushya area in the middle of July. As radio messages were addressed to vessels in the Kara Sea the appearance of patrol vessels on routes leading to the Kara Sea must also be expected. On 15 July a guardboat was sighted off Naryan Mar.
- 3) Air situation: See Appendix 6 of this Operational Order. In the main flying boats of types "MBR 2" and "Consolidated" are to be expected. Attention is drawn to the seaplane base at Naryan Mar.
- 4) Mine situation: So far nothing is known about enemy minefields in the area in question; but it is possible that, after last year's losses due to mines, the shipping routes will be secured by flanking minefields.

Our mine situation as in Appendix 2 to Operational Order for Northern Waters U-boats No. 1. (Attention is particularly drawn to the minefields north and south of Kolguev.)
- 5) Signal - and radio stations, batteries: See Appendix 5 of this Operational Order.
- 6) Ice situation: See Appendix 7 of this Operational Order.

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III. Our own forces:

Own air reconnaissance operations (Ju 88's, BV 138's) to be expected. Own naval forces in the operational area will be reported by radio if necessary.

IV. Execution:

- 1) Proceed from Narvik to Tromsø when ordered by Captain U-boats.
- 2) Mines to be taken on at Mining and Barrage Command, Tromsø. Report completion of loading by Emergency teleprinter message "Am ready to put to sea" plus signature.
- 3) Departure for operation on receipt of keyword "Gladiole" or "Tulpe" plus date (e.g. "Gladiole 19 July = departure 19 July). Time dependent on that of escort.
- 4) Proceed with escort on route "Schwarz", separate when off LoppHAVET. From there to the operational area proceed at a distance of 50 miles from the coast.
- 5) In order to ensure an uninterrupted period for the laying of the minefield and to observe the possible effect on the enemy, or to detect mine-free enemy routes, it may be necessary to make an unobtrusive observation of the sea area in question before the execution of the task.
- 6) Execution of task to be reported by short signal; to this add number of minefield laid in accordance with minelaying order, but only after longitude 53 degrees E. has been passed.
- 7) Opportunities for torpedo attack arising after completion of task are to be exploited, but do not remain any longer in the sea area in question. Return passage to Hammerfest.
- 8) In so far as it is possible to approach the coast surfaced and unobserved, take photographs of the coast (panoramic views) preferably with telephotographic lens.

V. Equipment:

For operation in shallow water. Make arrangements for scuttling and effective destruction of secret material so long as boats are operating in shallow water. Crews to wear lifebelts. Comply with paragraph 263 and following of Handbook for U-boat Commanders.

VI. Communication arrangements:

Maintain radio silence until task has been completed, otherwise in accordance with Communication Regulations of Captain U-boats, Norway.

VII. Appendices:

- 1) Minelaying order "Tulpe" (not for U 629).
- 2) Minelaying order "Gladiole" (not for U 586).
- 3) Minefield chart "Tulpe" (only for U 586).
- 4) Minefield chart "Gladiole" (only for U 629).
- 5) Enemy bases, eastern sector of the Barents Sea.
- 6) Enemy air activity in the Eastern Barents Sea.
- 7) Ice and weather conditions in the Barents Sea in the last third of July.

VIII. Printed matter:

- 1) Handbook for U-boat Commanders (page 73).
- 2) Torpedo Trials Command leaflet on firing of torpedo-mines.
- 3) Instructions for use of types TMB I, TMB II and TMC aboard U-boats. (Most Secret).
- 4) Book of photographs of the Barents Sea (page 136).
- 5) Natural conditions along the Siberian Sea route (Secret): supplement to Navigational Handbook for the Kara Sea.
- 6) Charts: Russian 614, D 976.

IX. The Operational Order is to be destroyed immediately upon return from the operation. Report destruction to Captain U-boats.

(Signed) Peters.

APPENDIX 1 TO OPERATIONAL ORDER NO. 4.

Minelaying orders for U 586 (v.d. Esch)

Operation "Tulpe"

1. Task: Laying of minefield.

I. Area - western entrance to Pechora Bay (Tulpe I).

69° 02.00' N., 55° 31.00' E.
69° 02.00' N., 55° 37.00' E.
68° 54.00' N., 55° 50.00' E.
68° 54.00' N., 55° 44.00' E.

Mines to be laid in the main shipping lane from south to north on a zig-zag course in groups of 1 to 3 mines. Distances between mines in the individual groups to vary from 200 to 300 meters. No mines to be laid in water of less than 10 meters in depth.

or II. Area west of the western entrance to Pechora Bay (Tulpe II).

Alternative area to I.

69° 04.00' N., 55° 04.00' E.
69° 10.00' N., 55° 04.00' E.
69° 10.00' N., 55° 20.00' E.
69° 04.00' N., 55° 20.00' E.

Mines to be laid from the southeastern to the northwestern corner on varying courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 200 to 400 meters.

or III. Area northeast of western entrance to Pechora Bay (Tulpe III).

Alternative area to I and II.

69° 11.50' N., 55° 30.00' E.
69° 15.00' N., 55° 39.00' E.
69° 06.00' N., 56° 12.00' E.
69° 02.00' N., 56° 02.00' E.

Mines to be laid from southern corner to northern corner on varying courses in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 300 to 600 meters.

2. Mining material:

24 TMB mines, 16 blue X (M 1) $\frac{10}{3-6}$
8 red X (M 1) $\frac{10}{3-6}$

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Clockwork arming switch II = varying from 1 to 6 days.
Period delay mechanism = actuation varying from 1
to 12 (preponderance of
high actuation figures).
Time setting = 80 days..
Safety distance (TMB) 130 meters.

The mines are fitted with a special mechanism and become active after 20 minutes. Lay the various colors mixed, and load accordingly.

3. Execution:

The laying course marked on the minefield chart is that considered as most favorable but need not be strictly adhered to. The main thing is that the whole assigned area should be mined irregularly, while maintaining the safety distance. As it will hardly be possible to execute the operation on the surface unseen, it will probably have to be carried out submerged.

APPENDIX 2 TO OPERATIONAL ORDER NO. 4.

Minelaying orders for U 629 (Bugs)

Operation "Gladiole"

1. Task: Laying of minefield.

I. Area east of the Yermak Shoal (Gladiole I).

- 68° 52.00' N., 57° 29.00' E.
- 68° 56.00' N., 57° 47.00' E.
- 68° 52.00' N., 57° 54.00' E.
- 68° 48.00' N., 57° 37.00' E.

Mines to be laid as far as possible along the length of the approach route working outwards on zig-zag courses in groups of 1 to 3 mines. Distances between mines in the individual groups to vary from 200 to 300 meters. No mines to be laid in waters of depth less than 10 meters.

or II. Area north of Yermak Shoal (Gladiole II).

Alternative area to I.

- 69° 00.00' N., 57° 26.00' E.
- 69° 09.50' N., 57° 26.00' E.
- 69° 09.50' N., 57° 45.00' E.
- 69° 00.00' N., 57° 45.00' E.

Mines to be laid as far as possible on the approach route from south to north on zig-zag courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 200 to 400 meters. No mines to be laid in waters of depth less than 10 meters.

or III. Area northwest of Yermak Shoal (Gladiole III)

Alternative area to I and II.

- 68° 54.00' N., 56° 56.00' E.
- 69° 02.00' N., 56° 56.00' E.
- 69° 02.00' N., 57° 22.00' E.
- 68° 54.00' N., 57° 22.00' E.

Mines to be laid from the southeast to the northwest corner on varying courses in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 300 to 600 meters.

2. Mining material:

24 TMB mines, 16 blue X (M 1)	$\frac{10}{4-8}$
8 red X (M 1)	$\frac{10}{3-6}$

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Clockword arming switch = varying from 1 to 3 days.
Period delay mechanism = actuation varying from 1
to 12 (preponderance of
high actuation figures).
Time setting = 80 days.
Safety distance (TMB) 130 meters.

The mines are fitted with a special mechanism and become active after 20 minutes. Lay the various colors mixed and load accordingly.

3. Execution:

The laying course marked on the minefield chart is that considered as most favorable, but need not be strictly adhered to. The main thing is that the whole assigned area should be mined irregularly while maintaining the safety distance. As it will hardly be possible to execute the operation on the surface unobserved, it will probably have to be carried out submerged.

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APPENDIX 5 TO OPERATIONAL ORDER NO. 4.

Radio and signal stations on the
Barents Sea.

I. Murman coast:

Grid square	AC 8812	signal and radio station Mai Navolok.
"	"	AC 8816 signal and radio station Tsip Navolok.
"	"	AC 8864 signal and radio station Kildin.
"	"	AC 8971 signal and radio station Teriberka.
"	"	AC 8973 signal and radio station Cape Voronya.
"	"	AC 8884 signal and radio station Voronya Bay.
"	"	AC 8888 signal and radio station Bolshoi Oleni.
"	"	AC 8888 light battery Bolshoi Oleni.
"	"	AW 2112 signal and radio station Rinda.
"	"	AW 2127 signal and radio station Kharlov.
"	"	AW 2127 light battery Kharlov.
"	"	AW 2193 signal and radio station Cape Cherni.
"	"	AW 2278 light battery Klyatni Point.
"	"	AW 2513 light battery Iokanka.
"	"	AW 2513 signal and radio station Iokanka.
"	"	AW 2288 signal and radio station Svyatoi Nos.
"	"	AW 2563 signal and radio station Cape Bolshoi Gorodetski.
"	"	AW 2912 signal and radio station Ponoi.
"	"	AW 2915 light battery Ponoi.
"	"	AW 2914 light battery Ponoi.
"	"	AW 3141 signal and radio station Kanin Nos.
"	"	AW 3141 radio station Kanin Nos.
"	"	AW 3141 light battery Kanin Nos.

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II. Pechora Bay to Yugorski Straits and Kara Straits:

Grid square	AW 3321	signal and radio station.
"	"	AW 3325 battery Bugrino.
"	"	AW 3326 signal and radio station Bugrino.
"	"	AT 7753 signal and radio station.
"	"	AT 8816 signal and radio station Cape Greben.
"	"	AT 8824 light battery Cape Greben.
"	"	AT 8827 light battery Khabarova.
"	"	AT 8851 signal and radio station Khabarova.
"	"	AT 8823 signal and radio station.

III. Novaya Zemlya, east and west coast:

Grid square	AT 7237	signal and radio station Lile Point.
"	"	AT 7232 signal and radio station Rogacheva Bay.
"	"	AT 7388 signal and radio station Chernaya Bay.
"	"	AT 4839 radio station Malie Karmakuli.
"	"	AT 4599 radio station name unknown (Sukhoi Nos).
"	"	AT 4624 radio station Matochkin Straits (western exit).
"	"	AT 2612 radio station Russkaya.
"	"	AT 2659 radio station Blagopoluchiya Bay.
"	"	AT 5415) radio stations Matochkin Straits,
"	"	AT 5416) eastern exit.
"	"	AT 4679 radio station name unknown.
"	"	AT 3216 radio station Cape Jelaniya.
"	"	AT 7231 anti-aircraft battery in Samoed Bay near approach point.
"	"	AT 7232 2 light batteries Rogacheva Bay.
"	"	AT 7238 heavy battery Belushya Bay, southeastern point.

Two radio huts are being erected in Belushya.

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APPENDIX 6 TO OPERATIONAL ORDER NO. 4.

Enemy air activity in the Eastern Barents Sea.

I. Airfields and seaplane bases:

Airfield	Shoina	AW 3425
Airfield and seaplane base	Bugrino	AW 3325
	Belushya	AT 7232
	Kildin	AC 8891
	Iokanka	AW 2524
Seaplane base	Naryan Mar	AU 1532
	Anderma	AT 8836.

II. Enemy air activity according to radio intercept service (so far as intercepted):

1 June 3 Consolidated 28 sea reconnaissance north of Kanin Peninsula.

3 June 4 aircraft, 1 flying boat Gorlo Straits - Kanin Nos - AC 9600.

9 June 1 Consolidated 28 Archangel - Kanin Nos - Belushya - Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushe.

10 June 1 FB 3 Cape Vikhodnoi (eastern exit Matochkin Straits) to Archangel, announced.

13 June 3 Consolidated 28 Belushe - Amderma - Archangel.

17 June 17 aircraft Archangel - Belushe. Transfer intended.

18 June 1 aircraft, 1 flying-boat Archangel - Belushe.

19 June 1 flying boat Murmansk - Naryan Mar.

20 June 1 flying boat Naryan Mar on U-boat hunt.

25 June 10 I 153 Naryan Mar - Belushe (intended).

26 June 7 MBR 2 Naryan Mar - Belushe (intended).

27 June aircraft expected Naryan Mar.

1 July 1 Consolidated 28 Naryan Mar area.

2 July 1 flying boat (RA25) Archangel - Naryan Mar.

3 July 1 flying boat Naryan Mar - Amderma.

4 July no air activity, presumably on account of weather.

8 July Visual reconnaissance 1 He 111 reported: Belushe, 2 flying boats taking off.

10 July 2 MBR 2 Naryan Mar - Amderma.

III. Aircraft on airfields according to photographic reconnaissance:

Photographic reconnaissance 22 June Naryan Mar
1 Consolidated 28
6 MBR 2
1 flying boat (type not recognized)

Photographic reconnaissance 11 July Belushe
6 flying boats
3 MBR 2
2 MBR 4.

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APPENDIX 7 TO OPERATIONAL ORDER NO. 2.

General information on ice, weather and current conditions in the South Barents Sea, Pechora Sea and the approaches to the Kara Sea in the last third of July.

General

Ice:

The ice situation this year may be described as normal. The movement of ice depends, apart from sea currents, mainly on the direction and force of the wind. Special attention is drawn to the very rapid changes brought about by these factors.

Weather:

Knowledge of weather conditions in the Northern area is extensive. Over the sea the sky is mostly very cloudy or overcast, so that generally speaking, it is rarely possible to take fixes.

Apart from its effect on drift-ice, the wind, and more especially the direction of the wind, has a great influence on visibility conditions.

In accordance with the summer distribution of pressure (high over the northern Barents Sea), the prevailing winds are light to moderate from a northerly to easterly direction. On the north and east coasts stagnation frequently occurs, while the south and west coasts come under the influence of the "Föhn" (south wind), which disperses the clouds.

Fog is comparatively frequent, especially in the neighborhood of ice. It usually occurs intermittently, but is sometimes prolonged, lasting from two to three days or more. With light onshore winds fog is nearly always to be expected.

Ocean currents:

The regularity of tides and tidal currents is influenced by the freezing of the sea. In general, a cover of ice on the sea causes the range of the tide to decrease and the ebb tide to be delayed.

I. Sea area Kanin Nos - Kolguev.

Ice:

Free of ice, apart from a small amount of drift-ice, moving from the Kara Sea westwards.

Weather:

In the last third of July the prevailing wind is from the north. Strength is as a rule slight to moderate

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but is increased by angle and nozzle effect off Cape Kanin and Kolguev North. Kolguev South is less windy than the northern section. Storms are rare during July and August, on an average there are two stormy days a month.

Fog occurs on five days (20 to end of July) either intermittently or all day, that is, on every second day.

Ocean currents.

Apart from small deviations, an east-flowing current from the Atlantic prevails, the so-called North Cape current. Off Cape Kanin the current flows northwards from the White Sea at a rate of about 0.4 knots, and then turns partly eastwards. Weak eddies appear off Kolguev North, while in the south the current in general continues eastwards between island and mainland at a rate of 0.3 knots.

There are two tides a day. The range of the tide is approximately $2\frac{1}{2}$ meters at Cape Kanin and decreases to about 1.20 meters off Kolguev.

II. Pechora Sea.

Ice.

The ice situation depends on the ice conditions in the Kara Sea. Under the most favorable conditions no ice is encountered. However, the possibility of drift-ice, drifting out of the Kara Straits into the Pechora Sea, must be borne in mind. Shipping is not generally impeded by this ice as it is possible to circumnavigate the ice fields.

Weather.

Northeast winds prevail. The ice drifts according to the combined action of wind and current and, if drift-ice emerges from the Kara Straits, moves more or less exactly due west, and does not break up until it is northeast of Kolguev. The floes then melt quickly. During July and August the velocity of the wind sinks to its yearly minimum of strength 3.

The Vaigach area is remarkable for its frequent fogs. During the last third of July fog occurs on six days either intermittently or for the whole day.

Ocean currents.

In the southern part the current flows eastwards at a rate of approximately 0.5 knots, in the northern part, to the northwest at about 0.4 knots. There are two tides a day. From Kolguev to the

Yugorski Straits and Kara Straits the range of the tide decreases from 1.20 meters to about 0.6 meters. The difference between high and low tide tends to be increased by wind pressure.

III. Yugorski Straits.

At their narrowest the Yugorski Straits are only $1\frac{1}{2}$ miles wide. The minimum depth inside the navigable channel is $14\frac{1}{2}$ meters.

Ice.

The Yugorski Straits are generally navigable in July. The comparatively warm current flowing eastwards generally prevents the accumulation of drift-ice. With the prevailing north-easterly winds the Yugorski Straits may even now be occasionally blocked by ice.

For wind, fog and ocean currents the same applies as for the Pechora Sea.

IV. Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but belts of skerries on either side reduce its useful width to about 17 miles. Depths in the navigable channel vary between 45 meters and 150 meters.

Ice.

As long as there is ice present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits. Although there is an easterly current on the south side of the Kara Straits ice conditions are less favorable here than in the Yugorski Straits. The prevailing northeast winds favor the appearance of ice, especially on the north side. The entire Straits may become blocked if these winds continue for any length of time, even in cases where the Straits had already become navigable.

Weather.

Fog occurs on six days in the last third of July, as it does in the Pechora Straits. The direction of the prevailing wind is northeast.

Ocean currents.

On the northern side a current flows westwards at a rate of 0.4 knots; this velocity may however be greatly increased by the wind. The current then follows the west coast of Novaya Zemlya northwards. On the southern side an easterly current prevails, flowing from the Pechora Sea into the Kara Sea. The tides are the same as for the Pechora Sea.

V. Belushya Bay.

Ice.

Belushya Bay is generally ice-free except for a small quantity of drift-ice off the coast.

Weather.

A north to northeasterly wind prevails. In the coastal area, therefore, good conditions of visibility can be expected in the main. No particulars are available as to the frequency of fogs. One may assume that it is somewhat less than in the Pechora Sea.

Ocean currents.

The current, flowing from the east, follows approximately the outlines of the coast. Its velocity is about 0.3 knots. There are two tides a day. The range of the tide is between 1 meter and 0.5 meters.

VI. Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and 1/3 to 3/4 of a mile wide. Depths in the navigable channel vary between 12 meters and 180 meters.

Ice.

As there is no marked ocean current the drift of the ice generally follows the direction of the wind. No ice reports are available, but one may assume that there is usually a large area free of ice in the Kara Sea east of the Matochkin Straits, so that the Matochkin Straits are only occasionally filled with ice at this time of year.

Weather.

During July and August fog increases in frequency from the Kara Straits to the west coast of Northern Novaya Zemlya from 18 days to 20 or 21 days. Consequently the incidence of fog in the Matochkin Straits in the last third of July is approximately the same.

Ocean currents.

Tides and range of tides as in Belushya Bay.

VII. Novaya Zemlya - North.

Ice.

On the basis of the mean ice limit, the northern tip of Novaya Zemlya should become free of ice from the end of July. The ice then rapidly recedes northward.

APPENDIX VIII.

Captain U-boats, Norway. On board, 18 July, 1943.

Most Secret, S.O.s only - by hand of officer only.

Operational Order No. 5.

Refuelling of BV 138 aircraft by U-boats
in the Kara Sea.

I. Task:

Refuelling of two flying boats of type BV 138 with fuel and oil by U-boats on the north coast of Novaya Zemlya. Continuous reconnaissance by BV 138 along the West Siberian Sea route during the course of operation "Husar" ("Südwind", "Dudelsack"). „(All three code names for operations of the "Lützow" against enemy merchant shipping on the Siberian sea route.) Reserve fuelling boat is to make simultaneous ice reconnaissance - and if the situation permits - to take offensive action in the Kara Sea.

II. Direction of operations:

U-boats will be directed by Captain U-boats, Norway, including those on operation "Husar" ("Südwind", "Dudelsack"). But should the situation require it, the Commanding Officer of the "Lützow" may take over the control of the U-boats on offensive operations in the Kara Sea from the time the "Lützow" takes up her waiting position. (See para. IV, 2.)

III. Enemy situation:

1. General:

- a) It may be assumed that the Russian sea and air defense forces in the Kara Sea and along the Siberian sea route will be reinforced this year.
- b) There is a possibility that Russian submarines will be detailed to patrol the approaches to the Kara Sea.
- c) Caution must be exercised with regard to the radio stations at Cape Jelaniya and in Blagopoluchiya Bay.

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2. Shipping situation:

- a) According to information available, ships coming from the west do not enter the Kara Sea until the middle of July.
- b) In the middle of July this year, messages addressed to ships in the Kara Sea and sent via Belushya and Amderma were picked up by the radio intercept service.
- c) The Wilkitzki Straits are not generally used by ships coming from the east before the beginning of August.
- d) The last return passages from Ob and Yenisei to the west take place about the second half of October; from Dikson to the east at the beginning of September.

3. Enemy bases:

See Appendices 1, 2 and 3 of this Operational Order.

4. Sea patrol:

Well-armed and skilfully led ice-breakers operate in the Kara Sea. As a result of their experiences of last year it may be assumed that the Russians will now protect their sea routes with destroyers, submarines or mines.

5. Air situation:

Russian air activity in the Kara Sea, and especially continuous air reconnaissance, must be expected. Up to the present very little is known of this area either through the intercept service or from air reconnaissance. Special attention is drawn to the aircraft at the land and sea-plane bases at Belushya and the sea-plane base at Amderma. (For further details see Appendix 3 of this Operational Order.)

6. Mine situation:

So far no minefields of our own. In the summer of 1942 enemy mines were suspected by U 251 (Timm) in position AT 6249. Judging by our experience of Russian mine-laying, flanking minefields are to be expected along the shipping routes.

7. Ice situation:

The lines given in Appendix 4 indicate positions in the Kara Sea where ice may be expected with an equal degree of probability (reckoned in per cent.). Constant and exhaustive ice reconnaissance is essential so that all major changes in the ice situation may be recognized at once, and the operations of boats be directed accordingly.

IV. Our own forces:

1. U-boats:

U 255 (Harms) as main fuelling boat, on the northeast coast of Novaya Zemlya roughly as from 26 July.

U 601 (Grau) as subsidiary fuelling boat on northeast coast of Novaya Zemlya roughly as from 30 July. Ice reconnaissance at the same time and - if situation permits - offensive action.

U 622 (Queck) as boat on offensive patrol with radio intercept group "Kenntmann" and meteorologist on board, in AS 42, 43 roughly as from 2 August.

U 711 (Lange) as boat on offensive patrol in AT 62, 64 roughly as from 29 July.

U 354 (Herbschleb) as boat on offensive patrol in XA 74, 75 roughly as from 3 August.

The main task of the last three boats is to attack enemy shipping, and apart from that, reconnaissance of ice conditions, traffic, and enemy defenses for the operation of the cruiser "Lützow". Further, all boats are equipped for emergency fuelling of a BV 138.

Any further addition of U-boats for offensive and minelaying operations will be reported by radio message at the time.

2. Cruiser "Lützow":

If the radio intercept service and reconnaissance confirm heavy traffic in the Kara Sea, the "Lützow" will be drawn up in a waiting position between Franz Joseph Land and Novaya Zemlya. In order to avoid radio traffic as well as to provide the

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commanding officer with information, it is planned that a BV 138 - weather conditions permitting - shall fetch reconnaissance instructions from the "Lützow" at a rendezvous determined by control. Cruiser to operate on key-word "Husar" (or "Südwind" or "Dudelsack").

The commanding officer of the "Lützow" is authorized, after entry into waiting position, to issue orders direct to combat boats stationed in the Kara Sea in so far as this may prove necessary in relation to his own attacks or in his own support. For this reason a U-boat officer has been put on board as staff officer.

3. BV 138:

Should the "Lützow" go into action, two BV 138, otherwise only one, will be detailed for ice reconnaissance, to pick up enemy traffic and, should the need arise, as flank protection for the "Lützow". The aircraft are equipped with radar apparatus.

The flying boats are based principally on U 255 (Harms) and U 601 (Grau) at a fixed refuelling place on the northeast coast of Novaya Zemlya. These U-boats have on board the necessary equipment, fuel and personnel.

A landing near the "Lützow" will only take place when requested by the commanding officer of the "Lützow", provided the flying boat commander considers it advisable.

4. Operation of further sea and air units will be reported by radio message as occasion arises.
5. For cooperation between surface forces and for coordination, Operational Order for U-boats in Northern Waters No. 1. para. 25 is in force. In the same paragraph under a) delete the word "destroyer" and substitute "cruiser".

V. Execution:

1. Proceed to Tromsø on order from Captain U-boats. There take on apparatus and fuel held in readiness at the flying base.

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Embarkation:

On U 255 (main fuelling boat):

- 1 Officer-in-charge of operations (commander of 3rd crew).
- 1 Luftwaffe meteorologist.
- 1 ship's radio operator - 3rd crew.
- 4 technical personnel.
- 7 seamen.

On U 601 (auxiliary fuelling boat):

- 3 men of the 3rd crew.
- 4 technical personnel.
- 7 seamen.

U 255 is still carrying out a refuelling exercise in Tromsø, with one of the flying boats taking part in the operation. Constant radio watch to be kept there. Report to Captain U-boats by emergency teleprinter message "Am ready to put to sea".

2. Put to sea on receipt of order from Captain U-boats, join convoy proceeding along route "Schwarz" and via LoppHAVet. Make for northern tip of Novaya Zemlya.
3. Both boats to report ice limit south of 79 degrees by short signal (only last 3 figures) at 67 degrees, 69 degrees, 71 degrees and 73 degrees E. If no ice is encountered, send short signal "entire passage ice-free".
4. The first boat to arrive (U 255) is to scout for an uninhabited, land-locked bay between the radio stations at Cape Jelaniya and in Blagopoluchiya Bay with a sufficiently long take-off (about 1,000 - 1,500 meters) and opportunity, if possible, of making fast under camouflage in the shadow of the coast. (Camouflage netting for this purpose will be taken aboard in Narvik.)

If possible there should be another berthing place in the bay for the second U-boat.

An alternative bay to which the U-boats can retire in the case of enemy action, must be found, and information communicated to all concerned.

Whether the reserve U-boat has its berth in the main or alternative bay must depend on the conditions found. Every attempt should be made to have it in the same bay as the main fuelling boat so as to facilitate inter-communication and exchange of information. If there is time available, U 255 is to make a southward sweep in the direction of the eastern exit of the Yugorski Straits to reconnoiter ice conditions. The U-boat must be in position as from 30 July.

5. While at anchor the U-boats must be ready to put to sea and dive at a moment's notice. Prepare for effective destruction of secret material. Make provision for scuttling the boat. Place a twin post on land at some suitable spot, equipped with binoculars, tommy gun, recognition signals and emergency rations. Do not pump any oil; withdraw from fuelling place for this.

6. Readiness report from the first boat with short signal "Am in position at rendezvous grid square" should also mean that a suitable bay for landing and fuelling of the BV 138's has been found. The following short signals have been fixed for start of the BV 138's from operational port in Northern Norway (see short signal book):

B F A E - Consider time suitable for operation.

B T D V - Consider operation hopeless on account of weather conditions.

The grid position must be given so accurately that control will be able to recognize the precise position of the fuelling place and pass it on to the German Air Force.

7. Execution of refuelling in accordance with fuelling instructions U-boat/flying boat. If the main base is particularly sheltered a check should be made to see whether in suitable weather conditions refuelling could be carried out without withdrawal of the U-boat; otherwise in accordance with instructions.

8. Continuous radio watch to be kept on the flying boat during the flight (see also Communication Regulations, Appendix 5~~x~~). If there is enemy activity at the main fuelling place the U-boat must be at the

≠ Not included in this War Diary.

alternative one when the aircraft returns from its flight.

9. Dispatch of one of the two fuelling boats on ice reconnaissance, or to refuel from the "Lutzow" or on offensive operations only when ordered by control. U 601 (Grau) must expect to be sent on patrol of ice limit from time to time.
10. The fuelling boats are to take advantage of any opportunity to attack.
11. Return passage when ordered.

I. Operation of flying boats:

1. The task of the first flying boat to be sent out is the provision of operational data for the U-boats on offensive patrol, and if necessary for the "Lützow", by carrying out, if possible, a daily sea and ice reconnaissance.
2. The second flying boat will not commence operations until the "Lützow" has taken up her waiting position. At the same time it is to act as a substitute if the first one breaks down.
3. The third crew embarked on the reserve boat will, should the need arise, enable a continuous reconnaissance to be made with only short intervals for refuelling.
4. On account of the operational situation the following two reconnaissance tasks might be undertaken alternately:
 - a) Reconnaissance: Dikson - Cape Byeli - roughly as far as grid square AT 83 - return to fuelling place.
 - b) Reconnaissance: Dikson - Nordenshelda archipelago (or straight to the Wilkitzki Straits) - back to fuelling place.
5. Operation of aircraft will be directed by the officer-in-charge of operations of the aircraft, in accordance with the operational requirements of control, which will be passed on to the officer-in-charge of operations through the U-boat commander of the main fuelling boat. If the "Lützow" is operating, her commanding officer can determine requirements in respect of reconnaissance.

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6. U-boat commanders are responsible for all direct U-boat operations within the limits of orders issued to them by the U-boat command. If the necessity arises for an immediate decision affecting the operation of both U-boats, either as a result of enemy action or due to unexpected events, then the senior commander is authorized to issue such orders as the situation may demand.
 7. The German Air Force meteorologist will furnish the data required for the operations of aircraft on the basis of the reports of pressure distribution transmitted by radio message from control, of the daily weather report from the meteorologist aboard U 622, and also on the basis of his own observations.
 8. The intention to operate the flying boats is to be notified about 4 hours before the take-off by short signal on the U-boat wave together with date and time of take-off as well as

addition "one" - task according to
para. 4. a)
addition "two" - task according to
para. 4. b),

so that all naval units concerned can keep watch on the reconnaissance wave. This order remains in force even if the commanding officer of the "Lützow" takes over control of the operations of the BV 138's.
- The time of the first take-off from the operational port in north Norway for the fuelling place off Novaya Zemlya, as well the estimated time of arrival, will be transmitted in good time.
9. Radio silence to be maintained by the flying boat except for enemy reports and in case of distress.
 10. In case of distress the nearest U-boat will go to the rescue.
 11. If the flying boat cannot find the landing place she is to make the approach by D/F homing system ("QDM" method) (see Appendix 5) with minimum low frequency transmitting power. The U-boat is to indicate its position either by increasing speed or by firing smoke signals.
 12. The officer-in-charge of operations will determine when the flying boat shall return to the German Air Force station for overhaul.

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VII. Equipment:

1. Equipment for fuelling in accordance with fuelling instructions.
2. For signal traffic add about 150 air force smoke signals.
3. Confidential books and other printed data for operations in shallow water only. Comply with paragraph 263 and following of Handbook for U-boat Commanders.

VIII. Communication arrangements:

See Appendix 5*.

IX. Appendices:

1. Radio stations and inhabited places in Novaya Zemlya (Northern island).
2. Radio and signal stations on the Barents Sea.
3. Enemy air activity in the Eastern Barents Sea.
4. Lines giving positions where ice in the Kara Sea may be expected with equal degrees of probability (for U-boats only).
5. Communication Regulations (including appendices 1 - 4).
6. Results of reconnaissance made by Flieger Fuehrer North (East) over Novaya Zemlya (for U-boats only).
7. Ice, weather and current conditions in polar waters during August and September (for U-boats only).

Appendix 5 is only included with operational orders for Group North/Fleet, Luftflotte 5, Flieger Fuehrer Lofoten, Flieger Fuehrer North (East), U 255 and U 601.

X. Printed matter:

1. Navigational Handbook on Siberian Sea route with supplement: "Natural conditions along the Siberian Sea route."
2. Book of photographs of the Barents Sea.
3. Charts: Russian 1067, 2610, 1484.

(Signed) Peters.

* Not included in this War Diary.

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APPENDIX 1 TO OPERATIONAL ORDER NO. 5.

Radio stations and places of habitation on
Novaya Zemlya (Northern Island).

On the basis of the Soviet Maritime Handbook "Kara Sea", 1938 edition, the following radio and polar stations, and inhabited places have been located on the northern island of Novaya Zemlya (north of the Matochkin Straits):

Radio and polar stations:

Cape Jelaniya	76° 58' N., 68° 35' E.
Russkaya Cavani	76° 11' N., 62° 36' E.
Matochkin Straits	73° 15' N., 57° 23' E.
Cape Vikhodnoi	73° 14' N., 56° 43' E.
Lagernoi	Western approaches to the Matochkin Straits - north bank.
Cape Stolboboi	72° 38' N., 54° 00' E.
Blagopoluchiya Bay	about 75° 38' N., 63° 50' E.
Malie Karmakuli	about 72° 24' N., 52° 38' E.

Permanently or temporarily inhabited places other than
polar stations:

West Coast:

Mityushikha Bay	(about 73° 35' N.) a hut, which is frequently used by huntsmen and fishermen.
Melkaya Bay	(about 74° N.) a hut.
Krestovaya Bay	(about 74° 12' N.) permanently inhabited settlement. (From here leads the shortest and most favorable route over land to the east coast, height of pass 100 - 150 meters. The route leads to Nesnayemi Bay.)
Severnaya Sulmeneva Bay	(about 74° 30' N.) a hut.
Mashigina Bay	(about 74° 42' N.) small hut.
Sadovskogo Bay	(about 74° 58' N.) Smidovicha Settlement on the southeast coast of the Admiralty Peninsula.
Sosnovskogo Bay	(South coast of Admiralty peninsula) small hut.
Arkhangelskaya Bay	(about 75° 54' N.) huts, frequently inhabited by huntsmen and fishermen.
Gorbovie Islands	
Russkaya Cavani	a settlement near the polar station consisting of a dwelling house, 2 stables, bathhouse and blubber factory, one motorboat and rowing boats.

The bays north of Krestovaya, and the Gorbovie Islands area and north of it are often used by huntsmen and fishermen during the summer.

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East coast:

Cape Krasheninnikova	(about 74° 07' N.) a hut in the neighborhood of the cape, permanently occupied by a family of Nensens.
Fleet Peninsula	not far from Cape Krasheninnikova, one hut inhabited by Nensens.
3 km. from Cape Krasheninnikova	a house with two Nensen families.
Pakhtusova Island	(about 74° 24' N.) settlement consisting of a large house, bathhouse, and small storehouse, also motorboat and rowing boat.
North of Pakhtusova Island	no further habitations, apart from the hydro-meteorological and radio stations in Blagopoluchiya Bay. (See above.)

These habitations on the east coast are visited once or twice each year while the sea is navigable by schooners belonging to the northern sea-route island administration; these deliver supplies and collect the hunting and fishing catches.

Of bases on Novaya Zemlya the only one known is that in Belushya Bay on the southwest side of Novaya Zemlya. In peace time aircraft of the ice reconnaissance service took off and landed at Anderma on the Yugorski Straits and the Kara estuary in Baidaratskaya Gulf (both these places are on the mainland).

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APPENDIX 2 TO OPERATIONAL ORDER NO. 5.

Radio and signal stations on the
Barents Sea.

I. Murman coast:

Grid square	AC 8812	signal and radio station	Mai Navolok.
"	"	AC 8816	signal and radio station Tsip Navolok.
"	"	AC 8864	signal and radio station Kildin.
"	"	AC 8971	signal and radio station Teriberka.
"	"	AC 8973	signal and radio station Cape Voronya.
"	"	AC 8884	signal and radio station Voronya Bay.
"	"	AC 8888	signal and radio station Bolshoi Oleni.
"	"	AC 8888	light battery Bolshoi Oleni.
"	"	AW 2112	signal and radio station Rinda.
"	"	AW 2127	signal and radio station Kharlov.
"	"	AW 2127	light battery Kharlov.
"	"	AW 2193	signal and radio station Cape Cherni.
"	"	AW 2278	light battery Klyatni Point.
"	"	AW 2513	light battery Iokanka.
"	"	AW 2513	signal and radio station Iokanka.
"	"	AW 2288	signal and radio station Svyatoi Nos.
"	"	AW 2563	signal and radio station Cape Bolshoi Gorodetski.
"	"	AW 2912	signal and radio station Ponoï.
"	"	AW 2915	light battery Ponoï.
"	"	AW 2914	light battery Ponoï.
"	"	AW 3141	signal and radio station Kanin Nos.
"	"	AW 3141	radio station Kanin Nos.
"	"	AW 3141	light battery Kanin Nos.

II. Pechora Bay to Yugorski Straits and Kara Straits:

Grid Square	AW 3321	signal and radio station.
"	"	AW 3325 battery Bugrino.
"	"	AW 3326 signal and radio station Bugrino.
"	"	AT 7753 signal and radio station.
"	"	AT 8816 signal and radio station Cape Greiben.
"	"	AT 8824 light battery Cape Greben.
"	"	AT 8827 light battery Khabarova.
"	"	AT 8851 signal and radio station Khabarova.
"	"	AT 8823 signal and radio station.

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III. Novaya Zemlya, east and west coast:

Grid square	AT 7237	signal and radio station Lile Point.
"	"	AT 7232 signal and radio station Rogacheva Bay.
"	"	AT 7388 signal and radio station Chernaya Bay.
"	"	AT 4839 radio station Malie Karmakuli.
"	"	AT 4599 radio station name unknown (Sukhoi Nos).
"	"	AT 4624 radio station Matochkin Straits (western exit).
"	"	AT 2612 radio station Russkaya.
"	"	AT 2659 radio station Blagopoluchiya Bay.
"	"	AT 5415) radio stations Matochkin Straits AT 5416) eastern exit.
"	"	AT 4679 radio station name unknown.
"	"	AT 3216 radio station Cape Jelaniya.
"	"	AT 7231 anti-aircraft battery in Samoed Bay near approach point.
"	"	AT 7232 2 light batteries Rogacheva Bay.
"	"	AT 7238 heavy battery Belushya Bay, southeastern point.

Two radio huts are being erected in Belushya.

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APPENDIX 3 TO OPERATIONAL ORDER NO. 5.

Enemy air activity in the Eastern Barents Sea.

I. Airfields and seaplane bases:

Airfield	Shoina	AW 3425
Airfield and seaplane base	Bugrino	AW 3325
	Belushya	AT 7232
	Kildin	AC 8891
	Iokanka	AW 2524
Seaplane base	Naryan Mar	AU 1532
	Amderma	AT 8836.

II. Enemy air activity according to radio intercept service (so far as intercepted):

1 June 3 Consolidated 28 sea reconnaissance north of Kanin Peninsula.

3 June 4 aircraft, 1 flying boat Gorlo Straits - Kanin Nos - AC 9600.

9 June 1 Consolidated 28 Archangel - Kanin Nos - Belushya - Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushe.

10 June 1 FB 3 Cape Vikhodnoi (eastern exit Matochkin Straits) to Archangel, announced.

13 June 3 Consolidated 28 Belushe - Amderma - Archangel.

17 June 17 aircraft Archangel - Belushe. Transfer intended.

18 June 1 aircraft, 1 flying-boat Archangel - Belushe.

19 June 1 flying-boat Murmansk - Naryan Mar.

20 June 1 flying-boat Naryan Mar on U-boat hunt.

25 June 10 I 153 Naryan Mar - Belushe (intended).

26 June 7 MBR 2 Naryan Mar - Belushe (intended).

27 June aircraft expected Naryan Mar.

1 July 1 Consolidated 28 Naryan Mar area.

2 July 1 flying boat (R425) Archangel - Naryan Mar.

3 July 1 flying boat Naryan Mar - Amderma.

4 July no air activity, presumably on account of weather.

8 July visual reconnaissance 1 He 111 reported: Belushe, 2 flying boats taking off.

10 July 2 MBR 2 Naryan Mar - Amderma.

III. Aircraft on airfields according to photographic reconnaissance:

Photographic reconnaissance 22 June Naryan Mar
1 Consolidated 28
6 MBR 2
1 flying boat (type not recognized).

Photographic reconnaissance 11 July Belushe
6 flying boats
3 MBR 2
2 MBR 4.

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APPENDIX IX

Captain U-boats, Norway. On board, 22 July, 1943.

Most Secret for S.O.s only - by hand of officer only.

Operational Order No. 6.

U-boat operations on the West Siberian Sea route.

I. Task:

1. Intercepting and engaging of enemy shipping traffic between the Wilkitski and Yugorski Straits.
2. Reconnaissance of ice conditions, shipping, and enemy defense, for operations by the cruiser "Lutzow".

II. Direction of operations:

U-boats will be directed by Captain U-boats, Norway, including those on operation "Husar" (or "Südwind, Dudelsack"). (All three code names for operations of the "Lützow" against enemy merchant shipping on the Siberian Sea route.) But should the situation require it, the commanding officer of the "Lützow" may take over control of the U-boats on offensive operations in the Kara Sea from the time the "Lützow" takes up her waiting position.

III. Enemy situation:

1. General:

- a) It may be assumed that Russian sea and air defense forces in the Kara Sea and along the Siberian Sea route will be reinforced this year.
- b) There is a possibility that Russian submarines will be detailed to patrol the approaches to the Kara Sea.
- c) It is expected that the enemy radio intercept service will detect the presence of our own forces during the course of the operation by means of the coastal radio stations in the vicinity of our own operational area (see Navigational Radio Service).

2. Shipping situation:

- a) According to information available ships coming from the west do not enter the Kara Sea until the middle of July.

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- b) In the middle of July this year, messages addressed to ships in the Kara Sea and sent via Belushya and Amderma were picked up by the radio intercept service.
- c) The Wilkitski Straits are not generally used by ships coming from the east before the beginning of August.
- d) The last return passages from Ob and Yenisei to the west take place about the second half of October; from Dikson to the east about the beginning of September.
- e) According to evidence from prisoners, shipping traffic shows a preference for routes which hug the coast, especially in the Nordenshelda Archipelago area.

3. Enemy bases:

See Appendix 2 of this Operational Order as well as appendices 1-3 of Operational Order No. 5 (only included with Operational Orders for U-boats).

Dikson harbor on the Yenisei estuary is especially important as it is the only place where ships can lay up for the winter. It is a re-loading port for river and coastal shipping. There is a large radio station there and in 1942 it was protected by a heavy battery. After the bombardment by the "Admiral Scheer", further defenses and air patrol must be expected this year. Radio intercept service has confirmed the presence of three batteries at Dikson.

So far our own radio intercept and aerial reconnaissance services have not extended much beyond Novaya Zemlya. Apart from the details given in Operational Order No. 5 and in navigational handbooks nothing of importance is known.

The radio intercept group "Kenntmann" aboard U 622 (Queck) is to transmit any fresh information by radio message, while one or two BV 138 operating from U 255 and U 601 are to carry out aerial reconnaissance.

4. Sea patrol:

Well-armed and skilfully led ice-breakers are present in the Kara Sea. As a result of their experiences last year it may be assumed that the Russians will now protect their sea routes with destroyers, submarines or mines. Air patrol by flying boats of types "MBR 2" and "Consolidated" operating principally from Belushya and Amderma, is to be expected. (See Appendix 2 of this Operational Order.)

5. Air situation:

Russian air activity in the Kara Sea, and especially continuous air reconnaissance must be expected. Up to the present very little is known of this area either through the intercept service or from air reconnaissance. Special attention is drawn to the land- and seaplane bases at Belushya and the seaplane base at Amderma. (For further details see Appendix 2 of this Operational Order.)

6. Mine situation:

So far no minefields of our own. In the summer of 1942 enemy mines were suspected by U.251 (Timm) in position AT 6249. Judging by our experience of Russian minelaying, flanking minefields are to be expected along the shipping routes.

7. Ice situation:

Appendix 4 to Operational Order No. 5 gives lines which indicate positions in the Kara Sea where ice is to be expected with an equal degree of probability (reckoned in per cent). Constant and exhaustive ice reconnaissance is essential, so that all major changes in the ice situation may be recognized at once, and the operations of boats be directed accordingly. Any important information on this subject obtained by air reconnaissance will be transmitted to the boats by radio message.

IV. Our own forces:

Disposition of the two fuelling U-boats and the cruiser "Lützow" in accordance with Operational Order No. 5.

Any further addition of U-boats for offensive and minelaying operations, as well as sea and air forces will be reported by radio message at the time.

V. Execution.

1. Departure from Narvik when ordered by Captain U-boats.
2. Passage round northern tip of Novaya Zemlya. Remember presence of the two fuelling boats U 255 (Harms) and U 601 (Graw) at this point.
3. Attack areas will be occupied as follows:-

U 354 (Herbschleb) from about 4 August XA 74, 75.
U 622 (Queck) from about 3 August AS 42, 43.
U 711 (Lange) from about 29 July AT 62, 64, 65.

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Note that U 601 (Grau) may be operating from time to time as a combat boat in the southern Kara Sea. When this is the case time and area of operation will be communicated by radio message.

4. The radio intercept group "Kenntmann" aboard U 622 will keep watch on Russian radio traffic and report results approximately once a week. Important matters immediately.
5. The meteorologist on board U 622 will prepare a daily weather report by a special method. For this purpose operational control will transmit the pressure distribution currently by radio message. The officer-in-charge of operations of the aircraft aboard U 255 will authorize the BV 138's to make reconnaissance flights in the light of these weather reports.
6. About 4 hours before the take-off a short signal on the U-boat wave will give notice of the forthcoming operation of the BV 138's with date and time of take-off and addition "One" or "Two". "One" means reconnaissance of northeast coast of Novaya Zemlya - Dikson - Cape Byeli - AT 83, approximately - fuelling place. "Two" means reconnaissance eastwards via Dikson - Nordenshelda Archipelago or direct to the Wilkitski Straits and back.
7. From the take-off of the BV 138's all boats are to keep watch on reconnaissance wave 1 (Lofoten) for 12 hours in accordance with Operational Order "Husar" (Appendix 5 to Operational Order No. 5.) in order to pick up reconnaissance and distress reports.
8. In case of distress the nearest boat will go to the rescue. Effect landing with the help of D/F homing system ("QDM" method). (Appendix 3 to Communication Regulations.)
9. Enemy and shipping reports to be made at least every 3 days by short signal; anything important immediately. In connection with the operation of the "Lützow", important ice and shipping reports as well as those concerning enemy defenses are also to be made immediately. Boats in the west will act as radio links.
10. Remain undetected as long as possible, but worthwhile targets are to be attacked regardless of this instruction.
11. U-boats are to carry out direct orders from the commanding officer of the "Lützow" concerning reconnaissance or shadowing tasks.

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12. Otherwise proceed in accordance with Operational Order No.1 for U-boats in Northern Waters.
13. Return passage when ordered, or according to the decision of the commander if the boat is damaged or if its offensive capacity becomes exhausted.

VI. Equipment.

1. Equipment for fuelling in accordance with oiling instructions.
2. Confidential books and other printed matter for operations in shallow water only. Attention is drawn to paragraph 263 and following of the Handbook for U-boat Commanders.

VII. Communication arrangements:

Communication Order "Husar" (Appendix 5 to Operational Order No. 5) - not included in this War Diary.

VIII. Appendices:

1. Operational Order No. 5 with appendices 1 - 7 (only for U-boats, other units already informed).
2. Enemy air activity in the Eastern Barents Sea during period 1 June - 16 July 1943.
3. Information gained from the Kara Sea operation in 1942.

IX. Printed matter:

1. Navigational Handbook on the Siberian Sea route with supplement: "Natural conditions along the Siberian Sea route."
2. Charts: British 55, Russian 2616, 1067, 2609, 2604, 1544, 1546, 1547, 1548.

(Signed) Peters.

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APPENDIX 2 TO OPERATIONAL ORDER NO. 6.

Enemy air activity in the Eastern Barents Sea.

I. Airfields and seaplane bases:

Airfield	Shoina	AW 3425
Airfield and seaplane base	Bugrino	AW 3325
	Belushe	AT 7232
	Kildin	AC 8891
	Iokanka	AW 2524
Seaplane base	Naryan Mar	AU 1532
	Anderma	AT 8836.

II. Enemy air activity according to radio intercept service (so far as intercepted):

- 1 June 3 Consolidated 28, sea reconnaissance north of Kanin Peninsula.
- 3 June 4 aircraft, 1 flying boat Gorlo Straits - Kanin Nos - AC 9600.
- 9 June 1 Consolidated 28, Archangel - Kanin Nos - Belushya - Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushe.
- 10 June 1 FB 3, Cape Vikhodnoi (eastern exit Matochkin Straits) to Archangel, announced.
- 13 June 3 Consolidated 28, Belushe - Anderma - Archangel.
- 17 June 17 aircraft Archangel - Belushe. Transfer intended.
- 18 June 1 aircraft, 1 flying boat Archangel - Belushe.
- 19 June 1 flying boat, Murmansk - Naryan Mar.
- 20 June 1 flying boat Naryan Mar on U-boat hunt.
- 25 June 10 I 153 Naryan Mar - Belushe (intended)
- 26 June 7 MBR 2 Naryan Mar - Belushe (intended).
- 27 June aircraft expected Naryan Mar.
- 1 July 1 Consolidated 28 Naryan Mar area.
- 2 July 1 flying boat (RA25) Archangel - Naryan Mar.
- 3 July 1 flying boat Naryan Mar - Anderma.
- 4 July No air activity, presumably on account of weather.
- 8 July Visual reconnaissance, 1 He 111 reported: Belushe, 2 flying boats taking off.
- 10 July 2 MBR 2 Naryan Mar - Anderma.

III. Aircraft on airfields according to photographic reconnaissance:

Photographic reconnaissance 22 June Naryan Mar
1 Consolidated 28
6 MBR 2
1 flying boat (type not recognized).

Photographic reconnaissance 11 July Belushe
6 flying boats
3 MBR 2
2 MBR 4.

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Photographic reconnaissance 15 July Belushya
5 flying boats.

Photographic reconnaissance 16 July Belushya

1 MBR 2,

1 KOR 2,

3 further planes,

4 R-Z (single-engined land-based planes).

APPENDIX 3 TO OPERATIONAL ORDER NO. 6.

Information gained from the Kara Sea Operation
in 1942.

The Naval War Staff, 3rd Division, has compiled the following information about the enemy situation gained during operation "Wunderland" in 1942, and has based on this observations and comments for 1943. ("Wunderland": operations of "Scheer" against Russian shipping in the White Sea during summer 1942). (German Naval High Command Series No. Naval War Staff 1st Division 1731/43, Most Secret, S.O.s only.)

I. 1942.

Enemy forces in the area Novaya Zemlya/Wilkitski Straits were confined to ice-breakers. From the offensive point of view these units constitute a force which must not be underrated. Their crews are made up, at least in part, of army personnel, they are heavily armed, keen to contact the enemy, tough, and are skilfully operated, this last being demonstrated by the way in which tactical opportunities were exploited. (Use made of fog!) No aircraft appeared, not even on reconnaissance.

Even after detection there was no enemy counter-action either at sea or from the air. Ships traveled in convoys, escorted by ice-breakers, never singly.

II. 1943.

1. After appearance of the cruiser in eastern waters, we expect the following changes for the current year:

- a) increased patrol activity;
- b) increase in armament of ice-breakers and increased operational activity;
- c) possibly a patrol service operated by submarines and destroyers (transfers from the Far East to the Arctic are an indication of this);
- d) sea routes may be protected by submarines and mines;
- e) restriction of enemy radio traffic, which operated openly in 1942 and offered valuable hints for the cruiser's operational tactics;
- f) increased air operations, especially reconnaissance activity.

2. Development of the Russo-American sea route through the Arctic.

- a) Soviet endeavors over the past 20 years to create a great northern sea route are well known. They led to the erection of polar stations with meteorological equipment as well as the construction of supply bases and the extension of existing ones.

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- b) Information has been received according to which permanent air communication between Alaska and Siberia is supposed to have been established by the Americans; by this means they are said to supply Russia with war planes and war materials.
- c) According to a Swedish report the first large convoy sailed in October 1942, and is said to have consisted of 83 vessels. Even if such a convoy had reached the estuary of the river Ob during the first days of October, there would hardly have been sufficient time before the freeze-up to unload large cargoes of war materials on- to river vessels, thus enabling them to reach the Trans-Siberian railway by river.

According to reports by agents received here, about 43 Russian ships, that is 110,000 G.R.T., were in use between Alaska and Siberia during the months July-September, 1942.

According to the same Swedish report 4 convoys of 100 vessels each will be operated in 1943 during the navigational period. Even assuming the extensive use of the east-west route, convoys of such a size, corresponding to a tonnage of perhaps 1,200,000 G.R.T., is hardly considered possible.

At the beginning of 1943 there were about 500,000 G.R.T. of Russian shipping available in East Asia. However, a considerable proportion of this is operating between American ports and Vladivostok, and on coastal traffic, or on Indian and South American routes. Nor would all of the ships be suitable for use on the northern sea route.

Only ships of up to 4,000 - at the most 6,000 - G.R.T. and draught up to 7 meters can be employed, apart from which there are certain other requirements:-

Specially powerful engines, no twin screws, reinforced bronze screw, reinforced rudder blade, reinforced rudder post, reinforced bow plating and in region of engine room and oil tanks, transverse bulkheads as watertight as possible, etc. Motor vessels are not very suitable.

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APPENDIX X

Captain U-boats, Norway. On board, 25 July, 1943.

Most Secret, S.O.s only - by hand of officer only.

Operational Order No. 7.

Minelaying operations on the Samoed Coast.

I. Task:

TMC mines to be laid.

- a) "Veilchen": sea area north of Sengeiski Island or east of Kanin Nos.
- b) "Rose": sea area northeast of Sengeiski Island or east of Kanin Nos.
- c) "Narzisse": sea area west of Russki Zavorot or west of Matveev.

For details see minelaying orders (Appendices 1, 2 and 3 of this Operational Order).

II. Enemy situation:

1. General:

Judging from experience and aerial reconnaissance, shipping to the Kara Sea commences about mid-July. On 15 July a number of small coastal freighters were found to be in Pechora Bay, two of which were reported on the Bugrino - Kanin Nos route on 22 July. Ice-breakers may also be encountered. Corresponding sea and air patrol has been started.

2. Sea patrol:

According to radio intercept service in the middle of July, a number of ice-breakers, 1 minelayer, about 5 guardships and 4 mine-sweepers appeared in the Belushya area, and 5 destroyers and a number of minesweepers in the Gorlo Straits area. Enemy vessels put into the Pechora estuary, Bugrino and Belushya.

3. Air situation:

See Appendix 8 of this Operational Order. Mainly flying boats type "MBR 2", "MBR 4" and "Consolidated" to be expected. Special attention is drawn to the flying bases at Shoina, Naryan Mar, Bugrino and Belushya.

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4. Mine situation:

Nothing is known so far of enemy minefields in the eastern part of the Murman Sea; it is, however, possible that as a result of losses incurred through mines last year, the shipping routes will now have been protected by flanking minefields.

Our own mine situation in accordance with Appendix 2 to the Operational Order for U-boats in Northern Waters No. 1. (Special attention is drawn to the minefields north and south of Kolguev.) Further minefields of our own are at present being laid east of 55 degrees.

5. Signal and radio stations, batteries:

See Appendix 7 of this Operational Order..

6. Ice situation:

See Appendix 9 of this Operational Order.

III. Our own forces:

Look out for our own reconnaissance aircraft (Ju 88, BV 138 and FW 200). Own naval forces in the operational area will be reported by radio message.

IV. Execution:

1. Proceed from Narvik to Tromsø when ordered by Captain U-boats; report there to Al Admiral Polar Coast. Radio watch to be maintained.
2. Mines to be taken on at Mining and Barrage Command, Tromsø. Report completion of loading by Emergency teleprinter message "Am ready to put to sea" plus signature.
3. Departure for operation on receipt of key word "Veilchen", "Rose" or "Narzisse" (see minelaying orders) with date, (e.g. "Veilchen" 28 July = departure 28 July). Time dependent on that of convoy.
4. Proceed with convoy on route "Schwarz", separate when off LoppHAVet. Proceed from there to the operational area at a distance of 50 miles from the coast.
5. In order to ensure an uninterrupted period for the laying of the minefield and to observe the possible effect on the enemy or to discover mine-free enemy routes it may be necessary to make an unobtrusive observation of the sea area in question before the execution of the task.

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6. Execution of task to be reported by short signal; to this add number of minefield laid as given in the minelaying order. Signal to be sent only after longitude 70 degrees E. has been passed.
7. Opportunities for torpedo attack, arising after completion of task, are to be exploited, but do not remain any longer in the sea area in question. Return passage Hammerfest.
8. In so far as it is possible to approach the coast unobserved while surfaced, take panoramic photographs of the coast preferably with tele-photographic lens.

V. Equipment:

For operations in shallow water. Make preparations for scuttling and effective destruction of secret material so long as boats are operating in shallow water. Crews to wear life-belts. Comply with para. 263 and following of Handbook for U-boat Commanders.

VI. Communication arrangements:

Keep radio silence until task has been completed, otherwise in accordance with Communication Regulations of Captain U-boats, Norway.

VII. Appendices to this Operational Order:

1. Minelaying order "Veilchen" (not for U 636 and U 639).
2. Minelaying order "Rose" (not for U 212 and U 639).
3. Minelaying order "Narzisse" (not for U 212 and U 636).
4. Minefield chart "Veilchen" (only for U 212).
5. Minefield chart "Rose" (only for U 636).
6. Minefield chart "Narzisse" (only for U 639).
7. Enemy bases on the Eastern Barents Sea.
8. Enemy air activity in the Eastern Barents Sea in the last third of July.
9. Ice and weather conditions in the Barents Sea in the last third of July.

VIII. Printed matter:

1. Handbook for U-boat Commanders (page 73).
2. Torpedo Trials Command leaflet on firing of torpedo-mines.
3. Instructions for use of types TMB I, TMB II and TMC mines aboard U-boats (Most Secret).
4. Book of photographs of the Barents Sea.
5. Natural conditions along the Siberian Sea route (Secret): supplement to Navigational Handbook on Siberian Sea route.

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6. Charts: D 976 (east and central section).

IX. The Operational Order is to be destroyed immediately upon return from the operation. When destroyed, report to Captain U-boats.

(Signed) Peters.

APPENDIX 1 TO OPERATIONAL ORDER NO. 7.

Most Secret.

Mineclaying orders for U 212 (Vogler).

5. Operation "Veilchen".

1. Task: Laying of minefield.

I. Sea area north of Sengeiski Island (Veilchen I).

68° 35.00' N., 50° 40.00' E.
68° 42.50' N., 51° 14.00' E.
68° 30.50' N., 51° 31.00' E.
68° 26.00' N., 50° 55.00' E.

Mines to be laid from center of west edge to center of east edge on varying courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 200 to 500 meters. Mines only to be laid in depths of less than 30 meters.

or II. Sea area east of Kanin Nos (Veilchen II).

Alternative area to I.

68° 35.00' N., 43° 52.00' E.
68° 41.00' N., 43° 52.00' E.
68° 41.00' N., 44° 20.00' E.
68° 33.00' N., 44° 20.00' E.

Mines to be laid from the southeast to the northwest corners on varying courses in groups of 1 to 3 mines. Distances between mines in the individual groups to vary from 300 to 600 meters. Mines only to be laid in depths of less than 30 meters.

2. Mining material:

16 TMC mines, 7 blue K (M 1) $\frac{10}{3-6}$
3 red K (M 1) $\frac{10}{3-6}$
6 green (A 2).

Clockword arming switch II = varying from 1 to 3 days.

Period delay mechanism = actuation varying from 1 to 12.

Time setting = 80 days.

Safety distance (TMC) 170 meters.

The mines are fitted with a special mechanism and become active after 20 minutes. Lay the various colors mixed and load accordingly.

3. Execution:

The laying course marked on the minefield chart is that considered as most favorable, but need not be strictly adhered to. The main thing is that the whole assigned area should be mined irregularly, while maintaining the safety distance. Preparations must be made for a submerged minelaying operation in case enemy patrol or observation from the shore do not permit a surface operation.

APPENDIX 2 TO OPERATIONAL ORDER NO. 7.

Most Secret.

Mine-laying orders for U 636 (Hildebrandt).

6. Operation "Rose".

1. Task: Laying of minefield.

I. Sea area northeast of Sengeiski Island (Rose I)

68° 45.00' N., 51° 45.00' E.
68° 53.00' N., 51° 45.00' E.
69° 00.00' N., 52° 08.00' E.
68° 52.00' N., 52° 08.00' E.

Mines to be laid from the southwest corner to the northeast corner on varying courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 300 to 600 meters. Mines only to be laid in depths of less than 30 meters.

or II. Sea area east of Kanin Nos (Rose II)

Alternative area to I.

68° 33.00' N., 44° 20.00' E.
68° 41.00' N., 44° 20.00' E.
68° 41.00' N., 44° 45.00' E.
68° 34.00' N., 44° 45.00' E.

Mines to be laid from the southeast corner to the northwest corner on varying courses in groups of 1 to 3 mines. Distances between mines in the individual groups of mines to vary from 300 to 600 meters. Mines only to be laid in depths of less than 30 meters.

2. Mining material:

16 TMC mines, 7 blue X (M 1) $\frac{10}{3-6}$
3 red X (M 1) $\frac{10}{3-6}$
6 green (A 2).

Clockwork arming switch II = varying from 1 to 16 days.
Period delay mechanism = actuation varying from 1 to 12 days.
Time setting = 80 days.
Safety distance (TMC) 170 meters.

The mines are fitted with a special mechanism and become active after 20 minutes. Lay the various colors mixed and load accordingly.

3. Execution:

The laying course marked on the minefield chart is that considered as most favorable, but need not be strictly adhered to. The main thing is that the whole of the assigned area should be mined irregularly, while maintaining the safety distance. Preparations must be made for a submerged minelaying operation in case enemy patrol or observation from the shore do not permit a surface operation.

APPENDIX 3 TO OPERATIONAL ORDER NO. 7.

Most Secret.

Minelaying orders for U 639 (Wichmann).

7. Operation "Narzisse".

1. Task: Laying of minefield.

I. Sea area west of Russki Zavorot (Narzisse I)

- 68° 58.00' N., 52° 31.00' E.
- 69° 07.00' N., 52° 31.00' E.
- 69° 07.00' N., 52° 57.00' E.
- 68° 58.00' N., 52° 57.00' E.

Mines are to be laid from the southwest corner to the northeast corner on varying courses in groups of 2 to 5 mines. Distances between mines in the individual groups to vary from 200 to 500 meters. Mines only to be laid in depths of less than 30 meters.

or II. Sea area west of Matveev (Narzisse II)

Alternative area to I.

- 69° 27.00' N., 58° 00.00' E.
- 69° 32.00' N., 58° 00.00' E.
- 69° 32.00' N., 58° 26.00' E.
- 69° 27.00' N., 58° 26.00' E.

Mines to be laid from the southeast corner to the northwest corner on varying courses in groups of 2 to 4 mines. Distance between mines in the individual groups to vary from 300 to 600 meters. Mines only to be laid in depths of less than 30 meters.

2. Mining material:

- 16 TMC mines, 6 blue II (M 1) $\frac{10}{3-6}$
- 4 red X (II 1) $\frac{10}{3-6}$
- 6 green (A 2).

- Clockwork arming switch II = varying from 1 to 6 days.
- Period delay mechanism = actuation varying from 1 to 12.
- Time setting = 80 days.
- Safety distance (TMC) 170 meters.

The mines are fitted with a special mechanism and become active after 20 minutes. Lay the various colors mixed and load accordingly.

3. Execution:

The laying course marked on the minefield chart is that considered as most favorable but need not be strictly adhered to. The main thing is that the whole assigned area should be mined irregularly, while maintaining the safety distance. Preparations must be made for a submerged minelaying operation in case enemy patrol or observation from the shore do not permit a surface operation.

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APPENDIX 7 TO OPERATIONAL ORDER NO. 7.

Radio and signal stations on the Barents Sea.

I. Murman coast:

Grid square	AC 8812	signal and radio station	Mai Navolok.	
"	"	AC 8816	signal and radio station	Tsip Navolok.
"	"	AC 8864	signal and radio station	Kildin.
"	"	AC 8971	signal and radio station	Teriberka.
"	"	AC 8973	signal and radio station	Cape Voronya.
"	"	AC 8884	signal and radio station	Voronya bay.
"	"	AC 8888	signal and radio station	Bolshoi Oleni.
"	"	AC 8888	light battery	Bolshoi Oleni.
"	"	AW 2112	signal and radio station	Rinda.
"	"	AW 2127	signal and radio station	Kharlov.
"	"	AW 2127	light battery	Kharlov.
"	"	AW 2193	signal and radio station	Cape Cherni.
"	"	AW 2278	light battery	Klyatni Point.
"	"	AW 2513	light battery	Iokanka.
"	"	AW 2513	signal and radio station	Iokanka.
"	"	AW 2288	signal and radio station	Svyatoi Nos.
"	"	AW 2563	signal and radio station	Cape Bolshoi Gorodetski.
"	"	AW 2912	signal and radio station	Ponoi.
"	"	AW 2915	light battery	Ponoi.
"	"	AW 2914	light battery	Ponoi.
"	"	AW 3141	signal and radio station	Kanin Nos.
"	"	AW 3141	radio station	Kanin Nos.
"	"	AW 3141	light battery	Kanin Nos.

II. Pechora Bay to Yugorski Straits and Kara Straits:

"	"	AW 3321	signal and radio station.	
"	"	AW 3325	battery Bugrino.	
"	"	AW 3326	signal and radio station	Bugrino.
"	"	AT 7753	signal and radio station.	
"	"	AT 8816	signal and radio station	Cape Greben.
"	"	AT 8824	light battery	Cape Greben.
"	"	AT 8827	light battery	Khabarova.
"	"	AT 8851	signal and radio station	Khabarova.
"	"	AT 8823	signal and radio station.	

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III. Novaya Zemlya, east and west coasts:

Grid square	AT 7237	signal and radio station Lile Point.
"	"	AT 7232 signal and radio station Rogacheva Bay.
"	"	AT 7388 signal and radio station Chernaya Bay.
"	"	AT 4839 radio station Malie Karmakuli.
"	"	AT 4599 radio station name unknown (Sukhoi Nos).
"	"	AT 4624 radio station Matochkin Straits (western exit).
"	"	AT 2612 radio station Russkaya.
"	"	AT 2659 radio station Blagopoluchiya Bay.
"	"	AT 5415) radio stations Matochkin Straits (AT 5416) eastern exit.
"	"	AT 4679 radio station name unknown.
"	"	AT 3216 radio station Cape Jelaniya.
"	"	AT 7231 anti-aircraft battery in Samoed Bay near approach point.
"	"	AT 7232 2 light batteries Rogacheva Bay.
"	"	AT 7238 heavy battery Belushya Bay, southeastern point.

Two radio huts are being erected in Belushya.

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APPENDIX 8 TO OPERATIONAL ORDER NO. 7.

Enemy air activity in the Eastern Barents Sea.

I. Airfields and seaplane bases:

Airfield	Shoina	AW 3425
Airfield and seaplane base	Bugrino	AW 3325
	Belushya	AT 7232
	Kildin	AC 8891
	Iokanka	AW 2524
Seaplane base	Naryan Mar	AU 1532
	Anderma	AT 8836.

II. Enemy air activity according to radio intercept service (so far as intercepted):

- 1 June 3 Consolidated 28 sea reconnaissance north of Kanin Peninsula.
- 3 June 4 aircraft, 1 flying boat Gorlo Straits - Kanin Nos - AC 9600.
- 9 June 1 Consolidated 28 Archangel - Kanin Nos - Belushya - Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushe.
- 10 June 1 FB 3 Cape Vikhodnoi (eastern exit Matochkin Straits) to Archangel, announced.
- 13 June 3 Consolidated 28 Belushe - Anderma - Archangel.
- 17 June 17 aircraft Archangel - Belushe. Transfer intended.
- 18 June 1 aircraft, 1 flying boat Archangel - Belushe.
- 19 June 1 flying boat Murmansk - Naryan Mar.
- 20 June 1 flying boat Naryan Mar on U-boat hunt.
- 25 June 10 I 153 Naryan Mar - Belushe (intended).
- 26 June 7 MBR 2 Naryan Mar - Belushe (intended).
- 27 June aircraft expected Naryan Mar.
- 1 July 1 Consolidated 28 Naryan Mar area.
- 2 July 1 flying boat (RA 25) Archangel - Naryan Mar.
- 3 July 1 flying boat Naryan Mar - Anderma.
- 4 July No air activity, presumably on account of weather.
- 8 July Visual reconnaissance, 1 He 111 reported: Belushe, 2 flying boats taking off.
- 10 July 2 MBR 2 Naryan Mar - Anderma.

III. Aircraft on airfields according to photographic reconnaissance:

Photographic reconnaissance 22 June Naryan Mar
1 Consolidated 28.
6 MBR 2.
1 flying boat (type not recognized).

Photographic reconnaissance 11 July Belushe
6 flying boats
3 MBR 2.
2 MBR 4.

Photographic reconnaissance 15 July 5 flying boats.
Photographic reconnaissance 16 July, 1 MBR 2, 1 KOR 2,
3 further aircraft, 4 R-Z (single-engined land-based aircraft).

APPENDIX 9 TO OPERATIONAL ORDER NO. 7.

General information on the ice, weather, and current conditions in the South Barents Sea, Pechora Sea and approaches to the Kara Sea in the last third of July.

General

Ice.

The ice situation this year may be described as normal. The movement of ice depends, apart from sea currents, mainly on the direction and force of the wind. Special attention is drawn to the very rapid changes brought about by these factors.

Weather.

Knowledge of weather conditions in the Northern area is extensive. Over the sea the sky is mostly very cloudy or overcast, so that generally speaking, it is rarely possible to take fixes.

Apart from its effect on drift-ice, the wind, and more especially the direction of the wind, has a great influence on visibility conditions.

In accordance with the summer distribution of pressure (high over the northern Barents Sea), the prevailing winds are light to moderate from a northerly to easterly direction. On the north and east coasts stagnation frequently occurs, while the south and west coasts come under the influence of the "Föhn" (south wind), which disperses the clouds.

Fog is comparatively frequent, especially in the neighborhood of ice. It usually occurs intermittently, but is sometimes prolonged, lasting for two to three days or more. With light on-shore winds fog is nearly always to be expected.

Ocean currents.

The regularity of tides and tidal currents is influenced by the freezing of the sea. In general, a cover of ice on the sea causes the range of the tide to decrease and the ebb tide to be delayed.

I. Sea area Kanin Nos - Kolguev.

Ice.

Free of ice, apart from a small amount of drift-ice, moving from the Kara Sea westwards.

Weather.

In the last third of July the prevailing wind is from the north. Strength is as a rule slight to moderate but is increased by angle and nozzle effect off Cape Kanin and Kolguev North. Kolguev South is less windy than the

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northern section. Storms are rare during July and August on an average there are two stormy days a month.

Fog occurs on five days (20 to end of July) either intermittently or all day, that is, on every second day.

Ocean currents.

Apart from small deviations, an east-flowing current from the Atlantic prevails, the so-called North Cape current. Off Cape Kanin the current flows northwards from the White Sea at a rate of about 0.4 knots, and then turns partly eastwards. Weak eddies appear off Kolguev North, while in the south the current in general continues eastwards between island and mainland at a rate of 0.3 knots.

There are two tides a day. The range of the tide is approximately $2\frac{1}{2}$ meters at Cape Kanin and decreases to about 1.20 meters off Kolguev.

II. Pechora Sea.

Ice.

The ice situation depends on the ice conditions in the Kara Sea. Under the most favorable conditions no ice is encountered. However, the possibility of drift-ice, drifting out of the Kara Straits into the Pechora Sea, must be borne in mind. Shipping is not generally impeded by this ice as it is possible to circumnavigate the ice fields.

Weather.

Northeast winds prevail. The ice drifts according to the combined action of wind and current and, if drift-ice emerges from the Kara Straits, moves more or less exactly due west, and does not break up until it is northeast of Kolguev. The floes then melt quickly. During July and August the velocity of the wind sinks to its yearly minimum of strength 3.

The Vaigach area is remarkable for its frequent fogs. During the last third of July fog occurs on six days either intermittently or for the whole day.

Ocean currents.

In the southern part the current flows eastwards at a rate of approximately 0.5 knots, in the northern part, to the northwest at about 0.4 knots. There are two tides a day. From Kolguev to the Yugorski Straits and Kara Straits the range of the tide decreases from 1.20 meters to about 0.6 meters. The difference between high and low tide tends to be increased by wind pressure.

III. Yugorski Straits.

At their narrowest the Yugorski Straits are only $1\frac{1}{2}$ miles wide. The minimum depth inside the navigable channel is $14\frac{1}{2}$ meters.

Ice.

The Yugorski Straits are generally navigable in July. The comparatively warm current flowing eastwards generally prevents the accumulation of drift-ice. With the prevailing north-easterly winds the Yugorski Straits may even now be occasionally blocked by ice.

For wind, fog and ocean currents the same applies as for the Pechora Sea.

IV. Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but belts of skerries on either side reduce its useful width to about 17 miles. Depths in the navigable channel vary between 45 meters and 150 meters.

Ice.

As long as there is ice present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits. Although there is an easterly current on the south side of the Kara Straits ice conditions are less favorable here than in the Yugorski Straits. The prevailing northeast winds favor the appearance of ice, especially on the north side. The entire Straits may become blocked if these winds continue for any length of time, even in cases where the Straits had already become navigable.

Weather.

Fog occurs on six days in the last third of July, as it does in the Pechora Straits. The direction of the prevailing wind is northeast.

Ocean currents.

On the northern side a current flows westwards at a rate of 0.4 knots; this velocity may however be greatly increased by the wind. The current then follows the west coast of Novaya Zemlya northwards. On the southern side an easterly current prevails, flowing from the Pechora Sea into the Kara Sea. The tides are the same as for the Pechora Sea.

V. Belushya Bay.

Ice.

Belushya Bay is generally ice-free except for a small quantity of drift-ice off the coast.

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Weather.

A north to northeasterly wind prevails. In the coastal area, therefore, good conditions of visibility can be expected in the main. No particulars are available as to the frequency of fogs. One may assume that it is somewhat less than in the Pechora Sea.

Ocean currents.

The current, flowing from the east, follows approximately the outlines of the coast. Its velocity is about 0.3 knots. There are two tides a day. The range of the tide is between 1 meter and 0.5 meters.

VI. Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and 1/3 to 3/4 of a mile wide. Depths in the navigable channel vary between 12 meters and 180 meters.

Ice.

As there is no marked ocean current the drift of the ice generally follows the direction of the wind. No ice reports are available, but one may assume that there is usually a large area free of ice in the Kara Sea east of the Matochkin Straits, so that the Matochkin Straits are only occasionally filled with ice at this time of year.

Weather.

During July and August fog increases in frequency from the Kara Straits to the west coast of Northern Novaya Zemlya from 18 days to 20 or 21 days. Consequently the incidence of fog in the Matochkin Straits in the last third of July is approximately the same.

Ocean currents.

Tides and range of tides as in Belushya Bay.

VII. Novaya Zemlya - North.

Ice.

On the basis of the mean ice limit, the northern tip of Novaya Zemlya should become free of ice from the end of July. The ice then rapidly recedes northwards.

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WAR DIARY
OF
CAPTAIN U-BOATS, NORWAY
1 - 15 AUGUST, 1943
PG/31840

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1 August, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) all depth of sweep 30 miles.
U 277 AB 3852)
U 307 AB 3896)
U 355 west coast of Spitsbergen (returning to
Narvik as from 2200).
U 255 AT 3278.
U 711 AT 6000.
U 269 patrolling Denmark Straits.
U 212 AU 1100 (returning to Narvik as from
0800).

In port:

U 354, 586, 625, 629 Narvik,
U 737 Hammerfest,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 639 proceeding from Tromsø["] to the operational
area (operational area reached about 1200).
U 636 proceeding from Hammerfest to the
operational area.
U 601 proceeding from Harstad to the operational
area.
U 302 proceeding from Harstad to the operational
area.
U 703 proceeding from the operational area to
Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Bear
Island - South Cape - Ice Fjord 75° N, 5° E -
Banak. Not exhaustive. Nothing to report.
Shipping reconnaissance of Kola inlet.

Flieger Fuehrer Lofoten: No reports.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance Denmark Straits: No report
of enemy sighted.
Photographic reconnaissance of Iceland could not be
fully carried out.
Visual reconnaissance made.

III. Reports on the enemy:

(a) By U-boats: None.

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(b) By air reconnaissance:

1 freighter 1000 G.R.T. west of Kildin, course east.
4 freighters of 2000 G.R.T. each, course south, in Kola inlet. Attempt to attack freighter reported to be at Kildin. Target not found.
1 gunboat or corvette in Seydosfjord, possibly
1 merchant vessel of 6000 G.R.T. at end of fjord,
2 or 3 fishing smacks on east coast.
Reydarfjord not occupied. Medium anti-aircraft defense.

(c) By naval forces: None.

(d) By radio intercept service:

Russian submarines "S 51" and "S 45" off Norwegian polar coast early on 31 July.
Norwegian polar coast: some radio traffic to all submarines in the operational area, of which "S 51" and "TR 1" were mentioned by name.
Belushya area: minesweepers Nos. 45, 54, 55, 110. Minelayer No. 93.
Area Belushya/Amdorma: minesweeper No. 32.
Area Amdorma/Dikson: minesweeper No. 42.
An additional aircraft in the Belushya area on morning of 31 July.

(e) By G.I.S. stations:

Kiel G.I.S. station reported in G 2099 1 M:
Plans for a landing in Norway.
Agent learnt from diplomatic sources in Lisbon on 30 July, that the Allies intend to carry out a landing on the southwest coast and central west coast of Norway between 5 and 15 August, 43.
The bombing of Hamburg is to be regarded as an attempt to destroy the most important German supply port for Norway. The landing is to be undertaken principally by Canadian units stationed in Iceland. Parachutists, mainly New Zealanders.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen,
1 boat off west coast of Spitsbergen, 1 boat in AT 60,
1 boat for operations with EV 138 off northeast coast of Novaya Zemlya, 1 boat patrolling Denmark Straits.

(c) Special operations by single boats:

U 212 reported in short signal 0808/733:

"Task 1 executed." "Wichmann" and "Hildebrandt" have been informed of the position of the mined areas by radio message 1032/734.

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2057 Radio message 2057/741 sent:

"Vogler", "Wichmann" and "Hildebrandt" after completing operation to return to Andfjord - Narvik via grid square AC 4940."

U 355 (La Baume) was given permission to return, as this boat is required to maintain the convoy patrol off Bear Island.

2103 Radio message 2103/343 sent to "La Baume":

"You may return to Andfjord - Narvik - Harstad via grid square AB 3720."

2125 Radio message 2016/740 received from Lange:

"Grid Square AT 6243 ice-free. Drift-ice fields eastwards."

V. Reports of successes:

"Vogler" reports mining operation "Veilchen I" executed. (Mining of sea area north of Sengeniski Island.)

VI. Survey of the situation:

The operational duties ordered at present (patrolling passage between Bear Island and Spitsbergen, offensive operation in the Kara Sea, fuelling BV 138, mining operations, meteorological tasks, patrolling sea area north of Iceland) are so numerous that they can hardly be carried out at the proper time by the available U-boats. The total loss of U 622 (Queck) in Trondheim without any replacement (Naval War Staff, 2nd Div. C-in-C U-boats Ops. - A2 Secret 02606, radio message dated 26 July, 43) has therefore a specially prejudicial effect.

(Signed) Peters.

2 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 715 AF 3528)
U 387 AB 3584) all depth of sweep 30 miles.
U 277 AB 3852)
U 307 AB 3896)
U 255 AT 3278.
U 269 AT 6000.
U 269 patrolling Denmark Straits.

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In port:

U 354, 586, 625, 629 Narvik,
U 737 Hammerfest,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 639 proceeding from the operational area to Narvik.
U 212 proceeding from the operational area to Narvik.
U 703 proceeding from the operational area to Narvik.
U 355 proceeding from the operational area to Narvik.
U 636 proceeding from Hammerfest to the operational area.
U 601 proceeding from Harstad to the operational area
U 302 proceeding from Harstad to the operational area

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Bear Island South Cape - Ice Fjord - 75° N. 5° E. - Banak. Not exhaustive. Nothing to report.

Flieger Fuehrer Lofoten:

1 BV 138 probing reconnaissance area south of Jan Mayen. Nothing to report.

Flieger Fuehrer North (West):

1 FW 200 on reconnaissance of Denmark Straits. Nothing to report.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance: None.

(c) By radio intercept service:

Ninth (Russian) Air Force "Staffel", which operates under the 3rd Air Force Group, Archangel is in Belushya. Dikson reported on 1 August, that the ice-breaker "Esedov", 2 minesweepers (Nos. 40 and 42) and steamer "Andre Marti" (2352 G.R.T.) were in the port.

Batteries are ready for action, WWWY battery has the watch, there are no ice reports.

Norwegian polar coast:

Few radio messages to submarines in the operational area "S 51" and "S 54" were mentioned by name.

Belushya area:

Minelayer No. 93, minesweepers Nos. 54, 55, 110.

(d) By G.I.S. stations: None.

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IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat in AT 60, 1 boat for operations with BV 138 off northeast coast of Novaya Zemlya, 1 boat patrolling Denmark Straits.

- (c) Special operations by single boats:

0353 Short signal 0311/748 received from "Wichmann":

"Have executed task 1."

1651 Radio message 1651/773 sent to U 601 (Grau):

"After reporting ice limit according to operational order, make further report approximately every 50 miles. If doubtful give entire grid square."

- (d) Miscellaneous:

Departure orders for U 586 (v.d. Esch):

- (1) Put out of Narvik at 2000 on 2 August.
- (2) Proceed to Bergen via Westfjord at a distance of 50 miles from the coast.
- (3) Radio service "Anton" and Northern Waters very long wave.

V. Reports of successes:

"Wichmann" reported:

"Mining operation "Varzisse" (Pechora Sea) executed."

VI. Plans:

In teleprinter message G 3693 A Ops. of 2 August, Flieger Fuehrer North (East) was requested to transmit at once on Command Wave G.A.F. - Navy, giving the reconnaissance wave, when aircraft take off in the direction of the Pechora Sea, so that the boats may receive the aircraft's reconnaissance radio messages directly.

VII. Survey of the situation:

As many as seven large ice-breakers were reported a short time ago in port at Dikson.

As only one is still there today, it is to be assumed that the others have been put into operation eastwards to open the shipping route.

(Signed) Peters.

5 August, 1945.

I. U-boat positions and alterations of position:

(a) Positions at 0500:

In the operational area:

U 715 AB 3528,
U 387 AB 3584,
U 277 AB 3852,
U 307 AB 3896,
U 255 AB 3278,
U 711 AB 6000,
U 269 patrolling Denmark Straits.

In port:

U 354, 625, 629 Narvik,
U 737 Hammerfest,
U 420 Lorient.

(b) U-boats homeward and cutward bound:

1945 U 639 proceeding from the operational area to Narvik.
U 212 proceeding from the operational area to Narvik.
U 355 proceeding from the operational area to Narvik.
U 705 proceeding from the operational area to Narvik.
U 703 put in to Narvik.
U 636 proceeding from Hammerfest to the operational area.
U 601 proceeding from Harstad to the operational area.
0130 U 302 proceeding from Harstad to the operational area.
U 586 put out from Narvik for Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 He 111 meteorological reconnaissance Banak - Hope Island - 78° N. 24° E. - Ice Fjord - 75° N. 5° E. - Bear Island - Banak. Not exhaustive.
Shipping reconnaissance Fisher Peninsula - Kola inlet.

Flieger Fuehrer Lofoten:

1 BV 138 took off towards Billefjord for operation "Husar". (Translators note: Operations of the "Lützow" against enemy merchant shipping along Siberian Sea route.) (Take off 0700 on 4 August.)

Flieger Fuehrer North (West):

1 FW 200 reconnaissance of Denmark Straits.
No report of enemy sighted.

III. Reports on the Enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

In Kola inlet 1 coastal freighter of 400 G.R.T., 1 coastal freighter 500 G.R.T., 1 M.T.B. sunk, 1 M.T.B. damaged.

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(c) By naval forces: None.

(d) By radio intercept service:

During the past few days a radio station "Toros" has been named repeatedly in radio messages from Belushya, in connection with minesweeping. Position and radio names unknown. Norwegian polar coast: Some radio traffic to submarines in the operational area of which "S 51" and "S 54" were mentioned by name. Area Gorlo Straits/Belushya: minelayer No. 90. Belushya area: minelayer No. 93, minesweepers Nos. 32, 55. Archangel area: flying boat RA 25 and 3 aircraft on afternoon of 2 August RA 25 flying towards Naryan Mar (AU 1536).

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats stationed between Bear Island and Spitsbergen.

One boat patrolling Denmark Straits.

One boat off northeast coast of Novaya Zemlya.

1730 U 711 (Lange) reports from its attack area in AT 62 in short signal 1714/705:

"Operational area free of ice."

(c) Special operations by single boats:

1123 Radio message 1123/793 sent to "Harms":

"Report possibilities of starting operation according to operational order, at 0400 on 4 August."

1642 Radio message 1642/704 sent:

"Listen for short signal from "Harms" after tuning at 0406 on 4 August. If not received by shore station, all boats, except "Lange", to act as radio links."

2352 Radio message 2352/712 sent:

"From 0400 to 0500 on 4 August, U-boats to switch to best received Anton short wave in order to receive and if necessary repeat short signal from U 255 (Harms) according to "U" Series No. 704."

1530 Short signal 1515/798 received from U 601 (Grau), that grid square AT 3148 on the northwest coast of Novaya Zemlya is suitable both for setting up shore meteorological radio

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transmitter and for "landing place 3". This has been passed on to the German Air Force.

2338 Short signal 2308/711 received from U 601 (Grau):

"Passage impeded by drift-ice fields in AF 8559, but is possible for ships and boats."

V. Reports of successes: None.

VI. U-boat reports:

Short report from U 703, see Appendix I.

VII. Survey of the situation:

According to the report from U 711 (Lange), the shipping route from the Kara Straits to the Gulf of Ob appears to be navigable.

The first ice report from U 601 (Grau) agrees with those of "Harms" and "Lange". (About 80 miles north of Novaya Zemlya).

The meteorological shore transmitter "Gerhard" can be brought out to the planned position by one of the minelaying U-boats proceeding towards the Kara Sea.

(Signed) Peters.

4 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528,
U 387 AB 3584,
U 277 AB 3852,
U 307 AB 3896,
U 255 AT 3278,
U 711 AT 6000.
U 636 Samoed coast (homeward bound as from 2000).
U 269 patrolling Denmark Straits.

In port:

U 354, 625, 629, 703 Narvik,
U 737 Hammerfest,
U 420 Lorient.

(b) U-boats homeward and outward bound:

2310 U 639 proceeding from the operational area to Narvik.
1600 U 639 put in to Harstad.
U 212 put in to Narvik.
U 355 proceeding from the operational area to Narvik.
U 601 ice reconnaissance north of Novaya Zemlya.
U 302 proceeding from Harstad to the operational area.
2020 U 536 put into Trondheim.
1530 U 354 put out of Narvik.

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1530 U 625 put out of Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Hope Island - Northeast Land - Ice Fjord - South Cape - Bear Island - Banak. Not exhaustive.

2 men, 1 woman on Hope Island.

1 Ju 88 Belushya - Kolguev North - Kanin Nos. Not exhaustive. Photographic reconnaissance of Belushya airfield.

2 FW 190 armed shipping reconnaissance of Fisher Peninsula, nothing to report.

Flieger Fuehrer Lofoten:

1 BV 138 took off at 0700 from Billefjord for operation "Husar".

Flieger Fuehrer North (West):

1 FW 200 reconnaissance Denmark Straits.

Area not covered as radar gear iced up.

2 Ju 88 reconnaissance east coast of Scotland.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

In Belushya harbor 3 coastal vessels up to 1000 G.R.T., naval air base 8 flying boats.

Southeast of Faeroes in AE 9918 1 merchant vessel up to 5000 G.R.T., 1 patrol vessel, 1 heavy fighter aircraft on course 320°.

(c) By naval forces: None.

(d) By radio intercept service:

Norwegian polar coast: little radio traffic to submarines in the operational area; "S 54" mentioned by name.

Iokanka/Belushya area: minelayers Nos. 90, 93. Guardship No. 90, guardboat No. 601.

Among the Russian submarines operating off the Norwegian polar coast, "S 51" and "S 54" were mentioned by name early on 3 August.

At 1015 Dikson signal station reported an unidentified vessel and at 1853 requested a flying boat to undertake search.

(e) By C.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

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(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 1 boat in AT 60, 1 boat operating with BV 138 off Spori Navolok (northeast of Novaya Zemlya).

(c) Special operations by single boats:

0449 Short signal 0425/714 received from U 255 (Harms):

"Consider moment favorable for the operation."

0604 Radio message 0604/716 sent to "Harms" after conference with Flieger Fuehrer Lofoten:

"Taking off at 0700, will arrive about 1430."

1526 Radio messages 1526/726 and 1603/727 sent to "Harms"

"(1) Reconnaissance 1 as from 5 August.

(2) It is important to establish first what ice conditions are like in the operational area of the boats on offensive operations as well as on the eastern side of Novaya Zemlya, and whether a passage for U-boats is possible.

(3) Report mean course possible for U-boats by short signal "DVUM", from north of Dikson due west and from the southwestern point of the fast-ice due north.

(4) Report traffic met, also by short signal."

1550 Short signal 1532/722 received from U 601 (Grau) reporting ice limit in AF 8622 and 9422.

2044 Radio message 2044/732 sent:

"(1) "Grau" to report ice limit as far as 76° N. Also examination of landing places "1" and "2".

(2) "Sickel" next to occupy "Herbschleb"'s attack area. To report ice limit approximately every 50 miles from 76° N."

1655 Short signal 1637/725 received from U 636 (Hildebrand)

"Have carried out "task 1"."

(d) Miscellaneous:

Departure order for U 625 (Benker):

"(1) Put out from Narvik at 1530 on 4 August.

(2) Proceed to Tromsø via Tjeldsund, from Lødingen with district pilot.

(3) U-boats Northern Waters wave, to be manned while

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in Tromsø.

- (4) Report at once to Al, Admiral Polar Coast in Tromsø.
No leave to be granted.
- (5) Further according to Operational Order No. 9."

Transfer orders for U 212 (Vogler):

- "(1) Put out of Narvik at 2200 on 5 August.
- (2) Proceed to Trondheim via Westfjord at a distance of 50 miles from the coast.
- (3) Radio service "Anton" and Northern Waters very long wave.
- (4) Load at Trondheim, then proceed to Bergen at a distance of 50 seamiles from the coast."

Transfer orders for U 629 (Bugs):

- "(1) Put out of Narvik at 0200 on 5 August.
- (2) Proceed to Tromsø via Tjeldsund, from Lodingen with district pilot.
- (3) U-boats Northern Waters wave, to be manned while in Tromsø.
- (4) Report at once to Al Admiral Polar Coast in Tromsø.
No leave to be granted.
- (5) Further according to operational order No. 8. In convoy with Benker as far as SR 1. Only short stay in Hammerfest, if necessary."

Departure order for U 354 (Herbschleb):

- "(1) Put out of Narvik at 1530 on 4 August.
- (2) Proceed to the operational area via Tjeldsund - Harstad - Andfjord.
- (3) U-boats Northern Waters wave.
- (4) Take over 100 liters lubricating oil in Harstad from Naval Harbor Master. Make sure that cask is sent back to German Air Force seaplane station via Naval Harbor Master Tromsø.
- (5) Further according to Operational Order No.6."

V. Reports of successes:

U 636 (Hildebrandt) reports that operation "Rose" (Pechora Sea) has been executed.

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VI. U-boat reports:

Short report from U 212 (Vogler) on seventh war cruise from 26 July to 4 August, 43. (Minelaying operation "Veilchen"):

- "26 July. Put out of Narvik for Tromsø (took on mines).
4 August. Put into Narvik at 1600.
31 July. From 2000 till 0002 on 1 August, mine-field of 16 TMC mines laid while submerged in grid squares 1151 and 1152. Depth of water 15 - 25 m. Then return voyage to Narvik (Andfjord) via AC 4940.

Special remarks:

At 1500 on 31 July in grid square AU 1125 plume of smoke on true bearing 90°, 12 miles away, on north-east course, not pursued as boat in area of special operation.

Aircraft sighting reports:

At 1500 on 31 July in AT 7452, 2 flying boats on northwest course, range 15,000 meters. Type not definitely recognized, probably MBR 2.

Drifting mines:

In AC 6411, AC 6443, AT 7819, AT 7456, AC 4845, AC 4784. Only three recognized as Mark 20, old and heavily overgrown."

VII. Survey of the situation:

- (1) Ice limit seems to have receded to the northeast. It is still not clear whether a passage from Cape Jelaniya to the east of the ice tongue in the Kara Sea is possible. Further reports from U 601 (Grau) and also air reconnaissance by the BV 138's should clarify the situation tomorrow.
- (2) With the return of U 212 (Vogler) another mine-laying U-boat (apart from U 586 (v.d. Esch)) will be temporarily out of action. The execution of the second part of the minelaying operation with the remaining minelaying U-boats will be difficult, considering the long approach route around Novaya Zemlya.
The first section of the operation has now been completed apart from the eighth operation "Lilie".

(Signed) Peters.

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5 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) all depth of sweep 30 miles.
U 277 AB 3852)
U 307 AL 3896)
U 255 AP 3278.
U 601 ice reconnaissance north of Novaya Zemlya.
U 711 AT 60.
U 269 patrolling Denmark Straits.

In port:

U 212, 705 Narvik,
U 639 Harstad,
U 737 Hammerfest,
U 586 Trondheim,
U 420 Lorient.

(b) U-boats homeward and outward bound:

1515 U 639 put into Narvik.
0730 U 355 put into Harstad.
1600 U 355 put into Narvik.
U 302 proceeding from Harstad to the operational area.
U 354 proceeding from Narvik to the operational area.
U 625 put into Tromsø.
2245 U 625 put out from Tromsø for Hammerfest.
0200 U 629 put out from Narvik for Tromsø.
U 629 put into Tromsø.
2245 U 629 put out from Tromsø for Hammerfest.
U 636 proceeding from the operational area to Narvik.
2200 U 212 put out from Narvik for Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - South Cape - Ice Fjord - 75° N. 5° E - Banak, discontinued at Bellsund because of injury to pilot. Nothing to report. 1 Ju 88 Petsamo - AC 8862 - Belushya - Kolguev North - Kanin Nos (AW 2342) - Kirkones. Belushya harbor blocked by ice.

Flieger Fuehrer I. Foten:

Probing reconnaissance with 1 BV 138 north of Jan Mayen. Nothing to report.

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Flioger Fuehrer North (West):

1 FW 200 Denmark Straits, aircraft overdue.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

North of Kanin Nos in AC 9982, 1 merchant ship of about 2,000 tons, 2 patrol ships on course 250°, moderate speed. In AW 3113, 1 merchant ship of 2000 tons approximately. 1 tanker of 2000 tons approximately, 7 patrol vessels, on course 270°, moderate speed. In AW 3114, 1 merchant ship of 2000 tons on course 200°, moderate speed.

(c) By naval forces: None.

(d) By radio intercept service:

Motor vessel "Polyavnik" in Belushya area. At 2030 on 4 August Kolguev North reported an unknown aircraft on bearing of 300°, course 270° until out of sight.

Norwegian polar coast: Some radio traffic to submarines in the operational area, "S 54" mentioned by name.

Belushya: minesweepers Nos. 21, 32, 40, 55, 110; minelayers Nos. 90, 93; guardships Nos. 19, 80.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 1 boat operating with BV 138's off northeast coast of Novaya Zemlya, 1 boat in the Kara Sea.

(c) Special operations by single boats:

0230 Radio message 031/734 received from "Hansen":

"No traffic so far, moderate air activity AE 10, no locations. Several steam trawlers fishing off northeast coast.

Ice limit AE 1254 and continuing southwest and northeast. AI 9858. Weather."

1129 Radio message 1129/738 sent to "Harms":

"Report aircraft's safe landing after transfer flight by short signal "Yes" and time, otherwise "No" after 14 hours. Repeat same signal at

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take-off for first operation.
Report only matters of special importance
as regards results of these operational flights."

1632 Radio message 0736/742 received from "Lubson":

"Short signal from "Harms" heard at 0407.
Contents: 5th inst., 0800. Am transferring
operational area to northern part of allotted
attack area."

1730 Short signal 1712/5 received from "Harms":

"Yes 1615."

Thus the flying boat landed safely near
"Harms" at 1615 yesterday.

2055 In short signal 2028/746 "Harms" reported
2119 course of ice limit from AT 3620 on bearing
180° and in short signal 2107/751 course of
ice limit from AT 5340 on true bearing 35°.

2058 "Gruu" reports in short signal 2048/748:

Ice limit north of Novaya Zemlya in AF 9573,
9674 and 9955.

2307 Radio message 2307/754 sent:

"(1) "Sickel" to report position.

(2) "Gruu" to steer for landing place 1,
and report any ice hindrance.

(3) "Harms" on reconnaissance "2" as from
6 August, to report ice limit as
yesterday."

2311 Radio message 2311/755 sent to Lange:

"Main attack area AT 62."

V. Reports of successes: None.

VI. U-boat reports:

(a) Short report from U 355 (La Baume).
5th operation, from 13 July - 2 August (see
Appendix II).

(b) Short report from U 659 (Wichmann) (see Appendix
III).

VII. Survey of the situation:

(1) Judging by the reports on the ice limit from
U 255 (Harms) and U 711 (Lange), it seems
now to have retreated northwards, and to have
left behind only a cut-off pocket of ice in
the Kara Sea, which lies roughly in AT 3625,
3985, 5345 and 3515. Accordingly, the ice

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limit to the north now runs along the following grid squares: AF 8559 - 8622 - 9422 - 9935. Tomorrow's eastward reconnaissance flight will have to show whether the route eastwards is navigable for ships, and U 601 (Grau) will have to confirm whether there is an open passage from the north to the great river estuaries.

- (2) U 255 (Harms)'s alteration of position - probably to landing place 2 - may have been necessitated by ice- or weather conditions. If however one assumes that the radio link "Lübsen" has decoded the short signal wrongly, it might also be the planned take-off report for the first reconnaissance flight.

In radio message 2205/752 the boats have been instructed that when acting as radio links they are merely to transmit immediately the radio groups heard but not their contents.

- (3) The small convoys reported near Kanin Nos by air reconnaissance cannot be reached by the homeward bound "Hildebrandt" before they enter the Gorlo Straits, as the boat is 240 miles away.

(Signed) Peters.

6 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528
U 387 AB 3584
U 277 AB 3852
U 307 AB 3896
U 255 AT 3278
U 711 AT 62.
U 302 ice reconnaissance east of Novaya Zemlya.
U 601 ice reconnaissance north of Novaya Zemlya.
U 269 patrolling Denmark Straits.

In port:

U 355, 639, 703 Narvik,
U 625, 629, 737 Hammerfest,
U 586 put out of Trondheim at 1500 for Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

0730 U 354 proceeding from Narvik to the operational area.
U 629 put into Hammerfest.
U 636 proceeding from the operational area to Narvik.
U 212 proceeding from Narvik to Trondheim.
0730 U 625 put into Hammerfest.

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II. Air reconnaissance:

Flioger Fuchrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75° N. 5° E. - Banak. Not exhaustive.
1 Ju 88 reconnaissance Banak - Kara Straits - eastern side of Vaigach - Yugorski Straits - Kolguev - Kanin Nos. Not exhaustive.
1 Ju 88 airfield reconnaissance. Aerial photos of Zubovka - Pummanka - Tsip Navelok - Eina Bay and Motka Bay.

Flioger Fuchrer North (West):

2 FW 200 reconnaissance of Denmark Straits. No report of enemy sighted.
1 FW 200 reconnaissance of north coast of Iceland as far as Jan Mayen, operation still in progress.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Machine-gun fire 2-3 km. east of Cape Linne. In AT 8843 1 merchant vessel of 3000 G.R.T. western Yugorski Straits, course 20°. In AT 8849 2 coastal freighters of 800 G.R.T. each, course north. In AW 2328 1 merchant vessel of 2000 G.R.T. course north. In AW 2328 1 merchant ship of 3000 G.R.T., 4 merchant vessels totaling 4000 G.R.T., 1 three-masted sailing ship, 2 probable guardships, on course 330°. 3 coastal vessels totaling 1200 G.R.T. in Varneka harbor.

In Pummanki Bay 2 apparent M.T.B.s or motor minesweepers, one small coastal vessel.

In Motka Bay a beached coastal vessel of 1500 G.R.T., approximately 3 small coastal vessels.

(c) By naval forces: None.

(d) By radio intercept service: None.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off northeast coast of Novaya Zemlya, 3 boats in the Kara Sea.

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0041 In radio message 0041/756 U 255 (Harms) is requested to report his position again, as yesterday's short signal leaves it doubtful.

1800 Short signal 1710/773 received from "Harms":
"My short signal of 0400 yesterday was confirmed wrongly. It should read: 0800, one."

1819 Short signal 1807/775 received from "Grau":
"Passage free of ice."

1945 Short signal 1925/776 and
2020 Short signal 2008/779 received from "Harms":
Report ice limit from grid square XA 7470 bearing 320°. Passage not possible.

2015 Short signal 1947/770 received from "Sickel":
"Passage ice-free from AT 3639 to XA 7441."
U 302 (Sickel) has therefore reached his attack area according to operational orders. Since, however, he had orders first to occupy U 354 (Herbschleb)'s attack area.

2355 radio message 2355/790 sent to "Sickel":
(1) Continue to occupy attack area according to operational orders, avoid damage from ice.
(2) Report whether passage at all possible for ships close inshore."

2357 Dispatch of radio message 2357/788 to U 255 (Harms) giving reconnaissance assignment for next flight:
"As from 7 August reconnoiter ice conditions between 76° N. and 77° N. as far eastwards as possible."
(c) Special operations by single boats:

1151 Radio message 1151/766 sent to "Benker" and "Bugs":
"Carry out operations "Seebär" and "Lilie" as early as possible on 7 August. Proceed via SR 1."

V. Reports of successes: None.

VI. Survey of the situation:

(1) U 255 (Harms) is at landing place 1 according to his radio report.

(2) From the reports by U 601 (Grau) and U 302 (Sickel), it appears that the area between the large icefield in the Kara Sea and the

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ice limit to the east, as reported today by "Harms", is free of ice and navigable from the north.

(Signed) Peters.

7 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

J 713 AB 3528)
J 357 AB 3584) all depth of sweep 30 miles.
J 277 AB 3852)
J 307 AB 3896)
J 255 AT 3278.
J 711 AT 62.
J 302 XA 74/75.
J 601 AT 3278.
J 269 patrolling Denmark Straits.

In port:

U 355, 639, 703 Narvik,
U 212 put into Trondheim at 0350,
U 625)
U 629) Hammerfest.
U 737)
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 354 proceeding from Narvik to the operational area.
1800 U 636 put into Narvik.
2230 U 586 put into Bergen.
0900 U 625 put out of Hammerfest for the operational area.
0900 U 629 put out of Hammerfest for the operational area.

II. Air reconnaissance:

Fliieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Matochkin Straits, not exhaustive, nothing to report. 1 He 111 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord 75° N. 50° E. - Banak. Nothing to report.
1 Ju 88 reconnaissance Kirkenes - Kolguev North - Yugorski Straits - Kolguev South - Kanin Nos.

Fliieger Fuehrer North (West):

1 FW 200 reconnaissance of Denmark Straits.
No report of enemy sighted.

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III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Southeast of Kolguev and north of Kanin Nos in AU 1114, 1 freighter of 1000 G.R.T., 1 freighter of 700 G.R.T. on southwest course. In AW 3121 1 freighter of 1000 G.R.T., 1 freighter of 800 G.R.T. course west. Off Kanin Nos 2 probable guardboats at anchor. In AW 2322, 8 freighters of 500 to 1000 G.R.T. each, mean course southerly.

(c) By naval forces: None.

(d) By radio intercept service:

At 1030 on 6 August minesweeper No. 64, with barge in tow, sailed from Belushya towards Yugorski Straits.

At 1807 on 6 August a destroyer of the Uritski class passed Kolguev North signal station on an unknown course.

Re Main Naval D/F Station, Kirkenes Most Secret 00611:

Destroyer on bearing 270° lost sight of at 1915 10 miles off Kolguev North on westerly course.

At 0310 on 7 August Dikson sighted an enemy U-boat. Minesweeper No. 102 was sighted at 1645 on 6 August to the northwest, 5 miles off the signal station at Yugorski Straits (69° 40' N, 60° 48' E), course southwest, and was lost from sight at 1745 to the southwest, 10 miles away, course southwest.

Norwegian polar coast: little radio traffic to submarines in the operational area.

Area Gorlo Straits/Belushya: minesweepers Nos. 32, 55; minelayer No. 90.

Belushya area: minesweepers Nos. 37, 39, 114 N; minelayer No. 93; guardship No. 80.

Dikson transmitted radio messages in English to Archangel for the first time on 4 August.

Group North/Fleet Secret 3151, 4/1, of 7 August:

At 0912 Scapa relayed to all ships in the area: Exercise "Chutney" begun at 0910.

Addition by Group North/Fleet: Meaning unknown.

Possibly cover name for operation against Norwegian coast.

(e) By G.I.S. stations:

Re: Prospects of a landing on the Norwegian coast. Agent of G.I.S. station in Corps area 3 learnt on 30 July, 43 from a reliable source in Lisbon, that the Allies intend to make a landing from about 5 to 15 August in Norway, on the southwest and central west coasts. Bombardment of Hamburg is regarded as an attempt to destroy the most important German supply

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port for Norway. Landing to be carried out principally by Canadian units stationed in Iceland. Parachutists, mostly New Zealanders.

Foreign Corps Area I/M reports in Serial No. 35 499/43 Secret, of 27 July, 43: According to information from neutral diplomatic circles in Lisbon on 23 July, landings will be made on Sardinia and Crete as soon as Sicily is completely occupied, and simultaneously a smaller landing is planned for Norway, probably between Kristiansand and Stavanger. Continuous heavy offensive operations for the period from the beginning of July to the beginning of September agreed upon with Russia. Judging by negative results of repeated approaches to American and English representatives it would appear that a landing on the Italian peninsula is not at present contemplated. Popular unrest is to be fostered by intensified propaganda and by diplomatic measures.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off northeast coast of Novaya Zemlya, 2 boats in the Kara Sea.

2157 Radio message 1924/721 received from "Grau":

"Met "Harms". Reconnaissance 3:

Ice thickening from AS 2410 and AS 1390 to AX 7350, then fast-ice. Coastal strip clear. Prepare spare BV. Northeast three, fog banks for 15 miles."

(c) Special operations by single boats:

U 625 (Benker) has put out for the Kara Sea for mining operation "Seebär", and U 629 (Bugs) to the Pechora Sea for mining operation "Lilie".

(d) Miscellaneous:

Departure order for U 757 (Brasack):

"(1) Put out from Hammerfest at midday on 8 August, with escort as far as SR 1.

(2) Reconstruction of meteorological transmitter "Robert" on north coast of Bear Island. For this purpose embark instruments and personnel at Hammerfest.

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- (3) Subsequently relieve U 277 (Lübsen) in attack area AB 3352, depth of sweep 30 miles, transfer meteorological party.
- (4) U 713 (Gosejakob) in AB 3528, U 387 (Büchler) in AB 3584, U 307 (Herrle) in AB 3896, all depth of sweep 30 miles. U 269 (Hansen) in Denmark Straits. U 255, U 302, U 354, U 601, U 711 in Kara Sea. U 625 and U 629 on special operations.
- (5) Ju 88 meteorological flights to Spitsbergen.
- (6) Proceed according to Operational Order No.1 for U-boats in Northern Waters, current orders for operational forces, C-in-C, U-boats, and Handbook for U-boat Commanders.
- (7) U-boats Northern Waters Wave."

V. Reports of successes: None.

VI. (a) U-boat reports:

Short report from U 636 (Hildebrandt) from 31 July to 8 August, 43.

Mining operation "Rose 1". (See Appendix IV.)

(b) Plans:

Teleprinter message Most Secret 2606 of 7 August sent to Flieger Fuehrer North (East), Flieger Fuehrer Lofoten and Coastal Flieger Group:

- (1) Intend relief of U 601 (Grau) by U 703 (Brünner) about 18 August.
- (2) Transfer of personnel, gear and oil canisters in the operational area.
- (3) "Brünner" will probably arrive in Tromsø on the evening of 11 August to take on the remainder of the fuel.
- (4) "Grau" required for special duties.

VII. Survey of the situation:

- (1) The U-boat sighted by Dikson may have been U 302 (Sickel).
- (2) Passage in direction of Wilkitzki Straits, hugging the coast, seems possible according to the reconnaissance carried out by the BV 138.

(Signed) Peters.

8 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0600:

In the operational area:

U 713 AF 3528)
U 387 AB 3584) all depth of sweep 30 miles.
U 277 AB 3352)
U 307 AB 3896)
U 255 northeast coast of Novaya Zemlya - AT 3278.
U 711 AT 62.
U 302 XA 74/75.
U 601 AT 52.
U 269 patrolling Denmark Straits.

In port:

U 355, 636, 639, 703 Narvik,
U 212 Trondheim,
U 586 Bergen,
U 737 Hammerfest,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 354 proceeding from Narvik to the operational area.
U 625) proceeding from Hammerfest to the
U 629) operational area.
2135 U 737 put out of Hammerfest for the operational area.
1600 U 212 put out of Trondheim for Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 He 111 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75° N. 5° E. - Banak. Discontinued at 76° N. 7° E. because of radio interference. Not exhaustive. Otherwise nothing to report.

1 Ju 88 shipping reconnaissance Banak - Petsamo - Kolguev North - Kara Straits - Kolguev South - Banak. As Petsamo not usable on account of fog, assignment was broken off near Kolguev because of lack of fuel. Not exhaustive.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance Denmark Straits, no report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

North of Fisher Peninsula in AC 8577 3 freighters

of 500 G.R.T., each course 90°. In AW 2291 3 probable destroyers, 2 freighters each of 1500 G.R.T., course 90°. In AW 2338 4 freighters each of 1000 G.R.T., course 90°. 1 Ju 88 aerial photographs of Reykjavik. In Hvalfjord 1 heavy cruiser, probably American, 1 first class cruiser, 1 motorboat, 1 fuel depot; 16 merchant ships in Reykjavik roads and bay. In AE 2889 1 merchant ship of 2000 G.R.T., on easterly course, speed 5 knots. In AE 2882 1 merchant ship of 2000 G.R.T., like the ferry ship "Lady Connaught", on southeasterly course, speed 5 knots.

(c) By naval forces: None.

(d) By radio intercept service:

Dikson wireless station reported an enemy U-boat at 0310 on 7 August.

Norwegian polar coast: some radio traffic to submarines in the operational area, "S 101" mentioned by name.

Belushya area: guardships Nos. 77, 80; minesweepers Nos. 44, 110.

Anderma area: minelayer No. 90; minesweepers Nos. 12, 72.

From 1632 - 2220 on 5 August, 2 MBG 2 were escorting a convoy in the Anderma area.

On 5 August four MBR 2 took off from Anderma for Dikson. Belushya radio station has been equipped with a high speed transmitter.

(c) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off northeast coast of Novaya Zemlya, 2 boats in the Kara Sea.

0145 In radio message 0014/729 the boats were informed of Dikson's U-boat report, and, to make things clear, that the attack area of U 302 (Sickel) is XA 74/75.

0143 Radio message 0143/731 sent to U 255 (Harms) and U 601 (Grau):

"(1) Reconnaissance 1 as from 8 August. Report any substantial alterations in the ice situation with grid square and mean course.

(2) "Grau" to reconnoiter ice limit towards the south, especially in vicinity of landing place. Relief by U 703 (Brünner) planned for approximate 18 August."

0425 Short signal 0406/737 received from U 302 (Sickel):

"Yes. Passage through drift-ice fields impeded but possible for ships and boats."

(c) Special operations by single boats:

Regierungsrat (civil service rank) Stöbe informed us by telephone from Hammerfest that for the repair of the meteorological shore transmitter "Robert" he will have to take along the second set "Gerhard". It was decided that U 737 (Brasack) is to put to sea with both sets of transmitters although, in order to save time, "Gerhard" should be taken out to the northwest coast of Novaya Zemlya by a boat going to the Kara Sea.

V. Reports of successes: None.

VI. Survey of the situation:

U 737 (Brasack) should be back in Hammerfest after overhauling "Robert" earlier than U 703 (Brünnner) will arrive there. The latter is to relieve U 601 (Grau). It will be most practical for the relief to take place at landing place 3, to which the meteorological transmitter "Gerhard" is to be taken. Thus the execution of the meteorological assignment will delay only the relief of U 277 (Lübsen).

(Signed) Peters.

9 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3523)
U 387 AB 3584) all depth of sweep 30 miles.
U 277 AB 3852)
U 307 AB 3896)
U 255 AT 3273.
U 711 AT 62.
U 302 YA 74/75.
U 601 AT 32.
U 269 patrolling Denmark Straits.

In port:

U 355, 636, 639, 703 Narvik,
U 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 354 proceeding from Narvik to the operational area.
U 625 proceeding from Hammerfest to the operational area.

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U 629 proceeding from Hammerfest to the operational area.

U 737 proceeding from Hammerfest to the operational area.

U 212 proceeding from Trondheim to Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75° N. 5° E. - Banak. Not exhaustive. Nothing to report.

1 Ju 88 sea reconnaissance - Petsamo - Kolguev North - Kara Straits - Kolguev South - Bardufoss.

Flieger Fuehrer Lofoten:

No operations because of weather conditions.

Flieger Fuehrer North (West):

1 FW 200 sea reconnaissance of Denmark Straits. No report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

30 km north of Kanin Nos, 8 freighters each of 1500 - 2000 G.R.T., on course 80°. In AT 7757 1 freighter of 500 - 800 G.R.T. probably beached.

(c) By naval forces: None.

(d) By radio intercept service:

Little radio traffic to submarines in the operational area, "S 101" mentioned by name.

Belushya area: guardship No. 80.

Belushya Amderma area: minclayer No. 90.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off northeast coast of Novaya Zemlya, 2 boats in the Kara Sea.

1536 Radio message 1536/765 sent to U 255 (Harms):

"(1) Announce estimated time of take-off for return flight after fourth reconnaissance 6 hours in advance by short signal of homing airport and time.

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- (2) Permission to take off will be given by radio from here.
- (3) Do not make state of readiness report for next BV until ordered."

2340

Short signal 2312/733 received from U 255 (Harms):

"Owing to bad weather no air reconnaissance possible in my operational area."

In radio message 1739/768 boats were informed of Radio Intelligence's supposition that a Russian minesweeper has moved far away to the north of the Kara Sea, and that there is a minelayer on patrol off northwest Novaya Zemlya.

(c) Special operations by single boats:

1509

Radio message 1509/763 sent to U 737 (Brasack):

"(1) When assignment has been executed, report by short signal. At the same time "Robert" is to transmit as previously arranged.

(2) Wait for state of readiness report from here, and report with short signal "Yes" or "No" whether "Gerhard" is still able to be operated.

(3) Return to Hammerfest to deliver "Gerhard" to U 703.
Put to sea again to relieve "Lübsen"."

(d) Miscellaneous:

0210

Radio message 0103 received from Vogler:

"In collision with "M 5602" in AF 8343."

1337

Radio message 0211/682 received from Vogler:

"Unable to dive, am proceeding to Bergen via inner leads."

13th U-boat Flotilla reports in Most Secret 1055, of 1030, 9 August:

"U 212 (Vogler) collided with "M 5602" at 0100 on 9 August in AF 8343. U 212 unable to dive, one man severely wounded."

M 5602 sank, 1 man missing, 1 severely wounded, 2 slightly wounded.

U 212 proceeding onwards at escort speed of 7 knots.

V. Reports of successes: None.

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VI. Survey of the situation: Nothing special.

(Signed) Peters.

10 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3585)
U 277 AB 3852) depth of sweep 30 miles.
U 307 AB 3896)
U 269 patrolling Denmark Straits.
U 711 AT 62.
U 354 AS 42/43.
U 302 XA 74/75.
U 601 east coast of Novaya Zemlya.
U 255 AT 3278.
U 629 Samoed coast AT 79.

In port:

U 355, 636, 638, 703 Narvik,
U 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 625 proceeding from Hammerfest to the operational area.
U 737 proceeding from Hammerfest to Bear Island.
1600 U 212 put into Bergen.
1130 U 360 put into Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Bear Island - south Spitsbergen as far as Ice Fjord. - 75° N. 5° E. - Banak.
Aerial photographs of Sveagruva, Longyearby, Skansbukta Barentsberg, and Cape Linne.
1 Ju 88 reconnaissance south of Barents Sea, assignment discontinued because of engine trouble. Replacement aircraft took off at 2232, no report yet.
1 He 111 dropped rations and lead collector rings for the Ar 232.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance of Denmark Straits without

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sighting enemy.

1 Ju 88 photographic reconnaissance of Scapa.

1 Ju 88 evening reconnaissance between Peterhead and northern tip of Orkneys.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

According to visual reconnaissance, concentration of ships between Flotta, Fara and Cava.

Four large units made out, 1 probable battleship, 3 cruisers, 10 small ships.

One patrol boat each in AN 1618 and AN 1615.

(c) By naval forces: None.

(d) By radio intercept service:

At 0052 on 9 August Yugorski Straits reported a minesweeper and one further vessel to the northwest, course southwest.

Steamer "Lachta" (1352 G.R.T.) anchored in Amderma roads at 1200.

Norwegian polar coast: little radio traffic to submarines in the operational area,

"S 101" mentioned by name.

Belushya area: minesweeper No. 110 (early on 10 August).

Belushya - Amderma - Dikson area: minelayer No. 90, minesweeper No. 32.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits. 2 boats operating with BV 138's off northeast coast of Novaya Zemlya, 3 boats in the Kara Sea.

Dispatch of radio message 1014/785 for information of "Group Monsun", the boats in the Kara Sea, and U 625:

"(1) U 757 will operate off north coast of Bear Island as from 10 August.

(2) As from 11 August, U 625 on passage from AT 32 to AT 35.

(3) On 5 August icefield lay roughly between AT 3620 - 3950 - 5340 - 3510, can be passed through on the west and east sides. Take into consideration displacement by wind."

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(c) Special operations by single boats:

Nothing to report.

(d) Miscellaneous:

Departure order for U 360 (Becker):

- "(1) Put out from Bergen with escort on evening of 11 August.
- (2) Proceed at a distance of 50 miles from the coast, via Westfjord, to Narvik. Make fast alongside "Meteor".
- (3) Radio service "Anton" and Northern Waters very long wave.
- (4) Operational Forces Order 426."

V. Reports of successes: None.

VI. Survey of the situation: Nothing special.

(Signed) Peters.

11 August, 1943.

I. U-boat positions and alterations of position.

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) all depth of sweep 30 miles.
U 277 AB 3582)
U 307 AB 3896)
U 269 patrolling Denmark Straits.
U 255 AT 3278.
U 601 AT 32.
U 302 XA 74/75.
U 354 AS 42/43.
U 711 AT 62.
U 629 Samoed coast.
U 737 north coast of Bear Island.

In port:

U 355, 636, 639, 703 Narvik,
U 212, 360, 586, 956, 960 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 625 proceeding from Hammerfest to the operational area.
U 639 proceeding from Narvik to Tromsø.
U 639 put out from Narvik.
U 629 proceeding from AT 79 to AT 72/76.

1600

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II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju sea reconnaissance southeastern sector of Barents Sea as far as Kara Straits. No sighting report. Not exhaustive.
1 Ju 88 meteorological reconnaissance Banak - Bear Island - South Cape, discontinued because of engine trouble.
Otherwise nothing to report, not exhaustive.
Reconnaissance Kola Bay by 2 BF 109.

Flieger Fuehrer North (West):

1 FW 200 southwest of Jan Mayen between 68° - 71° N, no report of enemy sighted.
1 Ju 88 meteorological reconnaissance of Scapa. No report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Between Murmansk and Rosta, 5 freighters of medium size, and 3 coastal vessels.

Photographic reconnaissance of Iceland:

AE 5346 one probable whaler of 6 - 8000 G.R.T. course 20°. Moderate speed.

(c) By naval forces: None.

(d) By radio intercept service:

At 1730 on 10 August, minesweeper No. 102 was sighted on bearing of 120° from Cape Greben, and was lost from sight at 1850 to southwest on course 230°.

Signal stations have been set up on the island of Chirachi (70° 22' N. 58° 18' E.), Shadrovski (71° 18' N. 52° 13' E.), Shanin (71° 32' N. 55° 18' E.) and south Gusini Nos (71° 31' N. 51° 40' E.).

Chirachi is to be equipped at once with a transmitter type "Briz", and the others with weaker transmitters later.

Chief of Staff White Sea Fleet is apparently on minesweeper No. 32 and is to arrange routines for synoptic meteorological reports from the following stations: Amderma, Vaigach, Kara, Marrasale (69° 36' N. 66° 56' E.), Cape Byeli Ostrov (73° 19' N. 70° 03' E.), Taimir estuary (76° 08' N. 99° 02' E.), Cape Sterlegova (75° 24' N. 88° 55' E.), Prada (76° 16' N. 94° 46' E.), Einsamkeit Island (77° 33' N. 81° 59' E.), Dison Russki (77° 11' N. 96° 25' E.), Russkaya Harbor (76° 14' N. 62° 41' E.), Cape Jolaniya (76° 58' N. 68° 35' E.), Tikhaya (80° 21' N. 52° 52' E.).

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From Amderma, Khabarova, Vaigach and Byeli Ostrov at even hours, whenever flights have been previously announced.

Norwegian polar coast: little radio traffic to submarines in the operational area.

Bolushya - Amderma - Dikson area: minelayer No. 90, minesweepers Nos. 32, 37, 109, 110. From 0500 to 1900 on 11 August 5 MBR 2 are flying from Amderma to Dikson, call name of leading aircraft OS1, wavelength 938m, call name of ground station O2S, wavelength 76m. Damage: Pilot vessel "Pesetz" (off Matochkin Straits) has been damaged (cf. naval radio service 1941 NO. 1207 H.).

(c) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats for operating with BV 138 off northeast coast of Novaya Zemlya, 3 boats in Kara Sea, 1 boat in the Pechora Sea, 1 boat off north coast of Bear Island.

1046 Radio message 1046/703 sent:

"Combat boats in the Kara Sea will form group "Wiking"."

Group "Wiking" was informed in radio message 1048/704 that from 0500 to 1900 on 11 August 5 MBR 5 are to fly from Amderma to Dikson.

2028 Radio message 2028/720 sent to U 255 (Harms):

"On reconnaissance 1 haul off as far as possible to southwest on to probable shipping route from Yugorski and Kara Straits."

(c) Special operations by single boats:

1152 Radio message 1152/709 sent:

"(1) After carrying out operation, "Benker"'s attack area grid squares AT 81 and 85.

(2) "Herbschlob" to give short daily meteorological report."

1535 Short signal 1418/710 received from U 629 (Bugs):

"Have executed task 1."

1717 Radio message 1717/716 sent to U 629 (Bugs):

"Occupy attack area in grid squares AT 72 and 76."

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1712

Radio message 1712/717 sent to "Brasack":

"According to a new instruction from the High Command of the Navy, "Gerhard" is to be kept in readiness. If necessary "Robert" to be dispensed with for the time being."

(d) Miscellaneous:

Departure order for U 639 (Wichmann):

- "(1) Put out from Narvik at 1600 on 11 August.
- (2) Proceed to Tromsø via Tjeldsund, from Lodingen with district pilot.
- (3) U-boats Northern Waters wave, to be manned while in Tromsø.
- (4) Further according to Operational Order No. 10."

As U 360 will be 24 hours late and as 2 new boats have been temporarily placed at the disposal of Captain U-boats, Norway, as communicated in Naval War Staff, 2nd Div., C-in-C U-boats, Ops. Most Secret 5050 of 10 August, teleprinter message Most Secret 2655 A Ops., has been dispatched:

Departure order for U 360, Captain U-boats, Norway Most Secret 2631 of 10 August, is now valid for the evening of 12 August and is to apply also to U 956 and U 960.

V. Reports of successes:

U 629 (Bugs) reported that minelaying operation "Lilie 1" has been executed.

VI. Survey of the situation:

- (1) The transference of 5 flying boats to Dikson seems to be the effect of the sighted U-boat which Dikson reported.
- (2) By placing one boat each to the west and to the east of the southern entrances to the Kara Sea, the closest observation of, and most effective attack on, enemy shipping will become possible.

(Signed) Peters.

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12 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) all depth of sweep 30 miles.
U 277 AB 3852)
U 307 AB 3896)
U 255 AT 3278.
U 601 AT 32.
U 302 XA 74/75.
U 354 AS 42/43.
U 711 AT 62.
U 269 patrolling Denmark Straits.
U 737 north coast of Bear Island.

In port:

U 555, 636, 705 Narvik,
U 212, 360, 586, 956, 960 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

2200
1930

U 625 proceeding from Narvik to the operational area
U 629 proceeding from AT 79 to AT 72/76.
U 639 proceeding from Narvik to Tromsø.
U 639 put out of Tromsø for the operational area.
U 360, U 960 put out of Bergen for Narvik.
U 737 proceeding from the operational area to
Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - Bear
Island - South Cape - Ice Fjord - 75° N., 5° E. -
Banak. Not exhaustive. Nothing to report.
1 He 111 meteorological reconnaissance Banak -
Matochkin Straits - Banak. Not exhaustive. Nothing
to report.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance southwest of Jan Mayen between
68° and 71° N. and westwards as far as the ice limit,
without sighting enemy.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance: None.

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(c) By naval forces: None.

(d) By radio intercept service:

Minelayer No. 90 will probably be in the northern sector of the Kara Sea on 11 August, as Dikson is to act as radio link. Survey vessel GO 4 is on trials in Naryan Mar. The 93rd Battery of Artillery is in Dikson. The commanding officer was requested on 11 August to report to Belushya the composition of a convoy.

Norwegian polar coast: Little radio traffic to submarines in the operational area.

Belushya area: minesweepers Nos. 38, 62, 63, 110. Belushya - Amderma - Dikson area: minesweeper No. 32.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen. 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off the northeast coast of Novaya Zemlya, 3 boats in the Kara Sea, 1 boat in the Pechora Sea, 1 boat off the north coast of Bear Island.

1725 Short signal 1706/744 received from U 255 (Harms), in which he reported that the BV 138 took off at 1415 for a reconnaissance flight to the south.

(c) Special operations by single boats:

0205 Radio message 2310/726 received from U 629 (Bugs):

"On 10 August in AT 7958 was hunted by escort vessel with hydrophone. No depth charges, am in AC 6772."

Bugs is, therefore, already considerably to the west of the newly ordered attack area.

0300 Radio message 0202/728 received from "Brasack":

"Robert" still out of action. Reason cannot be discovered. At the moment no further work possible on account of weather. Query: dismantle "Robert".

1113 Radio message 1113/736 sent to U 737 (Brasack):

"(1) Dismantle "Robert" as far as weather permits.

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(2) Then proceed quickly to Hammerfest, arriving noon on 14 August at latest.

(3) After delivery of apparatus and revictualling put to sea again to relieve "Lübsen".

1525 Radio message 1446/741 received from U 737 (Brasack)

"Will be at approach point at 0600 on 14 August. Salvage of "Robert" prevented by weather. V.H./F. gear left on the spot. New 8 m. rubber dinghy required."

1117 Radio message 1117/737 sent to U 269 (Hansen), giving information on whaler reported by air reconnaissance northeast of Iceland.

(d) Miscellaneous:

2059 Radio message 2059/751 sent to U 639 (Wichmann):

Ordered to put to sea for mining operation "Seehund" after having reported himself ready to sail at 1900 by radio message.

V. Reports of successes: None.

VI. Survey of the situation:

(1) In order to get set "Gerhard" to Hammerfest in time for U 703 (Brünner), U 737 (Brasack) will have to return home without troubling about set "Robert" for the time, especially as the Air Force is to set up a new set near the landing ground on Bear Island. The instruments left behind will have to be collected by another boat, after the meteorological party has returned from operation "Gerhard", when time permits

(2) It remains to be seen whether the convoy about which Dikson is to make a report is coming from the east or whether it is merely river traffic.

(Signed) Peters.

13 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area.

U 713 AB 3528)
U 387 AB 3584)
U 277 AB 3852) all depth of sweep 30 miles.
U 307 AB 3896)
U 269 patrolling Denmark Straits.
U 629 AT 72/76.

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U 255 AT 3270.
U 601 AT 32.
U 302 KA 74/75.
U 354 AS-42/43.
U 711 AT 32.
U 625 AT 85.

In port:

U 355, 656, 703 Narvik,
U 212, 586, 956 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 639 proceeding from Tromsø["] to the operational area.
U 757 proceeding from the operational area to Hammerfest.
U 360, 960 proceeding from Bergen to Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

One He 111 meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord. Assignment discontinued at Ice Fjord because of engine trouble. Not exhaustive.

Four FW 190 shipping reconnaissance of Fisher Peninsula.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

One FW 200 sea reconnaissance southwest of Jan Mayen between 68° and 71° N. No report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

800 - 1000 G.R.T., 1 freighter 800 G.R.T.

(c) By naval forces: None.

(d) By radio intercept service:

Minelayer No. 90, which on 9 August was suspected to be west of Novaya Zemlya proceeding northwards, has been in the Kara Sea since 11 August according to radio traffic.

Norwegian polar coast: little radio traffic

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to all submarines in the operational area.
Belushya area: guardship No. 28, minesweeper
No. 32, minelayer No. 90.
Belushya - Amderma - Dikson area: minesweeper
No. 32, minelayer No. 90.

(c) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen,
1 boat patrolling Denmark Straits, 2 boats
operating with BV 138's off northeast coast of Novaya
Zemlya, 3 boats in the Kara Sea, 1 boat in the
Pechora Sea.

0040 Short signal 0020/754 received from U 255 (Harms):

"Passage free of ice west of 70°."

0320 Radio message 0103/755 received from U 269 (Hansen):

"Situation unaltered. In reply to last series
No. 737, request if possible, future procedure
according to "Nachrichtenbestimmungen für U-Boote"
(Communication regulations for U-boats) para. 211 A.
Grid square AE 2333, weather, 70 cbm."

(c) Special operations by single boats:

2035 Short signal 2007/775 received from U 625 (Benker):

"Have executed task 1."

Benker is now operating in grid square AT 81 and 85
as ordered.

V. Reports of successes:

U 625 (Benker) reported that mining operation "Seebär 1"
has been carried out.

VI. Survey of the situation:

(1) The large icefield in the Kara Sea appears to
have split into a part east of 70° E, and into
the large icefields west of 65° reported by "Gruu".

(2) U 269 (Hansen) was only informed of the whaler to
the northeast of Iceland relatively late. In his
radio message he requested immediate direction-
finding signals from the reconnoitering aircraft.
As, however, aircraft on operations cannot maintain
contact with targets sighted because of their
flying area, in future the reconnaissance wave
will simply be relayed to the U-boat in the area
concerned, so that it can pick up reports directly.

(Signed) Peters.

14 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3524) all depth of sweep 30 miles.
U 277 AB 3852)
U 307 AB 3896)
U 269 patrolling Denmark Straits.
U 629 AT 72/76.
U 255 AT 3278.
U 601 AT 32.
U 302 XA 74/75.
U 354 AS 42/43.
U 711 AT 62.
U 625 AT 85.

In port:

U 355, 636, 703 Narvik,
U 212, 586, 956 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 639 proceeding from Tromsø["] to the
operational area.
U 737 proceeding from the operational area
to Hammerfest.
0700 U 737 put into Hammerfest.
U 360, 960 proceeding from Bergen to Narvik.
U 956 proceeding from Bergen to Narvik,
put out of Bergen at 1930.
U 636, 703 proceeding from Narvik to Tromsø["],
put out of Narvik 1000, put into Tromsø 1900.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75° N.
5° E. - Banak. Not exhaustive, nothing to
report.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 FW 200 reconnaissance southwest of Jan Mayen
without sighting enemy. 1 Ju 88 sea area around
Scottish Islands special operation "Bassgeiger"
successfully carried out.

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III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Aerial photograph taken of Thorshofn, 4 minesweepers, 1 freighter of 3000 G.R.T., 1 probable destroyer, 1 probable hospital ship. In AE 9647, 1 merchant vessel of 1000 G.R.T. on northerly course.

(c) By naval forces: None.

(d) By radio intercept service:

Iceland "Staffel", no observations.
Norwegian polar coast: little radio traffic to submarines in the operational area.
Belushya/Anderma/Dikson area: minesweeper No. 32.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen.
1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off northeast coast of Novaya Zemlya, 4 boats in the Kara Sea, 1 boat in the Pechora Sea.

1153 Radio message 1153/784 sent to U 255 (Harms) with order to announce return flight of BV as soon as it is ready to take off.

2214 Radio message 2214/793 sent to Group "Monsoon" (Bear Island - Spitsbergen).

"(1) Relief intended.

(2) Report by short signal "Yes" or "No" whether overhaul in Hammerfest with your own resources and the help of a small working party will suffice. Add number of days probably required."

2338 Short signal 2325/795 received from U 387 (Büchler): "No".

(c) Special operations by single boats:

No reports.

(d) Miscellaneous:

Departure order for U 703 (Brünner):

"(1) Put out of Narvik at 0930 on 14 August.

(2) Proceed with U 656 (Hildebrandt) to Tromsø via Tjeldsund, from Lodingen with district pilot."

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- (3) U-boat Northern Waters wave to be manned while in Tromsø.
- (4) Report to Al Admiral Polar Coast in Tromsø and arrange further escort.
No leave to be granted.
Obtain equipment from Coastal Air Force Group 706 and hold fuelling practice with BV 138. Take on meteorological apparatus in Hammerfest.
- (5) Report when ready to put to sea by Emergency teleprinter message.
- (6) Proceed to operational area, as far as SR 1 with escort. Make for Cape Pinegina (grid square AT 3148, landing place 3) and set up shore meteorological radio set "Gerhard" there with Regierungsrat Dr. Stöbe who is on board.
- (7) Relieve U 601 (Gru) at same time. Take over instruments and personnel and hand over meteorological party.
- (8) Report when relief has been effected by short signal "Yes".

Further according to Operational Order No. 5.

Captain U-boats, Norway. Most Secret
2706 A Ops."

Departure order for U 636 (Hildebrandt):

- "(1) Put out of Narvik at 0930 on 14 August.
- (2) Proceed with U 703 (Brüner) to Tromsø via Tjeldsund, from Lødingen with district pilot.
- (3) U-boat Northern Waters wave, to be manned while in Tromsø.
- (4) Further according to Operational Order No. 10.

Captain U-boats, Norway Secret 2707 A Ops."

U 956 (Mohs)'s departure from Bergen for Narvik will be delayed for two days owing to damage to its screw.

V. Reports of successes: None.

VI. Survey of the situation:

- (1) The BV 138's return flight from U 255 (Harms) is apparently being delayed by bad weather.
- (2) As U 629 will be needed for further minelaying tasks, U 555 (L. Saume) is to relieve him

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in the Pechora Sea, and to attack traffic observed to the north and east of the Gorlo Straits.

- (3) The 4 boats off Bear Island will be relieved by U 737 (Brasack), U 360 (Becker), U 960 (Heinrich) and U 956 (Mohs).

(Signed) Peters.

15 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584)
U 277 AB 3852) all depth of sweep 30 miles.
U 307 AB 3896)
U 269 patrolling Denmark Straits.
U 629 AT 72/76.
U 255 AT 3278.
U 601 AT 32.
U 302 XA 74/75.
U 354 AS 42/43.
U 711 AT 62.

In port:

U 355, 360, 960 Narvik,
U 212, 586 Bergen,
U 737 Hammerfest,
U 636, 703 Tromsø,
U 420 Lorient.

(b) U-boats homeward and outward bound:

2000 U 639 proceeding from Tromsøⁱⁱ to the operational area
2000 U 636 put out of Tromsøⁱⁱ for the operational area.
2000 U 703 put out of Tromsøⁱⁱ for Hammerfest.
0345 U 956 proceeding from Bergen to Narvik.
0345 U 360, U 960 put into Narvik.
1050 U 625 proceeding from the operational area to Narvik
1050 U 737 put out of Hammerfest for the operational area
U 629 proceeding from the operational area to Narvik

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological reconnaissance Banak - South Cape
Ice Fjord - 75° N. 5° E - Banak. Nothing to report.
1 Ju 88 aerial photographs of Kandalaksha area.
1 Ju 88 shipping, port, and airfield reconnaissance

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Banak - Potsama - AC 3862 - Belushya - Kolguev
North - Kanin Nos - AC 9875 - Banak. Not
exhaustive. Kolguev enveloped in fog.

Flieger Fuehrer Lufoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 sea reconnaissance southwest of Jan
Mayen, operation still in progress. 2 Ju 88
reconnaissance east coast of Scotland and between
Orkneys and northern tip of Shetlands.
No enemy ships sighted.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Convoy sailing out of Diva estuary, composed
of 6 freighters each of about 3000 G.R.T. and
5 escort vessels.

North of Kanin Nos/Belushya: 1 freighter of
1500 G.R.T. approaching harbor.

In AW 3143 1 merchant vessel of 1-2000 G.R.T.
on westerly course, in AW 2332 one merchant
vessel of 2000 G.R.T. on westerly course.

Off Belushya in AT 7252 1 merchant vessel of
3500 G.R.T. on easterly course. In AW 2327,
1 merchant vessel of 1500 - 2000 G.R.T. on
northerly course, in AW 2321 1 merchant
vessel of 1000 - 1500 G.R.T. on northerly
course.

(c) By naval forces: None.

(d) By radio intercept service:

Moderate activity of Iceland squadrons
("Staffel"): 3 aircraft.

Norwegian polar coast: little radio traffic
to submarines in the operational area.

Belushya area: minelayers Nos. 90, 94.

Amderma area: minesweeper No. 32.

(e) By G.I.S. stations: None.

IV. Current U-b at operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

Four boats between Bear Island and Spitsbergen,
1 boat patrolling Denmark Straits, 1 boat in
the Pechora Sea, 2 boats operating with BV 138's
off northeast coast of Novaya Zemlya, 3 boats
in the Kara Sea.

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1040 Short signal 0010/702 received from U 277 (Lübsen), in answer to query whether overhaul in Hammerfest will suffice and how many days necessary:

"Yes, 10 at most 14."

1535 Short signal 1538/708 from U 307 (Horrle):

"Yes, 12 at most 14."

1509 Radio message 1509/711 sent (on "Ulli" and Command Wave, German Air Force - Navy):

- "(1) "Brünner" will be at landing place 3 about 20 August to relieve "Grau". Hand over there. "Brünner" to report time of arrival 24 hours in advance.
- (2) "Grau" to deliver fuel to "Harms". After being relieved, homeward voyage Hammerfest Narvik.
- (3) "Bugs" to proceed back to Narvik via AC 4940 - Andfjord.
- (4) "Grau" and "Bugs" to report probable duration of overhaul before next operation by short signal, giving number of days."

2241 Radio message 2241/726 sent:

- "(1) "Brasack" to proceed via AB 6210.
- (2) Relieve "Lübsen" at 0300 on 17 August in AB 5852.
- (3) "Lübsen" then to return to Hammerfest via AB 6210 and point SR 1."

(c) Special operations by single boats:

1355 Short signal 1337/707 received from U 625 (Benker)

"Began homeward voyage on 13 August because of engine trouble."

1630 Short signal 1608/713 received from U 601 (Grau):

"Request rendezvous with U 625 (Benker); my position is AT 3278."

1743 Radio message 1743/717 sent:

- "(1) "Benker" to report position by short signal and "Yes" if meeting still possible."
- (2) "Grau" - "Benker" rendezvous 20 miles northeast of position given in Series No. 713."

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2220 Short signal 2131/15 received from U 625
(Benker):

"Yes. My position is AT 3480."

(d) Miscellaneous:

In radio message 1742/716, U 636 (Hildebrandt)
received departure order for 15 August for
mining operation "Seckuh".

After landing meteorological party, U 737
(Brasack) will put out of Hammerfest again
as ordered, to relieve U 277 (Lubsen).

V. Reports of successes: None.

VI. Survey of the situation: Nothing special.

(Signed) Peters.

APPENDIX I

SHORT REPORTS

- No. 1. U 703 (Brünner) cf. War Diary of 3 August, 1943,
Para. VI.
- No. 2. U 355 (La Baume) cf. War Diary of 5 August, 1943,
Para. VI.
- No. 3. U 639 (Wichmann) cf. War Diary of 5 August, 1943,
Para. VI.
- No. 4. U 636 (Hildebrandt) cf. War Diary of 7 August, 1943,
Para. VI.
-

APPENDIX I, 1

(See War Diary 5 August, 1943)

COPY

Teleprinter message to:

- (1) Emergency Naval War Staff, 1st Div.
- (2) Emergency Naval War Staff, 2nd Div. C-in-C U-boats Ops.
- (3) Emergency Group North/Fleet.
- (4) Emergency Admiral Commanding U-boats.
- (5) Emergency for information of 13th U-boat Flotilla.

Clear as multiple address message.

Most Secret.

Short report of U 703 (Brüner) from
19 July to 5 August, 1943

- 19 July. Put out of Trondheim at 1055, 3 August put into Narvik at 1945.
- 23 July. At 2055, laid meteorological buoy 106 unmoored in AB 5535, (deep sea anchor failed). Then steered for southern tip of Hope Island at increased speed according to radio message order.
- 25 July. At 0745, searched east coast of Hope Island for enemy station, none found. Took on board Captain of Russian steamer "Delabrist", sunk on 4 November 42 by German aircraft. After 1600 on 25 July proceeded to position for laying meteorological buoy 107.
- 27 July. At 0957, meteorological buoy 107 laid in AC 6457, then proceeded to attack area in AT 72. Reached it at 0800 on 28 July.
- 28 July. At 1447 steered submerged for the northern exit from Kestin Straits.
- 29 July. At 0256 and 0501 two single torpedo misses against guardship in entrance of Kestin Straits, in AT 7261 upper edge, right; torpedoes exploded on bottom. Made off submerged. At 1425 on 30 July in AT 7282, alarm given for 2 flying boats, masts of three vessels sighted.

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30 July. At 1540 in AT 7282, miss with single F.A.T. circling torpedo against steamer of 1300 G.R.T. which turned sharply away. At 1548 in AT 7282, fan of three against guardship, one hit and sunk. Depth charges, and short hydrophone hunt carried out by second guardship. No casualties.

31 July. At 1259 withdrew westwards because of intensive air patrolling (MBR 2). At 1510 on 31 July began return journey to Andfjord - Narvik as ordered. Intensive air patrolling in AT 72. Otherwise no aircraft seen. Southeast coast of Hope Island thoroughly sounded and outlined. (Position inaccurate.)

Captain U-boats, Norway Secret 2563 A Ops U.

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APPENDIX I, 2

(See War Diary, 5 August, 1943)

COPY

Teleprinter message.

- (1) Emergency Naval War Staff, 1st Div.
- (2) Emergency Naval War Staff, 2nd Div. C-in-C U-boats, Ops.
- (3) Emergency Group North/Fleet.
- (4) Emergency Admiral Commanding U-boats.
- (5) Emergency for information 11th U-boat Flotilla.

Clear as multiple address message.

Most Secret.

Short report from U 555 (La Baume), on fifth
operation from 13 July to 2 August

- 13 July. Put out of Narvik. 5 August put into Narvik.
- 16 July. Reached operational area off west coast of Spitsbergen in the evening.
- 18 July. Reconnaissance of Ice Fjord:
Put into Grenfjord submerged.
At Barantsberg observed a concrete pier,
stacked-up coal, loading installations;
saw no L.A. batteries:
In Advent Bay 2 loading bridges, gunfire of
about 8 cm caliber from a well camouflaged
single gun. No vessels, apparently only a
small occupation force.
- 20 to 21 July. Reconnaissance of Ballsund:
Sveagrava deserted. Radio mast in Calypso
Bay blown up by demolition party.
- 23 July. Reconnaissance of Hornsund: not suitable for
a harbor.
- From 24 July. West of Ice Fjord: No traffic, only our own
aircraft. Looked into Kings Bay: Ny-Alesund
deserted, electricity works blown up. Rocks
still smoking.

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29 July. Proceeded along the coast southwards.

2 August. Began return voyage to Narvik.
Drifting mines, mostly Mark T3 and overgrown,
sank some of them by gun fire in AF 5350 (3),
2660 (2), AB 9850 (2), 8690 (3), 2950 (3),
AG 7820 (7).
No location.

Captain U-boats, Norway Most Secret 2588 A Ops.

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APPENDIX I, 3

(See War Diary of 5 August)

COPY

Teleprinter message to:

- (1) Emergency Naval War Staff, 1st Div.
- (2) Emergency Naval War Staff, 2nd Div., C-in-C U-boats, Ops.
- (3) Emergency Group North/Fleet.
- (4) Emergency Admiral Commanding U-boats.
- (5) Emergency for information of 13th U-boat Flotilla.

Clear as multiple address message.

Most Secret.

Short report from U 639 (Wichmann) from
24 July to 5 August, 43.

Minelaying operation "Narzisse"

- 24 July. Put out of Tromsheim at 1100 with escort.
- 25 July. Put in to Narvik at 2124 on 27 July. Put out at 2028. Took on mines in Tromsø.
- 29 July. Put to sea at 0608 for the operational area.
- 1 August. Submarine (German ?) sighted at 0613 in AT 7586. Carried out minelaying while surfaced from 1650 until 1815. Laid mines only in the southern part of the the area ordered because depth of water was too great. Their position fixed. Return voyage via Andfjord.
- 5 August. Put into Narvik at 1500. No air activity. Drifting mines: AF 5362 - AF 3574 - Westfjord British mine "Mark 20" in good condition, off-white and rusty - AC 7143 - AC 1986 - AC 5885 - AC 6895 - AT 7917 - AC 4850 "Mark 20" - AC 4884 much overgrown British mine. No location.

Captain U-boats, Norway Most Secret 2605 A Ops.

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APPENDIX T, 2

(See War Diary, 8 August, 1943)

MOST SECRET

TOP SECRET

Teleprinter message to:

- (1) Emergency Naval War Staff, 1st Div.
- (2) Emergency Naval War Staff, 2nd Div. C-in-C U-boats, Ops.
- (3) Emergency Group North Fleet.
- (4) Emergency Admiral Commanding U-boats.
- (5) Emergency for information of 13th U-boat Flotilla.

Clear as multiple address message.

Most Secret.

Short report from U 636 (Wildebrandt) from 3 July
to 8 August, 1943

Minelaying operation "Rose 1".

31 July. Put out of Hammerfest. 7 August put into Narvik.

3 August. 2315 until 0030 on 4 August, mines laid while surfaced, at a depth of 24-28 m. in AU 1130. Position accurate to about 3 miles as the fix was bad owing to misty weather. Last fix at midday on 3 August. Distance between mines about 700 m. After carrying out operation started homeward voyage at once. Through midday fix taken in AT 7275 found that depths marked on fishery charts are not exact. The same result was obtained from soundings taken along the coast. No location or air activity observed. Drifting mines in AC 7322, 7292, 5791, three of them type ENC of recent date.

Captain U-boats Norway Most Secret 2623 A Ops U.

APPENDIX II

Captain U-boats, Norway. On board, 3 August, 1943.

Most Secret. S.O.s only - By hand of officer only.

Operational Order No. 9.

Minelaying operation at eastern approaches to the Yugorski Straits.

I. Task:

Mining with TMB mines the eastern approaches to the Yugorski Straits, or eastwards of Oleni Island (Kara Straits).

II. Enemy situation:

(1) General:

Since the middle of July, traffic has been passing through the Yugorski Straits and probably the Kara Straits as well. There were four ice-breakers at Dikson in the middle of July; the three largest of these were no longer reported at the end of the month and have probably proceeded further to the east. Small whalers may be expected during August off the north and east coasts of Novaya Zemlya. A passage through the Kara Straits is, at present, out of the question, owing to the prevailing ice and current conditions. Air and sea patrols must be expected here. See Appendix 6 of this Operational Order for last year's experiences.

(2) Sea patrol:

At the beginning of August three minesweepers, which had come from Belushya, were observed in the Kara Sea. About six further minesweepers and several guard vessels appeared in the Belushya area. Considering the importance of the West Siberian Sea route, it is likely that patrols will increase as traffic grows heavier.

(3) Air situation:

See Appendix 4 of this Operational Order. Nothing is known so far about operations east of Amderma. It may be assumed that there are seaplane bases at the larger harbors. The existence of an air base near Cape Chelyuskin is suspected. After the appearance of German forces in the Kara Sea in 1942, increased air patrols this year must be expected.

(4) Mine situation:

Nothing is known so far about Russian minefields. In the summer of 1942 U 252 (Timm) suspected that there were enemy mines in AT 6249. Flanking minefields for the protection of shipping must be taken into account.

There are some of our own mine barrages in the Pechora Sea. The western entrance to the Yugorski Straits is mined. So far there are no German mines in the Kara Sea.

(5) Bases:

See Appendices 3 and 4 of this Operational Order.

Special attention is drawn to Kharbarova harbor, Yugorski radio station and Amderma seaplane base.

(6) Ice, weather and current conditions:

See Appendix 5 of this Operational Order.

III. Our own forces:

(1) U-boats:

U 255 (Harms) and U 601 (Grau) as fuelling boats for BV 138 operations in the Kara Sea off Spori Navolok or Cape Konstantin (northwest Novaya Zemlya).
U 302 (Sickel) in XA 74/75,
U 354 (Herbschleb) in AS 42/43,
U 711 (Lango) in AT 62, 64, 65, as combat boats on the West Siberian Sea route.
All three boats have equipment for emergency fuelling of the BV 138's.

(2) Naval forces:

The cruiser "Lützow" will commence operations on key word "Husar", "Südwind", or "Dudelsack". While she is in the operational area U-boats are prohibited from attack on all naval vessels from a cruiser upwards unless definitely recognized as enemy units. (See also Operational Order No.1. Para. 25). The appearance of further naval forces will be announced by radio message.

(3) German Air Force:

The take-off of the BV 138's from the fuelling place will be announced by short signal of day, time, plus "One" or "Two". "One" means reconnaissance westward via Dikson, "Two" north-eastwards. Important reconnaissance reports will be transmitted on U-boat Northern Waters wave.

Ju 88's and FW 200's on reconnaissance from the direction of the Pechora Sea will be announced by radio message, giving reconnaissance wave used.

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IV. Execution:

- (1) Proceed from Narvik to Tromsø when ordered by Captain U-boats, and there report to Al Admiral Polar Coast. Continue to man radio service. No leave to be granted.
- (2) Take on mines in Tromsø at Mining and Barrage Command. Report completion of loading by Emergency teleprinter message "An ready to put to sea", plus signature.
- (3) Put to sea for the operation on receipt of key word "Seebär" plus date (e.g. "Seebär 5 August" = put to sea on 5 August). After taking on mines, arrange escort directly with Admiral Polar Coast.
- (4) Proceed with escort on route "Schwarz", separate when off point "SR 1". Proceed from there to the operational area via northern tip of Novaya Zemlya. Remain undetected while approaching. Do not attack near the operational area before carrying out the task.
- (5) So that the laying of the minefield may proceed smoothly, and in order to discover patrols or enemy routes free of mines, it may be necessary to watch the sea area unobtrusively before carrying out task.
- (6) Report execution of task by short signal plus the number corresponding to that of the minefield laid as given in the minelaying order, but not until 71° N has been crossed.
- (7) Take advantage of any opportunities of making torpedo attacks on the homeward voyage, but do not remain any longer in the operational area. Proceed homeward to Andfjord - Narvik via northern tip of Novaya Zemlya.
- (8) In so far as it is possible to approach the coast unseen while surfaced, take photographs of the coast (panoramic views), preferably by telephotographic lens.

V. Equipment:

For operations in shallow water. Make preparations for scuttling and effective destruction of secret material as long as boat is in shallow water. Crew to wear lifejackets. Comply with para. 263 and following of Handbook for U-boat Commanders.

VI. Communication arrangements:

Maintain radio silence until task is completed, otherwise in accordance with Communication Regulations of Captain U-boats, Norway.

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In case orders have to be given by short signal (e.g. by the cruiser "Lützow", which may assume command of combat boats in the Kara Sea during her operations), the following meanings are to be inserted in the short signal book page 76, continuing after the groups "SZUB", as U-boat addresses:

U 212 (Vogler), U 255 (Harms), U 269 (Hansen),
U 277 (Lübsen), U 302 (Sickel), U 307 (Herrle),
U 354 (Herbschleb), U 355 (La Baume), U 387 (Büchler),
U 586 (v.d. Esch), U 601 (Grau), U 622 (Queck),
U 625 (Benker), U 629 (Bugs), U 636 (Hildebrandt),
U 639 (Wichmann), U 703 (Brünner), U 711 (Lange),
U 713 (Gosejakob), U 360 (Becker), U 737 (Brasack).

VII. Appendices to this operational order:

- (1) Minelaying order "Seebär".
- (2) Minefield chart "Seebär" (only for U 625).
- (3) Radio and signal stations and batteries on the Barents and Kara Seas.
- (4) Enemy air activity in the Eastern Barents Sea and the Kara Sea.
- (5) Ice, weather, and current conditions.
- (6) Information gained in the Kara Sea operation in 1942.

VIII. Printed matter:

- (1) Handbook for U-boat Commanders (p. 73).
- (2) Torpedo Trials Command leaflet on firing of torpedo-mines.
- (3) Instructions for use of types TMB I, TMB II and TMC aboard U-boats (Most Secret).
- (4) Book of photographs of the Barents Sea.
- (5) Natural conditions along the Siberian Sea route (Secret). Supplement to Navigational Handbook of the Siberian Sea route.
- (6) Chart: Russian 1943.

IX. The Operational Order is to be destroyed immediately upon return from the operation. Report destruction to Captain U-boats.

(Signed) Peters.

APPENDIX I TO OPERATIONAL ORDER
NO. 9

MOST SECRET

Minelaying order for U 625 (Benker)

Second part of operation. Third assignment ("Seebär").

(1) Task: Laying of minefield.

(I) Eastern exit of the Yugorski Straits (Seebär I).

69° 42.00' N. 60° 37.50' E.
69° 42.00' N. 60° 31.50' E.
69° 46.50' N. 60° 31.50' E.
69° 46.50' N. 60° 37.50' E.

Mines are to be laid from south to north on varying courses in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 200 to 300 m. Mines to be laid only in water not exceeding 25 m. in depth. Westward passage through Yugorski Straits not possible because of earlier minelaying operation.

or

(II) Eastern exit of the Yugorski Straits (Seebär II).

Alternative area to I.

69° 47.00' N. 60° 41.00' E.
69° 47.00' N. 60° 34.00' E.
69° 52.00' N. 60° 34.00' E.
69° 52.00' N. 60° 41.00' E.

Mines are to be laid from south to north on varying courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 200 to 300 m.

or

(III) Eastern exit of the Yugorski Straits (Seebär III)

Alternative area to I and II.

69° 51.00' N. 60° 31.00' E.
69° 53.00' N. 60° 31.00' E.
69° 53.00' N. 60° 41.00' E.
69° 52.50' N. 61° 00.00' E.
69° 51.50' N. 61° 06.00' E.
69° 51.00' N. 61° 05.00' E.
69° 51.50' N. 60° 55.00' E.
69° 51.00' N. 60° 41.00' E.

Mines are to be laid on varying courses in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 200 to 400 m. Mines to be laid only in water not exceeding 25 m. in depth.

or

(IV) East of Oleni Island (Kara Straits) (Seebär IV).

Alternative area to I, II, and III.

70° 28.00' N. 59° 04.00' E.
70° 28.00' N. 58° 44.00' E.
70° 26.00' N. 58° 44.00' E.
70° 26.00' N. 58° 58.00' E.

Mines are to be laid on varying courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 200 to 300 m. Mines to be laid only in water not exceeding 25 m. in depth.

(2) Mining material:

24 TMB mines, 16 blue X (M 1) $\frac{10}{3-6}$
4 red X (M 1) $\frac{10}{3-5}$
4 green (A 2).

Clockwork arming switch = varying from 3 to 6 days.

Period delay mechanism = varying from 1 to 12 actuations.

Time setting = 80 days.

Safety distance (type TMB) 130 m.

The mines have a special mechanism and become active after 3 to 6 days. Lay the various colors mixed and load accordingly.

(3) Execution:

The laying course marked on the minefield chart is that considered to be most favorable, but need not be strictly adhered to. The main thing is that the whole allotted area should be mined irregularly, while maintaining the safety distance. Preparations must be made for minelaying while submerged in case enemy patrols or shore observation do not permit minelaying while surfaced.

APPENDIX 3 TO OPERATIONAL ORDER NO. 9

MOST SECRET

Radio and signal stations on the
Barents Sea.

I. Murman coast:

Grid square	AC 8812	signal and radio station Mai Navolok.
"	"	AC 8816 signal and radio station Tsip Navolok.
"	"	AC 8864 signal and radio station Kildin.
"	"	AC 8971 signal and radio station Teriberka.
"	"	AC 8973 signal and radio station Cape Voronya.
"	"	AC 8884 signal and radio station Voronya Bay.
"	"	AC 8888 signal and radio station Bolshoi Oleni.
"	"	AC 8888 light battery Bolshoi Oleni.
"	"	AW 2112 signal and radio station Rinda.
"	"	AW 2127 signal and radio station Kharlov.
"	"	AW 2127 light battery Kharlov.
"	"	AW 2193 signal and radio station Cape Cherni.
"	"	AW 2278 light battery Flyatni Point.
"	"	AW 2513 light battery Iokanka.
"	"	AW 2513 signal and radio station Iokanka.
"	"	AW 2238 signal and radio station Svjatoi Nos.
"	"	AW 2563 signal and radio station Cape Bolshoi Gorodetski.
"	"	AW 2912 signal and radio station Ponoi.
"	"	AW 2915 light battery Ponoi.
"	"	AW 2914 light battery Ponoi.
"	"	AW 3141 signal and radio station Kanin Nos.
"	"	AW 3141 radio station Kanin Nos.
"	"	AW 3141 light battery Kanin Nos.

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II. Pechora Bay to Yugorski Straits and Kara Straits:

Grid square	AW 5321	signal and radio station.
"	"	AW 3325 battery Bugrino.
"	"	AW 5326 signal and radio station Bugrino.
"	"	AT 7753 signal and radio station.
"	"	AT 8816 signal and radio station Cape Greben.
"	"	AT 8824 light battery Cape Greben.
"	"	AT 8827 light battery Khabarova.
"	"	AT 8851 signal and radio station Khabarova.
"	"	AT 8823 signal and radio station.

III. Novaya Zemlya, east and west coast:

Grid square	AT 7237	signal and radio station Lile Point.
"	"	AT 7232 signal and radio station Rogacheva Bay.
"	"	AT 7388 signal and radio station Chernaya Bay.
"	"	AT 4639 radio station Malie Karmakuli.
"	"	AT 4509 radio station name unknown (Sukhoi Nos).
"	"	AT 4624 radio station Matochkin Straits western exit.
"	"	AT 2612 radio station Russkaya.
"	"	AT 2659 radio station Blagopoluchiya Bay.
"	"	AT 5415) radio stations Matochkin Straits, " " AT 5416) eastern exit.
"	"	AT 4679 radio station name unknown.
"	"	AT 3216 radio station Cape Jelaniya.
"	"	AT 7231 anti-aircraft battery in Samoed Bay near approach point.
"	"	AT 7232 2 light batteries Rogacheva Bay.
"	"	AT 7238 heavy battery Belushya Bay, southeastern point.

Two radio huts are being erected in Belushya.

IV. West Siberian Sea route:

Grid square	AT 8823	coastal radio station Yugorski Straits.
"	"	AT 8589 coastal radio station Cape Yarossel.
"	"	AT 8835 coastal radio station Amderma.

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Grid square	AT 8833	light battery Anderma.
"	"	AT 9461 light battery Se - Yago.
"	"	AT 9761 light battery Marrasale.
"	"	AT 9557 light battery Tomboi.
"	"	AT 6534 light battery Byeli Ostrov.
"	"	AS 4578 light battery Dikson.
"	"	AS 4379 3 heavy batteries Dikson.
"	"	AS 4838 coastal radio station Cape Leskina.
"	"	AX 7571 coastal radio station Cape Sterlegova.
"	"	AF 9948 coastal radio station Uedineniya Island (Einsamkeit Island).
"	"	XA 5286 coastal radio station Cape Oloviani (Shokalskoga Straits).

APPENDIX 4 TO OPERATIONAL ORDER NO. 9

Enemy air activity in the Eastern Barents Sea.

I. Land and seaplane bases:

Land base	Shoina AW 5425.
Land and seaplane bases	Bugrino AW 3325.
	Belushya AT 7232.
	Kildin AC 8891.
	Iokanka AW 2524.
Seaplane bases	Naryan Mar AU 1532.
	Anderma AT 8836.

II. Enemy air activity according to radio intercept service (so far as picked up):

1	June	3	Consolidated 28	sea reconnaissance north of Kanin Peninsula.
3	June	4	aircraft, 1 flying boat	Gorlo Straits - Kanin Nos - AC 9600.
9	June	1	Consolidated 28	Archangel - Kanin Nos - Belushya. Yugorski Straits - Naryan Mar - Archang. Intermediate landing at Belushya.
10	June	1	FB 3	Cape Vikhodnoi (eastern exit of Matochkin Straits) to Archangel announced.
13	June	3	Consolidated 28	Belushya - Anderma - Archangel.
17	June	17	aircraft	Archangel - Belushya. Transfer intended.
18	June	1	aircraft, 1 flying boat	Archangel - Belushya.
19	June	1	flying boat	Murmansk - Naryan Mar.
20	June	1	flying boat	Naryan Mar on U-boat hunt.
25	June	10	I 153	Naryan Mar - Belushya (intended).
26	June	7	MBR 2	Naryan Mar - Belushya (intended).
27	June			expected at Naryan Mar.
1	July	1	Consolidated 28	Naryan Mar area.
2	July	1	flying boat (RA 25)	Archangel - Naryan Mar.
3	July	1	flying boat	Naryan Mar - Anderma. No air activity (presumably on account of weather conditions).
10	July	2	MBR 2	Naryan Mar - Anderma.

III. Number of aircraft on airfields according to air reconnaissance

Photographic reconnaissance 22 June Naryan Mar

1 Consolidated 28.
6 MBR 2.
1 flying boat (type not recognized)

8 July Visual reconnaissance, 1 He 111 reports:

2 flying boats taking off from Belushya.

Photographic reconnaissance 11 July Belushya:

6 flying boats.
3 MBR 2.
2 MBR 4.

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- 15 July Belushya 5 flying boats.
- 16 July Belushya 1 MBR 2,
1 KOR 2,
3 further seaplanes,
4 RZ (single-engined landbased
aircraft).
- 26 July Belushya I 153 and I 53.
- 28 July Belushya 2 flying boats.

APPENDIX 5 TO OPERATIONAL ORDER NO. 9

MOST SECRET

Ice, weather, and current conditions in Polar Waters during August and September.

General

Ice:

Ice conditions this year may be described as normal. Apart from the current, the movement of the ice depends mainly on the direction of the wind. This causes rapid changes in the position of the ice limit, and often considerable deviations from the mean.

Where sea currents from various directions meet to form whirlpools, there is a strong tendency for cracks to appear in the ice. In such areas ice-free water may exist quite irrespective of the general covering of ice.

Experience has shown that there are many signs which indicate the presence of ice in the immediate neighborhood. They are dealt with in almost every handbook of the polar regions.

Weather:

The summer in the northern regions is generally cool, dull and misty. The sky is mostly very cloudy or overcast, so that in general it is rarely possible to take bearings by the stars.

Apart from its effect on drift ice, the wind, and more especially its direction, has a great influence on visibility conditions. Corresponding to the summer distribution of pressure, with an anti-cyclone over the Barents Sea, the prevailing winds are from a northerly to easterly direction. The weather along the coasts is frequently determined by stagnation or by the warm south wind (Föhn).

Fog is comparatively frequent, especially in the neighborhood of drift-ice. It mostly occurs in fog banks, but sometimes covers wide areas and lasts from two to three days or more (coastal stagnation, warm sector of regenerated fronts). With light on-shore winds fog is nearly always to be expected.

Ocean currents:

The regularity of the tides and tidal currents may be adversely affected by the freezing of the sea. In general a cover of ice on the sea causes the range of the tide to decrease and the ebb to be delayed.

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The range of the tide may be increased by wind pressure; and similarly the direction and velocity of flow are dependent upon the wind. This applies especially to the approaches of the Kara Sea and the Wilkitzki Straits.

I. Sea area around Spitsbergen

Ice:

The last available air reconnaissance report dates from 10 July, 1943. There was then still 5/10 of drift-ice in Hornsund, and 3/10 in the approaches to Ice Fjord. According to a report of 9 July 43, there were either icebergs or ice-free water in the inner fjords of Ice Fjord. Large icebergs, probably originating from the east coast or from the islands to the east of Spitsbergen or from Franz Josef Land, were reported on 11 July 43, between Bear Island and Spitsbergen.

Ice conditions around Spitsbergen are already very favorable. The west coast can be assumed to be practically free of ice, with the exception only of small quantities of drift-ice which now and then emerge from the fjords, for as early as 15 June the Hinlopen Straits north of Waiigat Islands (near the southern exit of Hinlopen Straits in Olga Straits) were reported to be free of ice, whereas at that time Olga Straits and Storffjord were still full of ice.

Even now the presence of drift-ice in Storffjord and Olga Straits cannot be entirely discounted. Judging by the development of the situation to date it would seem likely that this summer it will again be possible to sail round the north of Spitsbergen from the middle of August to the beginning of September.

Weather:

In the coastal areas of Spitsbergen, weather conditions determined by the Föhn (a warm, dry wind) and stagnation effects, and similar to those on the Norwegian coast, prevail. In the sea area between Norway and Spitsbergen, the region around Bear Island is especially subject to frequent fogs, which are promoted by the temperature difference between the warm Gulf Stream and the cold southwest stream running along the eastern coast of Spitsbergen.

Ocean currents:

The Gulf Stream travels northwards between Jan Mayen and Bear Island at a rate of approximately 0.5 m.p.h. The southwest stream moves at roughly the same rate. South of Bear Island it is deflected eastwards at a rate of about 0.2 m.p.h., and north of Bear Island it is deflected westwards at about 0.3 m.p.h.

II. The Barents Sea

Ice:

The last available report, dated 7 July, 1943, states that the west coast of Novaya Zemlya is free of ice as far as 75° N. Further reports from the Barents Sea are not to hand.

It is possible that the northern tip of Novaya Zemlya can already be sailed round by the end of July. Further developments this summer show a normal course so that normal and favorable ice conditions can be expected. This means that at the end of July, the ice will begin to break up north of Novaya Zemlya and will then steadily retreat northwards. Normally the ice will begin to move south again about the middle of September. On the northern and eastern coasts of Novaya Zemlya the ice generally begins to form at the end of September or the beginning of October. At first the formation and southward movement of the ice proceed only slowly.

Weather:

The direction of the wind is generally from the northeast, and in the central Barents Sea its force is generally 1 to 3. Strong winds rarely occur in August and September. Because of the low wind strength, the preponderance of the prevailing direction is not great relatively to any of the others. No information is available for the northern Barents Sea. Areas of low pressure approaching from the west generally move along to the north of Bear Island, or sometimes north of Spitsbergen and across the northern Barents Sea to the east, so that a slightly higher mean force of the wind can be expected there.

The incidence of fog, between Bear Island and the coastal and sea areas of northern Novaya Zemlya, that is the neighborhood of the junction of the Gulf Stream and East Spitzbergen Stream, is especially high in August. In the sea area southeast of Bear Island, 37% of all ship observations from 1900 to 1939 reported fog in August. In over 50% of these cases the wind was from the southwest. In August fog occurs either intermittently or continuously on 20 days in the sea and coastal areas of northern Novaya Zemlya. During September the incidence of fog is greatly reduced. On the northwest coast of Novaya Zemlya fog occurs intermittently or for the whole day on only 9 days. No reports are available for conditions in the open sea. Instead of 37% 8 to 9% may be assumed.

The average date for the commencement of frost (i.e. mean temperature below 0°C) is

11 September in Novaya Zemlya,
11 October in Kolguev,
21 October in Kanin Nos.

The new ice forms after some delay.

Ocean currents:

Apart from small deviations, the prevailing currents of the Barents Sea are the North Cape current flowing eastwards between Finmark and Bear Island and dividing into several branches north of the White Sea, and the cold southwest current east of Spitsbergen which carries ice and icebergs with it. The current flows round the two islands of Novaya Zemlya in a clockwise direction. Its velocity is approximately 0.3 knots.

There are two tides a day. The range of the spring tide near Kanin Nos is more than 2.5 m., but rapidly decreases further north. The 1 meter line runs from near Kolguev almost in a straight line as far as 72.5° N north of North Cape. The 0.5 meter line runs along the latitude of 75° N through the center of the eastern Barents Sea and then veers north as far as north of Spitsbergen.

The variations in the water level caused by the wind are often greater than the tides.

III. The Yugorski Straits.

At their narrowest point the Yugorski Straits are only 1.5 miles wide. The minimum depth in the navigable channel is 14.5 m.

Ice:

It can be assumed that the Yugorski Straits are navigable in August and September. Ice conditions in the Straits depend upon those prevailing in the Kara Sea. The last available report dated 1 July, 1943 gives 2/10 sludge-ice and states that ice is moving to the northeast. Even in August the appearance of drift-ice must be reckoned with so long as there is ice in the Kara Sea. Conditions are more favorable in September. In general, the relatively warm current flowing eastwards through the Yugorski Straits prevents the accumulation of drift-ice.

Weather:

The prevailing winds in August are south to southwest and in September southeast to southwest. The average wind strength is 4. The Vaigach area is marked by very frequent fogs. In August there are 18 days, in September 12 days on which fog occurs either intermittently or for the whole day. In the mean, frost sets in on 1 October.

Ocean currents:

There are two tides a day. The range of the spring tide is 0.6 m. on an average. The velocity of the tidal stream in the Yugorski Straits may be as much as 3.5 knots.

IV. The Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but belts of skerries on either side reduce its useful width to about 17 miles. The depths in the navigable channel vary between 45 m. and 150 m.

Ice:

As long as there is ice present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits.

On the southern side of the Kara Straits there is an easterly current which counteracts the accumulation of drift-ice. But with prolonged easterly or north-easterly winds drift-ice can occur throughout the entire Straits. On the whole, conditions are less favorable than in the Yugorski Straits. In general it need not be feared that the straits will still be blocked up in August or September.

The most recent ice report at present available is dated 7 July 43 and states that the Kara Straits and eastwards thereof, south of $71\frac{1}{2}^{\circ}$ N were ice-free as far as visibility extended.

Weather:

On an average the prevailing direction of the wind in August is from the northeast, whereas it can scarcely be said that any direction prevails during September. The incidence of fog is the same as in the Yugorski Straits; it occurs intermittently or continuously on 18 days in August, 12 in September. On an average (1914-1954) frost sets in on 1 October.

Ocean currents:

There are two tides a day. The range of the spring tide is approximately 0.6 m. The velocity of the tidal stream may be as much as 2.5 knots.

V. The Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and $\frac{1}{3}$ to $\frac{3}{4}$ mile wide. Depths of the navigable channel vary between 12m and 180 m.

Ice:

As there is no marked ocean current, the drift of the ice generally follows the direction of the wind. The ice situation in the Kara Sea is a determining factor. Ice-free stretches of water are frequently found east of the Matochkin Straits. According to the latest available

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report, dated 7 July 1943, the Matochkin Straits were then already clear of ice, while in the Kara Sea east of the straits there was a 40 km broad strip covered with 4/10 drift-ice. It must be assumed that from the beginning of November the ice will prevent all traffic through the Straits.

Weather:

Information on the winds is not available. But on the whole conditions should be similar to those at Malie Kermakuli station which lies to the south and where the winds tend to be from the north or east. In the mean, frost sets in on 21 September.

The incidence of fog can be assumed to be the same as in northwest Novaya Zemlya, with fog occurring intermittently or continuously on 20 days in August and on approximately 9 days in September.

Ocean currents:

There are two tides a day. The range of the tide is about 0.4 m. The tidal stream is dependent on the wind and may reach a velocity of up to 3.5 or 4 knots in the Straits.

VI. The Kara Sea.

Ice:

The latest report at present available states that the Matochkin Straits are free of ice. The Kara Sea has 9/10 rough drift-ice (the western Kara Sea was reconnoitered), an average of 4/10 drift-ice off the east coast of Novaya Zemlya to a width of 40 km., and cracked and melting fast-ice in the bays. The Kara Straits and continuing eastwards south of the latitude of $71\frac{1}{2}^{\circ}$ N are free of ice as far as visibility extends.

Generally speaking drift-ice must be expected in the Kara Sea at any time. It accumulates most frequently off the east coast of Novaya Zemlya and off the Kara Straits. It is reduced to a minimum at the end of August and in September. There was scarcely any ice in September with the exceptionally favorable ice conditions in 1942. The eastern Kara Sea is generally free of ice in August and September. The entrance to the Kara Sea round the north of Novaya Zemlya is generally free of ice in August and September. In 1942 the ice limit had receded about 160 miles northwards before the end of August. However, icebergs from Franz Josef Land frequently appear in this area.

Weather:

The prevailing winds are north to east. No information on fog is available. Its incidence does not seem to

be as high as in the Barents Sea, judging by last year's experiences. In the mean, frost sets in on the following dates:

Novaya Zemlya on 11 September,
Matochkin Straits and North Kara Sea 21 September,
Kara Straits, Yugorski Straits and southern Kara Sea
1 October.

Ocean currents:

The current flows south along the east coast of Novaya Zemlya, and divides when it reaches the Kara Straits. One branch turns east and then flows north along the Yamal Peninsula. The range of the spring tide is small. It is 0 meters in the central Kara Sea, and along the coast it is generally 0.4 m.

VII. The West Siberian Sea.

Ice:

There is no recent information on this sea area. According to 1959 reports the distribution of pressure most favorable for the ice situation is an anti-cyclone over the northern part of the western Siberian Sea which causes the prevailing winds to be from the east. The warm water of the rivers together with the wind are then able to reduce the ice along the coast and in particular in the various passages (Wilkitzki Straits, Nordenshelda passage, area off Dikson). The appearance of a cyclone off Franz Josef Land and east of it will produce westerly to northerly winds which will drive the ice down from the north so that the passages will frequently be blocked up.

The severest ice conditions are generally found along the coast of the Taimir Peninsula and in the Wilkitzki Straits. This is considered to be the most difficult part of the entire northeast passage.

In years of normal ice conditions, drift-ice must be generally expected in the northern part of the West Siberian Sea. This may cause a temporary stoppage of shipping. In favorable years the ice limit retreats as far north as Einsamkeit Island and Wiese Island. It has even been possible (1955) to reach the northern tip of Severnaya Zemlya without being hindered by ice.

Weather:

The mean direction of the wind has been given by three stations. At Cape Drovyanoi (Yamal Peninsula) the prevailing winds are northerly to easterly (about 30%) in August and September, at Dikson north to northeasterly (about 30%) in August, and south to southwesterly (about 20%) in September. At Cape Chelyuskin (Wilkitzki Straits) westerly and easterly winds occur with equal frequency (about 30%) in August, while northeasterly to easterly winds (33%) prevail in September. At Dikson the number of foggy days (intermittent or continuous fog) in August

is 16, at the Nordenshelda Islets 12, and in the Wilkitzki Straits 25; in September Dikson has 12 days, the Nordenshelda Islets 4, and the Wilkitzki Straits 16. In the mean, frost ceases off the Wilkitzki Straits on 1 July. The ice begins to break up about the middle of July. However, this date may vary considerably.

Setting in of frost:

Wilkitzki Straits on 21 August in the mean, south of Nordenshelda Islets by 1 September, north of Dikson Island 11 September.

The final freezing up of the Wilkitzki Straits probably does not take place until December, while new ice may appear again as early as the beginning of September.

The general information given above has been taken for the most part from "Natural conditions along the Siberian Sea route".

APPENDIX 6 TO OPERATIONAL ORDER NO. 9.

Information gained from the Kara Sea operation in 1942.

The Naval War Staff, 3rd Division, has compiled the following information about the enemy situation, gained during operation "Wunderland" in 1942, and has based on this the following observations and comments for 1943. (German Naval High Command Series No. Naval War Staff/1st Division 1731/43 Most Secret S.O.s only).

I. 1942:

Enemy forces in the area Novaya Zemlya/Wilkitzki Straits were confined to ice-breakers. From the offensive point of view these units constitute a force which must not be underrated. Their crews are made up, at least in part, of army personnel, they are heavily armed, keen to contact the enemy, tough, and are skilfully operated - this last being demonstrated by the way in which tactical opportunities were exploited (use of fog!). No aircraft appeared, not even on reconnaissance.

Even after detection there was no enemy counter action either at sea or from the air. Ships traveled in convoys escorted by ice-breakers, never singly.

II. 1943:

(1) After appearance of the cruiser in eastern waters, we expect the following changes for the current year:-

(a) increased patrol activity;

(b) increase in armament of ice-breakers and increased operational activity;

(c) possibly a patrol service operated by submarines and destroyers (transfers from the Far East to the Arctic are an indication of this);

(d) sea routes may be protected by submarines and mines;

(e) restriction of enemy radio traffic which operated openly in 1942 and offered valuable hints for the cruiser's operational tactics;

(f) increased aircraft operations, especially reconnaissance activity.

(2) Development of the Russo-American sea route through the Arctic.

(a) Soviet endeavors over the past 20 years to create a great northern sea route are well known. They led to the erection of polar stations with meteorological equipment as well as the construction of supply bases and the extension of existing ones.

(b) Information has been received according to which permanent air communications between Alaska and Siberia are supposed to have been established by the Americans; by this means they are said to

supply Russia with aircraft and war materials.

- (c) According to a Swedish report, the first large convoy sailed in October 1942, and is said to have consisted of 83 vessels. Even if such a convoy reached the estuary of the river Ob during the first days of October, there would hardly have been sufficient time before the freeze-up to unload large cargoes of war materials onto river vessels, thus enabling them to reach the Trans-Siberian railway by river.

According to reports by agents, about 43 Russian ships, that is about 110,000 G.R.T., were in use along the route between Alaska and Siberia during the months July - September, 1942.

According to the same Swedish report, four convoys of 100 vessels each will be operated in 1943 during the navigational period. Even assuming the extensive use of the east - west route, convoys of such a size, corresponding to a tonnage of perhaps 1.2 million G.R.T., are hardly considered possible.

At the beginning of 1943 there were about 500,000 G.R.T. of Russian shipping space available in East Asia. However, a considerable proportion of this is operating between American ports and Vladivostock, and on coastal traffic, or on Indian and South American routes. Nor would all of the ships be suitable for use on the northern sea route.

Only ships of up to 4000 - at most 6000 - G.R.T. and draught up to 7 m., can be employed, apart from which there are certain other requirements:- specially powerful engines, no twin screws, reinforced bronze screw, reinforced rudder blade, reinforced rudder post, reinforced bow plating, and as watertight transverse bulkheads as possible in the region of the engine room and oil tanks, etc. Motor vessels are not very suitable.

APPENDIX III.

Captain U-boats, Norway.

On board, 4 August, 1943.

Most Secret S.O.s only - by hand of officer only.

Operational Order No. 8.

Minelaying operation on the Samood coast.

I. Task:

Laying mines of type TMB in the sea area north of Russki Zavorot (Lilie I) or the western exit of the Yugorski Straits (Lilie II = Melke II). For further details see minelaying order (Appendix 1 of this Operational Order) and minefield charts (Appendix 2).

II. Enemy situation:

(1) General:

From the last third of July there has been relatively brisk traffic composed of small convoys on the route from the Gorlo Straits and passing south of Kolguov to Belushya and to the Yugorski and Kara Straits. On 15 July, for example, according to aerial photographs Pechora Bay was being crossed by 4 paddle steamers, 1 barge and 14 dumb barges, and 43 smaller, probably coal, barges. Sea and air patrols were provided.

(2) Sea patrol:

According to radio intercept service, in the middle of July several ice-breakers, 1 minelayer, about 4 guardships and 4 minesweepers appeared in the Belushya area, about 5 destroyers, several minesweepers, and guard vessels in the Gorlo Straits area; they were proceeding towards Bugrino, Belushya and Pechora Bay.

(3) Air situation:

See Appendix 4 of this Operational Order. Mainly flying boats types MBR 2, MBR 4 and Consolidated to be expected. Special attention is drawn to the flying bases at Shoina, Maryan Mar and Belushya. Transport planes were observed on lines of communication.

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(4) Mine situation:

Nothing is known so far about enemy minefields in the eastern half of the Murman Sea. It is, however, possible that as a result of losses incurred through mines last year, the shipping routes will now have been protected by flanking minefields.

Our own minefields:

See Appendix 2 to Operational Order for Northern Waters U-boats No. 1. Special attention is drawn to the minefields north and south of Kolguev. Further minefields of our own have been laid south of 69° 15' N between 55° and 58° E and west of 53° E, also "Melke I" between the points:

69° 36' N 59° 30' E.
69° 43' N 59° 30' E.
69° 40' N 59° 50' E.
69° 36' N 59° 50' E.

(5) Radio and signal stations, batteries in the Barents Sea: See Appendix 3 of this Operational Order.

(6) Ice, weather and current conditions: See Appendix 5 of this Operational Order.

III. Our own forces:

Look out for our own reconnaissance aircraft (Ju 88, BV 138 and FW 200). Our own naval forces in the operational area will be announced by radio message.

IV. Execution:

- (1) Proceed from Narvik to Tromsø when ordered by Captain U-boats, and there report to Al Admiral Polar Coast. Radio watch to be maintained. No leave to be granted.
- (2) Take on mines in Tromsø from Mining and Barrage Command. Report completion of loading by Emergency teleprinter message "Am ready to put to sea" plus signature.
- (3) Put to sea for the operation on receipt of keyword "Lilie" (see minelaying orders) plus date (e.g. Lilie 5 August = put to sea on 5 August). Arrange escort directly with Admiral Polar Coast according to the time loading of mines has been completed.
- (4) Proceed with escort on route "Schwarz" as far as point SK 1. Proceed from there to the operational area at a distance of 50 miles from the coast.

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- (5) In order to ensure an uninterrupted period for the laying of the minefield and to observe the possible effect on the enemy, or to discover mine-free enemy routes, it may be necessary to make an unobtrusive observation of the sea area in question before the execution of the task.
- (6) Execution of task to be reported by short signal plus number of minefield as indicated in the minelaying order. Signal to be sent only after 70° N has been crossed.
- (7) Opportunities for torpedo attack, arising after completion of task, are to be exploited, but do not remain any longer in the sea area in question.
- (8) In so far as it is possible to approach the coast unobserved while surfaced, take panoramic photographs of the coast, preferably with tele-photographic lens.

V. Equipment:

For operations in shallow water. Make preparations for scuttling and effective destruction of secret material as long as the boat is in shallow water.

Crew to wear life-jackets. Comply with para. 263 and following of Handbook for U-boat Commanders.

VI. Communication arrangements:

Maintain radio silence until task has been completed, otherwise in accordance with Communication Regulations of Captain U-boats, Norway.

VII. Appendices to this Operational Order:

- (1) Minelaying order "Lilic".
- (2) Minefield chart "Lilic" (only for U 269).
- (3) Radio and signal stations, batteries on the Barents Sea.
- (4) Enemy air activity in the Eastern Barents Sea.
- (5) Ice, weather, and current conditions.

VIII. Printed matter:

- (1) Handbook for U-boat Commanders (p.73).
- (2) Torpedo Trials Command leaflet for firing of torpedo-mines.
- (3) Instructions for use of types TMB I, TMB II and TMC mines aboard U-boats (Most Secret).
- (4) Book of photographs of the Barents Sea.

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(5) Natural conditions along the Siberian Sea route (Secret). Supplement to Navigational Handbook of the Siberian Sea route.

(6) Chart: D 976 (eastern section).

IX. The Operational Order is to be destroyed immediately upon return from the operation. Report destruction to Captain U-boats.

(Signed) Peters.

APPENDIX 1 TO OPERATIONAL ORDER NO. 8.

MOST SECRET

Minelaying orders for U 629 (Bugs).

Operation "Lilie".

Task.

Laying of minefield.

(I) Sea area north of Russki Zavorot (Lilie I).

69° 06.00' N 54° 00.00' E.
69° 11.00' N 54° 00.00' E.
69° 11.00' N 54° 32.00' E.
69° 06.00' N 54° 32.00' E.

Mines are to be laid from east to west on varying courses in groups of 2 to 4 mines.

Distances between mines in individual groups to vary from 300 to 600 m.

Mines are only to be laid in depths of less than 25 m.

(II) Western exit of the Yugorski Straits (Lilie II = Nelke II).

Alternative area to (I).

69° 30.00' N 59° 30.00' E.
69° 36.00' N 59° 30.00' E.
69° 36.00' N 59° 50.00' E.
69° 30.00' N 59° 50.00' E.

Mines are to be laid on varying courses from the northeast corner to the southeast corner in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 300 to 600 m.

Mines are only to be laid in depths of less than 25 m.

Mining material:

24 TMB mines, 16 blue X (M 1) $\frac{10}{3-6}$

8 red X (M 1) $\frac{10}{3-6}$

Clockwork arming switch II = varying from 1 to 6 days.
Period delay mechanism = varying from 1 to 12 actuations.
Time setting = 80 days.
Safety distance (type TMB) 130 m.

The mines have a special mechanism and become active after 3 to 6 days. Lay the different colors mixed and load accordingly.

3. Execution.

The laying course marked on the minofield chart is that considered as most favorable, but need not be strictly adhered to. The main thing is that the whole assigned area should be irregularly mined, while maintaining the safety distance. Preparation must be made for laying the mines while submerged, in case enemy patrols or observation from the shore do not permit minelaying while surfaced.

APPENDIX 3 TO OPERATIONAL ORDER NO. 8.MOST SECRETRadio and signal stations on the Barents SeaI. Murman coast:

Grid square	AC 8812	signal and radio station Mai Navolok.
"	"	AC 8816 signal and radio station Tsip Navolok.
"	"	AC 8864 signal and radio station Kildin.
"	"	AC 8971 signal and radio station Teriberka.
"	"	AC 8973 signal and radio station Cape Voronya.
"	"	AC 8884 signal and radio station Voronya Bay.
"	"	AC 8888 signal and radio station Bolshoi Oleni.
"	"	AC 8888 light battery Bolshoi Oleni.
"	"	AW 2112 signal and radio station Rinda.
"	"	AW 2127 signal and radio station Kharlov.
"	"	AW 2127 light battery Kharlov.
"	"	AW 2193 signal and radio station Cape Cherni.
"	"	AW 2278 light battery Klyatni Point.
"	"	AW 2513 light battery Iokanka.
"	"	AW 2513 signal and radio station Iokanka.
"	"	AW 2288 signal and radio station Svyatoi Nos.
"	"	AW 2563 signal and radio station Cape Bolshoi Gorodetski.
"	"	AW 2912 signal and radio station Ponoi.
"	"	AW 2915 light battery Ponoi.
"	"	AW 2914 light battery Ponoi.
"	"	AW 3141 signal and radio station Kanin Nos.
"	"	AW 3141 radio station Kanin Nos.
"	"	AW 3141 light battery Kanin Nos.

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II. Pechora Bay to Yugorski Straits and Kara Straits:

Grid square AW 3321 signal and radio station.
" " AW 3325 battery
Bugrino.
" " AW 3326 signal and radio station
Bugrino.
" " AT 7753 signal and radio station.
" " AT 8816 signal and radio station
Cape Greben.
" " AT 8824 light battery
Cape Greben.
" " AT 8827 light battery
Khabarova.
" " AT 8851 signal and radio station
Khabarova.
" " AT 8823 signal and radio station.

III. Novaya Zemlya, east and west coast:

Grid square AT 7237 signal and radio station
Lile Point.
" " AT 7232 signal and radio station
Rogacheva Bay.
" " AT 7388 signal and radio station
Chernaya Bay.
" " AT 4839 radio station
Malie Karmakuli.
" " AT 4599 radio station name unknown
(Sukhoi Nos).
" " AT 4624 radio station
Matochkin Straits western exit.
" " AT 2612 radio station
Russkaya.
" " AT 2659 radio station
Blagopoluchiya Bay.
" " AT 5415) radio stations Matochkin Straits
AT 5416) eastern exit.
" " AT 4679 radio station name unknown.
" " AT 3216 radio station
Cape Jelaniya.
" " AT 7231 anti-aircraft battery in
Samod Bay near approach point.
" " AT 7232 2 light batteries
Rogacheva Bay.
" " AT 7238 heavy battery
Belushya Bay, southeastern point.

Two radio huts are being erected in Belushya.

IV. West Siberian Sea route:

Grid square AT 8823 coastal radio station
Yugorski Straits.
" " AT 8589 coastal radio station
Cape Yarossel.
" " AT 8833 coastal radio station
Amderma.

Grid square	AT 8833	light battery Amderma.
"	"	AT 9461 light battery So - Yago.
"	"	AT 9761 light battery Marrasalo.
"	"	AT 9557 light battery Tomboi.
"	"	AT 6534 light battery Eyeli Ostrov.
"	"	AS 4378 light battery Dikson.
"	"	AS 4379 3 heavy batteries Dikson.
"	"	AS 4838 coastal radio station Cape Leskina.
"	"	AX 7571 coastal radio station Cape Sterlegova.
"	"	AF 9948 coastal radio station Uedinoniya Island (Einsamkeit Island).
"	"	XA 5286 coastal radio station Cape Oloviani (Shokalskoga Straits).

APPENDIX 4 TO OPERATIONAL ORDER NO. 8.

Enemy air activity in the Eastern Barents Sea.

I. Land and seaplane bases:

Land base	Shoina AW 5425.
Land and seaplane bases	Bugrino AW 3325.
	Belushya AT 7232.
	Kildin AC 8891.
	Iokanka AW 2524.
Seaplane bases	Naryan Mar AU 1532.
	Anderma AT 8836.

II. Enemy air activity according to radio intercept service (so far as picked up):

1	June	3 Consolidated 28 sea reconnaissance north of Kanin Peninsula.
3	June	4 aircraft, 1 flying boat Gorlo Straits - Kanin Nos - AC 9600.
9	June	1 Consolidated 28 Archangel - Kanin Nos - Belushya. Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushya.
10	June	1 FB 3 Cape Vikhodnoi (eastern exit of Matochkin Straits) to Archangel announced.
13	June	3 Consolidated 28 Belushya - Anderma - Archangel.
17	June	17 aircraft Archangel - Belushya. Transfer intended.
18	June	1 aircraft, 1 flying boat Archangel - Belushya.
19	June	1 flying boat Murmansk - Naryan Mar.
20	June	1 flying boat Naryan Mar on U-boat hunt.
25	June	10 I 153 Naryan Mar - Belushya (intended).
26	June	7 MBR 2 Naryan Mar - Belushya (intended).
27	June	expected at Naryan Mar.
1	July	1 Consolidated 28 Naryan Mar area.
2	July	1 flying boat (RA 25) Archangel - Naryan Mar.
3	July	1 flying boat Naryan Mar - Anderma.
4	July	No air activity (presumably on account of weather conditions).
10	July	2 MBR 2 Naryan Mar - Anderma.

III. Number of aircraft on airfields according to air reconnaissance:

Photographic reconnaissance 22 June Naryan Mar:

1 Consolidated 28.
6 MBR 2.
1 flying boat (type not recognized).

8 July Visual reconnaissance 1 Hell reports:

2 flying boats taking off from Belushya.

Photographic reconnaissance 11 July Belushya:

6 flying boats.
3 MBR 2.
2 MBR 4.

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15 July Belushya 5 flying boats.

16 July Belushya 1 MBR 2,
1 KOR 2,
3 further seaplanes,
4 RZ (single engined landbased
aircraft).

26 July Belushya I 153 and I 53.

28 July Belushya 2 flying boats.

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APPENDIX 5 TO OPERATIONAL ORDER NO. 8.

General information about ice, weather and current conditions in the Southern Barents Sea, the Pechora Sea and the approaches to the Kara Sea in the last third of July.

General

Ice:

The ice situation this year may be described as "normal". Ice movements depend, apart from sea currents, mainly on the direction and force of the wind. Special attention is drawn to the very rapid changes brought about by these factors.

Weather:

Knowledge of weather conditions in the Northern area is extensive. Over the sea the sky is mostly very cloudy or overcast, so that, generally speaking, it is rarely possible to take fixes. Apart from its effect on drift-ice, the wind and more especially the direction of the wind, has great influence on visibility conditions. In accordance with the summer distribution of pressure (high over the Northern Barents Sea) the prevailing winds are light to moderate from a northerly to easterly direction. On the north and east coasts stagnation frequently occurs, while the south and west coasts come under the influence of the "Föhn" (south wind) which disperses the clouds. Fog is comparatively frequent, especially in the neighborhood of ice. It usually occurs intermittently, but is sometimes prolonged, lasting from two to three days or more. With light onshore winds fog is nearly always to be expected.

Ocean currents:

The regularity of tides and tidal currents is influenced by the freezing of the sea. In general a cover of ice on the sea causes the range of the tide to decrease and the ebb tide to be delayed.

I. Sea area Kanin Nos - Kolguev.

Ice:

Free of ice except for a small amount of drift-ice, moving from the Kara Sea westwards.

Weather:

In the last third of July the prevailing wind is from the north. Strength is as a rule slight to moderate but is increased by angle and nozzle effect off Cape Kanin and Kolguev North. Storms are rare during July and August; on an average there are two stormy days a month. Fog occurs on 5 days (20 to end of July) either intermittently or all day, that is, on every second day.

Ocean currents:

Apart from small deviations an east-flowing current from the Atlantic prevails, the so-called North Cape current. Off Cape Kanin the current flows northwards from the White Sea at a rate of about 0.4 knots, and then turns partly eastwards. Weak eddies appear off Kolguev North, while in the south the current in general continues eastwards between island and mainland at a rate of about 0.3 knots.

There are two tides a day. The range of the tide is approximately $2\frac{1}{2}$ m. at Cape Kanin and decreases to about 1.20 m. off Kolguev.

II. Pechora Sea.

Ice:

The ice situation depends on the ice conditions in the Kara Sea. Under the most favorable conditions no ice is encountered. However, the possibility of drift-ice drifting out of Kara Straits into the Pechora Sea must be borne in mind. Shipping is not generally impeded by this ice as it is possible to circumnavigate the ice fields.

Weather:

Northeast winds prevail. The ice drifts according to the combined action of wind and current and, if drift-ice emerges from the Kara Straits, moves more or less exactly due west and does not break up until it is northeast of Kolguev. The floes then melt quickly. During July and August the velocity of the wind attains its yearly minimum of strength 3.

The Vaigach area is remarkable for its frequent fogs. During the last third of July fog occurs on six days either intermittently or for the whole day.

Ocean currents:

In the southern part the current flows eastwards at a rate of approximately 0.5 knots, in the northern part to the northwest at about 0.4 knots. There are 2 tides a day. From Kolguev to the Yugorski Straits and Kara Straits the range of the tide decreases from 1.20 m. to about 0.6 m. The difference between high and low tide tends to be increased by wind pressure.

III. Yugorski Straits.

At their narrowest the Yugorski Straits are only $1\frac{1}{2}$ miles wide. The minimum depth inside the navigable channel is $14\frac{1}{2}$ m.

Ice:

The Yugorski Straits are generally navigable in July. The relatively warm current flowing eastwards generally prevents the accumulation of drift-ice. With the prevailing northeasterly winds, the Yugorski Straits may even now be occasionally blocked by ice.

For wind, fog and ocean currents the same applies as for the Pechora Sea.

IV. Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but a belt of skerries on either side confines its useful width to about 17 miles. Depths in the navigable channel vary between 45 m and 150 m.

Ice:

As long as ice is still present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits. Although there is an easterly current on the south side of the Kara Straits ice conditions are less favorable here than in the Yugorski Straits. The prevailing northeast winds favor the appearance of ice, especially on the north side. The entire Straits may be blocked if these winds continue for any length of time even in cases where the Straits had already become navigable.

Weather:

Fog occurs on 6 days in the last third of July as it does in the Pechora Straits. The direction of the prevailing wind is northeast.

Ocean currents:

On the northern side a current flows westwards at a rate of 0.4 knots; this velocity may, however, be greatly increased by the wind. The current then follows the west coast of Novaya Zemlya northwards. On the southern side an easterly current prevails, flowing from the Pechora Sea into the Kara Sea. The tides are the same as for the Pechora Sea.

V. Belushya Bay.

Ice:

Belushya Bay is generally ice-free except for a small quantity of drift-ice off the coast.

Weather:

A north to northeasterly wind prevails. In the coastal area, therefore, good conditions of visibility can be expected in the main. No particulars are available as to the frequency of fogs. One may assume that it is somewhat less than in the Pechora Sea.

Ocean currents:

The current, flowing from the east, follows approximately the outlines of the coast. Its velocity is about 0.3 knots. There are two tides a day. The range of the tide is between 1 m. and 0.5 m.

VI. Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and 1/3 to 3/4 of a mile wide. Depths in the navigable channel vary between 12 m. and 180 m.

Ice:

As there is no marked ocean current, the drift of the ice generally follows the direction of the wind. No ice reports are available, but one may assume that there is usually a large area free of ice in the Kara Sea east of the Matochkin Straits, so that the Matochkin Straits are only occasionally filled with ice at this time of year.

Weather:

During July and August fog increases in frequency from the Kara Straits to the west coast of Northern Novaya Zemlya from 18 days to 20 - 21 days. Consequently the incidence of fog in the Matochkin Straits in the last third of July is approximately the same.

Ocean currents:

Tides and range of tides as in Belushya Bay.

VII. Northern Novaya Zemlya.

Ice:

On the basis of the mean ice limit the northern tip of Novaya Zemlya should become ice-free from the end of July. The ice then rapidly recedes northwards.

APPENDIX IV.

Captain U-boats, Norway.

On board, 10 August, 1943.

Most Secret S.O.s only - by hand of officer only.

Operational Order No. 10.

Minelaying operation - Inner Ob estuary and Yenisei estuary

I. Task:

Minning with TMB mines.

(a) Inner Ob estuary (Seehund).

(b) Yenisei estuary (Seekuh).

For further details see minelaying orders (Appendix 1 and 2 of this Operational Order).

II. Enemy situation:

(1) General:

Since the middle of July, traffic has been passing through the Yugorski Straits and probably the Kara Straits as well. There were four ice-breakers at Dikson in the middle of July; the three largest of these were no longer reported at the end of the month, and have probably proceeded further to the east. Small whalers may be expected during August off the north and east coasts of Novaya Zemlya. A passage through the Kara Straits is at present out of the question, owing to the prevailing ice and current conditions. Air and sea patrols must be expected here. See Appendix 8 of this Operational Order for last year's experiences.

(2) Sea patrols:

At the beginning of August three minesweepers, which had come from Belushya, were observed in the Kara Sea. About six further minesweepers and several guard vessels appeared in the Belushya area. Considering the importance of the West Siberian Sea route it is likely that patrols will increase as traffic grows heavier.

(3) Air situation:

See Appendix 6 of this Operational Order. Nothing is known so far about operations east of Amderma. It may be assumed that there are seaplane bases at the larger harbors. The

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existence of an air base near Cape Chelyuskin is suspected. After the appearance of German forces in the Kara Sea in 1942, increased air patrols this year must be expected.

(4) Mine situation:

Nothing is known so far about Russian minefields. In the summer of 1942 U 252 (Timm) suspected that there were enemy mines in AT 6249. Flanking minefields for the protection of shipping must be taken into account.

There are some of our own mine barrages in the Pechora Sea. The western entrance to the Yugorski Straits is mined. An operation against the eastern entrance is in progress. So far there are no mines in the Kara Sea.

(5) Bases:

See Appendices 5 and 6 of this Operational Order. Special attention is drawn to the seaplane base at Amderma, and the signal stations at Byeli Ostrov, Cape Leskina and Dikson. Dikson harbor is of special importance for river and coastal shipping. It has a large radio station and is defended by three heavy batteries.

(6) Ice, weather, and current conditions:

See Appendix 7 of this Operational Order. On 6 August the course of the ice limit ran from AF 8560 - 9420 - 9930 - AS 2170 - XA 7470. Passage along the coast seems possible for ships. There was an ice pocket in the Kara Sea in grid squares AT 3620 - 3980 - 5340 - 3510.

III. Our own forces:

(1) U-boats:

U 255 (Harms) and U 601 (Grau) as fuelling boats for BV 138 operations in the Kara Sea off Spori Navolok or Cape Konstantin (northwest Novaya Zemlya)

U 302 (Sickel) in XA 74, 75,
U 354 (Herbschleb) in AS 42, 43,
U 711 (Lange) in AT 62, 64, 65,

as combat boats on the West Siberian Sea route. All three boats have equipment for emergency fuelling of the BV 138's. U 601 (Grau) will be relieved by U 703 (Brünner) approximately on 18 August. U 625 (Benker) is taking part in operations at the eastern entrance to the Yugorski Straits.

(2) Naval forces:

The cruiser "Lützow" will commence operations on keyword "Husar" "Südwind" or "Dudelsack". While she is in the operational area U-boats are prohibited from attack on all naval vessels from a cruiser

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upwards if not definitely recognized as enemy units. (See also Operational Order No. 1, para. 25.)

The appearance of further naval forces will be announced by radio message.

(3) German Air Force:

The take-off of the BV 138's from the fuelling place will be announced by short signal of day, time, plus "One" or "Two". "One" means reconnaissance westwards via Dikson, "Two" northeastwards. Important reconnaissance reports will be transmitted on U-boats Northern Waters wave. Ju 88's and FW 200's on reconnaissance from the direction of the Pechora Sea will be announced by radio message, giving reconnaissance wave used.

IV. Execution:

- (1) Proceed from Narvik to Tromsø when ordered by Captain U-boats, and there report to Al Admiral Polar Coast. Continue to man radio service. No leave to be granted.
- (2) Take on mines in Tromsø at Mining and Barrage Command. Report completion by Emergency teleprinter message "Am ready to put to sea" plus signature.
- (3) Put to sea for the operation on receipt of keyword "Seehund" or "Seekuh" plus date (e.g. "Seehund" 12 August = put to sea on 12 August). Escort, after taking on mines, to be arranged directly with Admiral Polar Coast.
- (4) Proceed with escort on route "Schwarz", as far as point SR 1. Proceed from there to the operational area via northern tip of Novaya Zemlya. Remain undetected while approaching. Do not attack near the operational area before carrying out task.
- (5) So that the laying of the minefield may proceed smoothly, and in order to discover patrols or enemy routes free of mines, it may be necessary to watch the sea area unobtrusively before carrying out the operation.
- (6) Report execution of task by short signal plus the number corresponding to that of the minefield laid as given in the minelaying order, but not until 74° N. has been crossed.
- (7) Take advantage of any opportunities of making torpedo attacks on the homeward voyage, but do not remain any longer in the operational area.

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Proceed homeward to Andfjord. - Narvik via northern tip of Novaya Zemlya.

- (8) In so far as it is possible to approach the coast unseen while surfaced, take photographs of the coast (panoramic views), preferably by telephoto-graphic lens.

V. Equipment:

For operations in shallow water. Make preparations for scuttling and effective destruction of secret material, as long as boat is in shallow water.

Crew to wear life jackets. Comply with para. 263 and following of Handbook for U-boat commanders.

VI. Communications arrangements:

Maintain radio silence until task is completed, otherwise procedure in accordance with Communication Regulations of Captain U-boats, Norway.

In case orders have to be given by short signal (e.g. by the cruiser "Lützow", which may assume command of combat boats in the Kara Sea during her operations), the following meanings are to be inserted in the short signal book, page 76 continuing after groups "SZAH" to "SZUB":

U 212 (Vogler), U 255 (Harms), U 269 (Hansen),
U 277 (Lübsen), U 302 (Sickel), U 307 (Herrle),
U 354 (Herbschleb), U 355 (La Baume), U 387 (Büchler),
U 586 (v.d. Esch), U 601 (Grau), U 622 (Queck),
U 625 (Fenker), U 629 (Bugs), U 636 (Hildebrandt),
U 639 (Wichmann), U 703 (Brünner), U 711 (Lange),
U 713 (Gosejakob), U 360 (Becker), U 737 (Brasack).

VII. Appendices:

- (1) Minelaying order "Seehund" (not for U 636).
- (2) Minelaying order "Seekuh" (not for U 639).
- (3) Mining chart "Seehund" (only for U 639).
- (4) Mining chart "Seekuh" (only for U 636).
- (5) Radio and signal stations and batteries on the Barents and the Kara Seas.
- (6) Enemy air activity in the Eastern Barents Sea and the Kara Sea.
- (7) Ice, weather, and current conditions.
- (8) Information gained in the Kara Sea operation in 1942.

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VIII. Printed matter:

- (1) Handbook for U-boat Commanders (p.73).
- (2) Torpedo Trials Command leaflet for firing of torpedo mines.
- (3) Instructions for use of types TMB I, TMB II and TMC aboard U-boats (Most Secret).
- (4) Book of photographs of the Barents Sea.
- (5) Natural conditions on the Siberian Sea route (Secret). Supplement to Navigational Handbook of the Siberian Sea route.
- (6) Charts: Russian 1032, 2609 or 1483, 2609.

IX. The Operational Order is to be destroyed immediately upon return from the operation. Report destruction to Captain U-boats.

(Signed) Peters.

APPENDIX 1 TO OPERATIONAL ORDER NO. 10

MOST SECRET

Minelaying order for U 639 (Wichmann).

Second part of operation. First assignment ("Seehund").

(1) Task:

Laying of minefields.

(I) Inner Ob estuary (Seehund I).

71° 47.00' N. 73° 27.00' E.
71° 51.00' N. 72° 30.00' E.
72° 02.00' N. 72° 38.00' E.
71° 57.00' N. 74° 00.00' E.

Mines are to be laid from the landside outwards on varying courses in groups of 2 to 3 mines, as much as possible on the main shipping route, as observed. Distances between mines in individual groups to vary from 400 to 600 m.

(II) Inner Ob estuary (Seehund II).

Alternative area to I.

Sea area from coast to coast between 72° 05.00' N. and 72° 15.00' N.

Mines are to be laid on varying courses from the landside outwards in groups of 2 to 3 mines, as much as possible on the main shipping route, as observed. Distances between mines in individual groups to vary from 400 to 600 m.

(III) Inner Ob estuary (Seehund III).

Alternative area to I and II.

Sea area from coast to coast between 72° 18' N. and 72° 28' N.

Mines are to be laid on varying courses from the landside outwards in groups of 2 to 3 mines, as much as possible on the main shipping route, as observed. Distances between mines in individual groups to vary from 400 to 600 m.

(IV) West of Byeli Island (Seehund IV).

Alternative area to I, II and III.

73° 14.00' N. 69° 21.00' E.
73° 14.00' N. 70° 00.00' E.
73° 06.00' N. 69° 02.00' E.
72° 58.00' N. 69° 37.00' E.

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Mines are to be laid on varying courses in the area given as near as possible to the center of the Maligina Straits. Distances between mines in individual groups to vary from 300 to 400 m.

(2) Mining materials:

24 type TMB mines, 16 blue X (M 1) $\frac{10}{3-6}$

4 red X (M 1) $\frac{10}{3-6}$

4 green (A 2).

Clockwork arming switch II = varying from 3 to 6 days.

Period delay mechanism = varying from 1 to 12 actuations.

Time setting = 80 days.

Safety distance (TMB) 150 m.

The mines have a special mechanism and become active after 3 to 6 days. Lay the various colors mixed and load accordingly.

(3) Execution:

The laying course marked on minefield chart IV is that considered as most favorable, but need not be strictly adhered to.

The main thing is that the whole allotted area should be mined irregularly, while maintaining the safety distance. Preparations must be made for minelaying while submerged, in case enemy shore observation does not permit minelaying while surfaced.

APPENDIX 2 TO OPERATIONAL ORDER NO. 10.

MOST SECRET

Minelaying order - for U 636 (Hildebrandt).

Second part of operation. Second assignment ("Seekuh").

1. Task:

Laying of minefield.

(I) Yenisei estuary (Seekuh I).

72° 19.00' N 80° 02.00' E.
72° 19.00' N 80° 54.00' E.
72° 28.00' N 80° 39.00' E.
72° 28.00' N 79° 48.00' E.

Mines are to be laid on varying courses in groups of 1 to 3 mines, as nearly as possible on the main shipping route, as observed. Distances between mines in individual groups to vary from 200 to 300 m.

or

(II) Yenisei estuary (Seekuh II).

Alternative area to I.

72° 40.00' N 79° 00.00' E.
72° 38.00' N 79° 48.00' E.
72° 25.00' N 79° 37.00' E.
72° 26.00' N 79° 00.00' E.

Mines are to be laid on varying courses from the southeast corner to the northwest corner in groups of 2 to 3 mines. Distances between mines in individual groups to vary from 200 to 400 m.

or

(III) North of Shokalskogo (Seekuh III).

Alternative area to I and II.

73° 07.00' N 74° 35.00' E.
73° 07.00' N 74° 12.00' E.
73° 16.00' N 74° 12.00' E.
73° 16.00' N 74° 35.00' E.

Mines are to be laid on varying courses from south to north in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 300 to 600 m. No mines to be laid at a greater depth than 8 m.

2. Mining material:

24 type TMB mines, 20 blue X (M 1) $\frac{10}{4-8}$

4 green (A 2)

Clockwork arming switch II = varying from 3 to 6 days.

Period delay mechanism = varying from 1 to 12 actuation

Time setting = 80 days.

Safety distance (type TMB) 130 m.

The mines have a special mechanism and become active after 3 to 6 days. Lay the various colors mixed, and load accordingly.

3. Execution:

The laying course marked on the minfield charts II and III is that considered to be most favorable, but need not be strictly adhered to. What matters is that the whole allotted area should be mined irregularly, while maintaining the safety distance. Preparations must be made for minelaying while submerged in case enemy patrols or shore observation do not permit minelaying while surfaced.

APPENDIX 5 TO OPERATIONAL ORDER NO. 10.

MOST SECRET

Radio and signal stations on the
Barents Sea.

I. Murman coast:

Grid square	AC 8812	signal and radio station Mai Navolok.
"	"	AC 8816 signal and radio station Tsip Navolok.
"	"	AC 8864 signal and radio station Kildin.
"	"	AC 8971 signal and radio station Teriberka.
"	"	AC 8973 signal and radio station Cape Voronya.
"	"	AC 8884 signal and radio station Voronya Bay.
"	"	AC 8888 signal and radio station Bolshoi Oleni.
"	"	AC 8888 light battery Bolshoi Oleni.
"	"	AW 2112 signal and radio station Rinda.
"	"	AW 2127 signal and radio station Kharlov.
"	"	AW 2127 light battery Kharlov.
"	"	AW 2193 signal and radio station Cape Cherni.
"	"	AW 2278 light battery Klyatni Point.
"	"	AW 2513 light battery Iokanka.
"	"	AW 2513 signal and radio station Iokanka.
"	"	AW 2288 signal and radio station Svyatoi Nos.
"	"	AW 2563 signal and radio station Cape Bolshoi Gorodetski.
"	"	AW 2912 signal and radio station Ponoi.
"	"	AW 2915 light battery Ponoi.
"	"	AW 2914 light battery Ponoi.
"	"	AW 3141 signal and radio station Kanin Nos.
"	"	AW 3141 radio station Kanin Nos.
"	"	AW 3141 light battery Kanin Nos.

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II. Pechora Bay to Yugorski Straits and Kara Straits:

Grid square AW 3521 signal and radio station.
" " AW 3325 battery
Bugrino.
" " AW 3326 signal and radio station
Bugrino.
" " AW 7753 signal and radio station.
" " AT 8813 signal and radio station
Cape Greben.
" " AT 8824 light battery
Cape Greben.
" " AT 8827 light battery
Khabarova.
" " AT 8851 signal and radio station
Khabarova.
" " AT 8823 signal and radio station.

III. Novaya Zemlya, east and west coast:

Grid square AT 7237 signal and radio station
Life Point.
" " AT 7232 signal and radio station
Rogacheva Bay.
" " AT 7388 signal and radio station
Chernaya Bay.
" " AT 4839 radio station
Malie Tarmakuli.
" " AT 4509 radio station name unknown
(Sukhoi Nos).
" " AT 4624 radio station
Matochkin Straits western exit.
" " AT 2612 radio station
Russkaya.
" " AT 2659 radio station
Blagopoluchiya Bay.
" " AT 5415) radio stations Matochkin Straits,
" " AT 5416) eastern exit.
" " AT 4679 radio station name unknown.
" " AT 3216 radio station
Cape Jelaniya.
" " AT 7231 anti-aircraft battery in
Samoed Bay near approach point.
" " AT 7232 2 light batteries
Rogacheva Bay.
" " AT 7238 heavy battery
Belushya Bay, southeastern point.

Two radio huts are being erected in Belushya.

IV. West Siberian Sea route:

Grid square AT 8823 coastal radio station
Yugorski Straits.
" " AT 8589 coastal radio station
Cape Yarossel.
" " AT 8835 coastal radio station
Amderma.

Grid square	AT 8833	light battery Amdorma.
"	"	AT 9461 coastal radio station Se - Yago.
"	"	AT 9761 light battery Marrasale.
"	"	AT 9557 light battery Tomboi.
"	"	AT 6534 light battery Byeli Ostrov.
"	"	AS 4378 light battery Dikson.
"	"	AS 4379 3 heavy batteries Dikson.
"	"	AS 4838 coastal radio station Cape Leskina.
"	"	AX 7571 coastal radio station Cape Sterlegova.
"	"	AF 9948 coastal radio station Uedineniya Island (Einsamkeit Island).
"	"	XA 5286 coastal radio station Cape Oloviani (Shokalskoga Straits).

APPENDIX 6 TO OPERATIONAL ORDER NO. 10Enemy air activity in the Eastern Barents Sea.Land and seaplane bases:

Land base	Shoina AW 5425.
Land and seaplane bases	Bucrino AW 3325.
	Belushya AT 7232.
	Kildin AC 8891.
	Iokarka AW 2524
Seaplane bases	Naryan Mar AU 1532.
	Amderma AT 8836.

Enemy air activity according to radio intercept service (so far as picked up):

1 June	3 Consolidated 28 sea reconnaissance north of Kanin Peninsula.
3 June	4 aircraft, 1 flying boat Gorlo Straits - Kanin Nos - AC 9600.
9 June	1 Consolidated 28 Archangel - Kanin Nos - Belushya. Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushya.
10 June	1 FB 3 Cape Vikhodnoi (eastern exit of Matochkin Straits) to Archangel announced.
13 June	3 Consolidated 28 Belushya - Amderma - Archangel.
17 June	17 aircraft Archangel - Belushya. Transfer intended.
18 June	1 aircraft, 1 flying boat Archangel - Belushya.
19 June	1 flying boat Murmansk - Naryan Mar.
20 June	1 flying boat Naryan Mar on U-boat hunt.
25 June	10 I 153 Naryan Mar - Belushya (intended).
26 June	7 MBR 2 Naryan Mar - Belushya (intended).
27 June	expected at Naryan Mar.
1 July	1 Consolidated 28 Naryan Mar area.
2 July	1 flying boat (RA 25) Archangel - Naryan Mar.
3 July	1 flying boat Naryan Mar - Amderma.
4 July	No air activity (presumably on account of weather conditions).
10 July	2 MBR 2 Naryan Mar - Amderma.

Number of aircraft on airfields according to air reconnaissance:

Photographic reconnaissance 22 June Naryan Mar:

1 Consolidated 28.
6 MBR 2.
1 flying boat (type not recognized).

8 July Visual reconnaissance 1 Ho 111 reports:

2 flying boats taking off from Belushya.

Photographic reconnaissance 11 July Belushya:

6 flying boats.
3 MBR 2.
2 MBR 4.

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15 July Belushya 5 flying boats.

16 July Belushya 1 MBR 2,
1 KOR 2,
3 further seaplanes,
4 RZ (single-engined landbased
aircraft).

26 July Belushya I 153 and I 53.

28 July Belushya 2 flying boats.

APPENDIX 7 TO OPERATIONAL ORDER NO. 10.

Ice, weather, and current conditions in Polar Waters during August and September.

Ice conditions this year may be described as normal. Apart from the current, the movement of the ice depends mainly on the direction of the wind. This causes rapid changes in the position of the ice limit, and often considerable deviations from the mean.

Where sea currents from various directions meet to form whirlpools, there is a strong tendency for cracks to appear in the ice. In such areas ice-free water may exist quite irrespective of the general covering of ice.

Experience has shown that there are many signs which indicate the presence of ice in the immediate neighborhood. They are dealt with in almost every handbook of the polar regions.

Weather:

The summer in the northern regions is generally cool, dull and misty. The sky is mostly very cloudy or overcast, so that in general it is rarely possible to take bearings by the stars.

Apart from its effect on drift-ice, the wind and more especially its direction, has a great influence on visibility conditions. Corresponding to the summer distribution of pressure, with an anti-cyclone over the Barents Sea, the prevailing winds are from a northerly to easterly direction. The weather along the coasts is frequently determined by stagnation or by the warm south wind (Föhn).

Fog is comparatively frequent, especially in the neighborhood of drift-ice. It mostly occurs in fog banks, but sometimes covers wide areas and lasts from two to three days or more (coastal stagnation, warm sector of regenerated fronts). With light on-shore winds fog is nearly always to be expected.

Ocean currents:

The regularity of the tides and tidal currents may be adversely affected by the freezing of the sea. In general a cover of ice on the sea causes the range of the tide to decrease and the ebb tide to be delayed.

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The range of the tide may be increased by wind pressure; and similarly the direction and velocity of flow are dependent upon the wind. This applies especially to the approaches of the Kara Sea and the Wilkitzki Straits.

I. Sea area around Spitsbergen

Ice:

The last available air reconnaissance report dates from 10 July, 1943. There was then still 5/10 of drift-ice in Hornsund, and 3/10 in the approaches to Ice Fjord. According to a report of 9 July 43, there were either icebergs or ice-free water in the inner fjords of Ice Fjord. Large icebergs, probably originating from the east coast or from the islands to the east of Spitsbergen or from Franz Josef Land, were reported on 11 July 43, between Bear Island and Spitsbergen.

Ice conditions around Spitsbergen are already very favorable. The west coast can be assumed to be practically free of ice, with the exception only of small quantities of drift-ice which now and then emerge from the fjords, for as early as 15 June the Hinlopen Straits north of Waiigat Islands (near the southern exit of Hinlopen Straits in Olga Straits) were reported to be free of ice, whereas at that time Olga Straits and Storfjord were still full of ice.

Even now the presence of drift-ice in Storfjord and Olga Straits cannot be entirely discounted. Judging by the development of the situation to date it would seem likely that this summer it will again be possible to sail round the north of Spitsbergen from the middle of August to the beginning of September.

Weather:

In the coastal areas of Spitsbergen, weather conditions determined by the Föhn (a warm, dry wind) and stagnation effects, and similar to those on the Norwegian coast, prevail. In the sea area between Norway and Spitsbergen, the region around Bear Island is especially subject to frequent fogs, which are promoted by the temperature difference between the warm Gulf Stream and the cold southwest stream running along the eastern coast of Spitsbergen.

Ocean currents:

The Gulf Stream travels northwards between Jan Mayer and Bear Island at a rate of approximately 0.5 m.p.h. The southwest stream moves at roughly the same rate. South of Bear Island it is deflected eastwards at a rate of about 0.2 m.p.h., and north of Bear Island it is deflected westwards at about 0.3 m.p.h.

II. The Barents Sea

Ice:

The last available report, dated 7 July, 1943, states that the west coast of Novaya Zemlya is free of ice as far as 75° N. Further reports from the Barents Sea are not to hand.

It is possible that the northern tip of Novaya Zemlya can already be sailed round by the end of July. Further developments this summer show a normal course so that normal and favorable ice conditions can be expected. This means that at the end of July, the ice will begin to break up north of Novaya Zemlya and will then steadily retreat northwards. Normally the ice will begin to move south again about the middle of September. On the northern and eastern coasts of Novaya Zemlya the ice generally begins to form at the end of September or the beginning of October. At first the formation and southward movement of the ice proceed only slowly.

Weather:

The direction of the wind is generally from the northeast, and in the central Barents Sea its force is generally 1 to 3. Strong winds rarely occur in August and September. Because of the low wind strength, the preponderance of the prevailing direction is not great relatively to any of the others. No information is available for the northern Barents Sea. Areas of low pressure approaching from the west generally move along to the north of Bear Island, or sometimes north of Spitsbergen and across the northern Barents Sea to the east, so that a slightly higher mean force of the wind can be expected there.

The incidence of fog, between Bear Island and the coastal and sea areas of northern Novaya Zemlya, that is, in the neighborhood of the junction of the Gulf Stream and East Spitsbergen Stream, is especially high in August. In the sea area southeast of Bear Island, 37% of all ship observations from 1900 to 1939 reported fog in August. In over 50% of these cases the wind was from the southwest. In August fog occurs either intermittently or continuously on 20 days in the sea and coastal areas of northern Novaya Zemlya. During September the incidence of fog is greatly reduced. On the northwest coast of Novaya Zemlya fog occurs intermittently or for the whole day on only 9 days. No reports are available for conditions in the open sea. Instead of 37% 8 to 9% may be assumed.

The average date for the commencement of frost (i.e. mean temperature below 0°C) is

11 September in Novaya Zemlya,
11 October in Kolguev,
21 October in Kanin Nos.

The new ice forms after some delay.

Ocean currents:

Apart from small deviations, the prevailing currents of the Barents Sea are the North Cape current flowing eastwards between Finmark and Bear Island and dividing into several branches north of the White Sea, and the cold southwest current east of Spitsbergen which carries ice and icebergs with it. The current flows round the two islands of Novaya Zemlya in a clockwise direction. Its velocity is approximately 0.3 knots.

There are two tides a day. The range of the spring tide near Kanin Nos is more than 2.5 m., but rapidly decreases further north. The 1 meter line runs from near Kolguev almost in a straight line as far as 72.5° N north of North Cape. The 0.5 meter line runs along the latitude of 75° N through the center of the eastern Barents Sea and then veers north as far as north of Spitsbergen.

The variations in the water level caused by the wind are often greater than the tides.

III. The Yugorski Straits.

At their narrowest point the Yugorski Straits are only 1.5 miles wide. The minimum depth in the navigable channel is 14.5 m.

Ice:

It can be assumed that the Yugorski Straits are navigable in August and September. Ice conditions in the Straits depend upon those prevailing in the Kara Sea. The last available report dated 1 July, 1943 gives 2/10 sludge-ice and states that ice is moving to the northeast. Even in August the appearance of drift-ice must be reckoned with so long as there is ice in the Kara Sea. Conditions are more favorable in September. In general, the relatively warm current flowing eastwards through the Yugorski Straits prevents the accumulation of drift-ice.

Weather:

The prevailing winds in August are south to southwest and in September southeast to southwest. The average wind strength is 4. The Vaigach area is marked by very frequent fogs. In August there are 18 days, in September 12 days on which fog occurs either intermittently or for the whole day. In the mean, frost sets in on 1 October.

Ocean currents:

There are two tides a day. The range of the spring tide is 0.6 m. on an average. The velocity of the tidal stream in the Yugorski Straits may be as much as 3.5 knots.

IV. The Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but belts of skerries on either side reduce its useful width to about 17 miles. The depths in the navigable channel vary between 45 m. and 150 m.

Ice:

As long as there is ice present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits.

On the southern side of the Kara Straits there is an easterly current which counteracts the accumulation of drift-ice. But with prolonged easterly or north-easterly winds drift-ice can occur throughout the entire Straits. On the whole, conditions are less favorable than in the Yugorski Straits. In general it need not be feared that the straits will still be blocked up in August or September.

The most recent ice report at present available is dated 7 July 43, and states that the Kara Straits and eastwards thereof, south of $71\frac{1}{2}^{\circ}$ N were ice-free as far as visibility extended.

Weather:

On an average the prevailing direction of the wind in August is from the northeast, whereas it can scarcely be said that any direction prevails during September. The incidence of fog is the same as in the Yugorski Straits; it occurs intermittently or continuously on 18 days in August, 12 in September. On an average (1914-1934) frost sets in on 1 October.

Ocean currents:

There are two tides a day. The range of the spring tide is approximately 0.6 m. The velocity of the tidal stream may be as much as 2.5 knots.

V. The Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and $\frac{1}{3}$ to $\frac{3}{4}$ mile wide. Depths of the navigable channel vary between 12 m. and 180 m.

Ice:

As there is no marked ocean current, the drift of the ice generally follows the direction of the wind. The ice situation in the Kara Sea is a determining factor. Ice-free stretches of water are frequently found east of the Matochkin Straits. According to the latest available

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report, dated 7 July 1943, the Matochkin Straits were then already clear of ice, while in the Kara Sea east of the Straits there was a 40 km broad strip covered with 4/10 drift-ice. It must be assumed that from the beginning of November the ice will prevent all traffic through the Straits.

Weather:

Information on the winds is not available. But on the whole conditions should be similar to those at Malie Karmakuli station which lies to the south and where the winds tend to be from the north or east. In the mean, frost sets in on 21 September.

The incidence of fog can be assumed to be the same as in northwest Novaya Zemlya, with fog occurring intermittently or continuously on 20 days in August and on approximately 9 days in September.

Ocean currents:

There are two tides a day. The range of the spring tide is about 0.4 m. The tidal stream is dependent on the wind and may reach a velocity of up to 3.5 or 4 knots in the Straits.

VI. The Kara Sea.

Ice:

The latest report at present available states that the Matochkin Straits are free of ice. The Kara Sea has 9/10 rough drift-ice (the western Kara Sea was reconnoitered), an average of 4/10 drift-ice off the east coast of Novaya Zemlya to a width of 40 km., and cracked and melting fast-ice in the bays. The Kara Straits and continuing eastwards south of the latitude of $71\frac{1}{2}^{\circ}$ N are free of ice as far as visibility extends.

Generally speaking drift-ice must be expected in the Kara Sea at any time. It accumulates most frequently off the east coast of Novaya Zemlya and off the Kara Straits. It is reduced to a minimum at the end of August and in September. There was scarcely any ice in September with the exceptionally favorable ice conditions in 1942. The eastern Kara Sea is generally free of ice in August and September. The entrance to the Kara Sea round the north of Novaya Zemlya is generally free of ice in August and September. In 1942 the ice limit had receded about 160 miles northwards before the end of August. However, icebergs from Franz Josef Land frequently appear in this area.

Weather:

The prevailing winds are north to east. No information on fog is available. Its incidence does not seem to

be as high as in the Barents Sea, judging by last year's experiences. In the mean, frost sets in on the following dates:

Novaya Zemlya on 11 September,
Matochkin Straits and North Kara Sea 21 September,
Kara Straits, Yugorski Straits and southern Kara Sea
1 October.

Ocean currents:

The current flows south along the east coast of Novaya Zemlya, and divides when it reaches the Kara Straits. One branch turns east and then flows north along the Yamal Peninsula. The range of the spring tide is small. It is 0 meters in the central Kara Sea, and along the coast it is generally 0.4 m.

VII. The West Siberian Sea.

Ice:

There is no recent information on this sea area. According to 1939 reports the distribution of pressure most favorable for the ice situation is an anti-cyclone over the northern part of the western Siberian Sea which causes the prevailing winds to be from the east. The warm water of the rivers together with the wind are then able to reduce the ice along the coast and in particular in the various passages (Wilkitzki Straits, Nordenshelda passage, area off Dikson). The appearance of a cyclone off Franz Josef Land and east of it will produce westerly to northerly winds which will drive the ice down from the north so that the passages will frequently be blocked up.

The severest ice conditions are generally found along the coast of the Taimir Peninsula and in the Wilkitzki Straits. This is considered to be the most difficult part of the entire northeast passage.

In years of normal ice conditions, drift-ice must be generally expected in the northern part of the West Siberian Sea. This may cause a temporary stoppage of shipping. In favorable years the ice limit retreats as far north as Einsamkeit Island and Wiese Island. It has even been possible (1935) to reach the northern tip of Severnaya Zemlya without being hindered by ice.

Weather:

The mean direction of the wind has been given by three stations. At Cape Drovyanoi (Yamal Peninsula) the prevailing winds are northerly to easterly (about 50%) in August and September, at Dikson north to northeasterly (about 30%) in August, and south to southwesterly (about 20%) in September. At Cape Chelyuskin (Wilkitzki Straits) westerly and easterly winds occur with equal frequency (about 30%) in August, while northeasterly to easterly winds (33%) prevail in September. At Dikson the number of foggy days (intermittent or continuous fog) in August is 16, at the Nordenshelda Islets 12, and

in the Wilkitzki Straits 25; in September Dikson has 12 days, the Nordenshelda Islets 4, and the Wilkitzki Straits 16. In the mean, frost ceases off the Wilkitzki Straits on 1 July. The ice begins to break up about the middle of July. However, this date may vary considerably.

Setting in of frost:

Wilkitzki Straits on 21 August in the mean, south of Nordenshelda Islets by 1 September, north of Dikson Island 11 September.

The final freezing up of the Wilkitzki Straits probably does not take place until December, while new ice may appear again as early as the beginning of September.

The general information given above has been taken for the most part from "Natural conditions along the Siberian Sea route".

APPENDIX 8 TO OPERATIONAL ORDER NO. 10.

Information gained from the Kara Sea operation in 1942.

The Naval War Staff, 3rd Division has compiled the following information about the enemy situation, gained during operation "Hunderland" in 1942, and has based on this the following observations and comments for 1943. (German Naval High Command Series No. Naval War Staff/1st Division 1731/43 Most Secret S.O.s only).

I. 1942:

Enemy forces in the area Novaya Zemlya/Wilkitzki Straits were confined to ice-breakers. From the offensive point of view these units constitute a force which must not be underrated. Their crews are made up, at least in part, of army personnel, they are heavily armed, keen to contact the enemy, tough, and are skilfully operated - this last being demonstrated by the way in which tactical opportunities were exploited (use of fog!). No aircraft appeared, not even on reconnaissance.

Even after detection there was no enemy counter action either at sea or from the air. Ships travelled in convoys escorted by ice-breakers, never singly.

II. 1943:

(1) After appearance of the cruiser in eastern waters, we expect the following changes for the current year:

- (a) increased patrol activity;
- (b) increase in armament of ice-breakers and increased operational activity;
- (c) possibly a patrol service operated by submarines and destroyers (transfers from the Far East to the Arctic are an indication of this);
- (d) sea routes may be protected by submarines and mines;
- (e) restriction of enemy radio traffic which operated openly in 1942 and offered valuable hints for the cruiser's operational tactics;
- (f) increased aircraft operations, especially reconnaissance activity.

(2) Development of the Russo-American sea route through the Arctic.

- (a) Soviet endeavors over the past 20 years to create a great northern sea route are well known. They led to the erection of polar stations with meteorological equipment as well as the construction of supply bases and the extension of existing ones.
- (b) Information has been received according to which permanent air communications between Alaska and Siberia are supposed to have been established by the Americans; by this means they are said to

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supply Russia with aircraft and war materials.

- (c) According to a Swedish report, the first large convoy sailed in October 1942, and is said to have consisted of 83 vessels. Even if such a convoy reached the estuary of the river Ob during the first days of October, there would hardly have been sufficient time before the freeze-up to unload large cargoes of war materials on to river vessels, thus enabling them to reach the Trans-Siberian railway by river.

According to reports by agents, about 43 Russian ships, that is about 110,000 G.R.T., were in use along the route between Alaska and Siberia during the months July - September, 1942.

According to the same Swedish report, four convoys of 100 vessels each will be operated in 1943 during the navigational period. Even assuming the extensive use of the east - west route, convoys of such a size, corresponding to a tonnage of perhaps 1.2 million G.R.T., are hardly considered possible.

At the beginning of 1943 there were about 500,000 G.R.T. of Russian shipping space available in East Asia. However, a considerable proportion of this is operating between American ports and Vladivostok, and on coastal traffic, or on Indian and South American routes. Nor would all of the ships be suitable for use on the northern sea route.

Only ships of up to 4000 - at most 6000 - G.R.T. and draught up to 7 m., can be employed, apart from which there are certain other requirements:- specially powerful engines, no twin screws, reinforced bronze screw, reinforced rudder blade, reinforced rudder post, reinforced bow plating, and as watertight transverse bulkheads as possible in the region of the engine room and oil tanks, etc. Motor vessels are not very suitable.

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WAR DIARY

OF

CAPTAIN U-BOATS, NORWAY

CAPTAIN PETERS

16 - 31 AUGUST, 1943

PG/31841

16 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) all depth of sweep
U 277 AB 3852) 30 miles.
U 307 AB 3896)
U 269 patrolling Denmark Straits.
U 255 AT 3278
U 601 AT 32
U 302 XA 74/75
U 354 AS 42/43
U 711 AT 62.

In port:

U 703, 636 Hammerfest,
U 212, 586 Bergen,
U 355, 360, 960 Narvik,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 639 Tromsø - operational area.
U 636 Tromsø - operational area.
U 703 Tromsø - operational area.
0930 U 355 put out from Narvik.
1730 U 355 put out from Harstad for the operational
area.
1100 U 360 put out from Narvik for Hammerfest.
U 737 Hammerfest - to relieve U 277.
U 625 proceeding from operational area to
Narvik, meeting U 601 in the operational
area in AT 3257.
U 629 proceeding from the operational area to
Narvik.
U 277 proceeding from the operational area to
Hammerfest.
U 956 Bergen - Narvik.

II. By air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 Banak - Bear Island - South Cape -
Ice Fjord - 75° N., 5° E. - Banak, not exhaustive.

Shipping reconnaissance: 4 FW 190 Fisher
Peninsula - Kola inlet, nothing to report.

Flieger Fuehrer Lofoten: No reports.

Flieger Fuehrer North (West):

Sea area southwest of Jan Mayen between 68°
and 71° N. in a westerly direction as far as
the ice limit. Operation continues.

4 Ju 88, 2 BV 138, 1 Ar 196 between 58° N. and
63° 30' N. westwards as far as the Scottish
Islands.

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III. Reports on the enemy:

(a) By U-boats:

None.

(b) By air reconnaissance:

North of Shetland Westa 1 (Meteorological reconnaissance Staffel): in AF 7559 1 light cruiser, 2 destroyers on course 190°, moderate speed.

Near the Faeroes, between Shetland and the Faeroes, and also Thorhavn 2 patrol vessels, 3 merchant ships of up to 1,500 G.R.T. and several fishing boats on various courses.

(c) By naval forces:

None.

(d) By radio intercept service:

At 1700 on 14 August Survey Ship "Storm" from Matochkin Straits to Belushya.

On 15 August a merchant ship received instructions to proceed from the Yugorski Straits to Rogacheva (71° 30' N., 52° 35' E.).

On 15 August R-boats Nos. 436 and 438 were proceeding from Archangel to the Yugorski Straits.

Dikson reported at 1725 on 15 August: 2 light guns of the 263rd Battery have been transferred from Yujni Peninsula to Dikson Island. The 114th Battery is temporarily sited in the port. Minesweepers Nos. 40 and 42 in port.

Norwegian polar coast: short radio messages to submarines in the operational area.

Belushya area: guardship No. 28, minesweeper No. 59.

(e) By G.I.S. stations:

Re enemy plans for invading Norway:
Agent whose source of information is not uniformly reliable reports on 7 August 1943:

According to a talk with an English flying officer in Beirut a conference between America and Britain was said to have taken place in London a few days ago to discuss the invasion of Norway. As a result of this conference air and naval forces in Iceland were to be strengthened. It is thought that operations will be started by Britain and the Soviet Union in early autumn. Discussions relating to this are said to be taking place with Russia now.

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IV. Current U-boat operations:

- (a) Convoy operations: None.
(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off the northeast coast of Novaya Zemlya, 3 boats in the Kara Sea.

1106 Radio message 1106/735 sent:

- "1) "Herbschleb" to report position. Short weather report not yet heard.
2) "Harms" to report by short signal "Yes" or "No" whether short weather report heard."

1535 Short signal 1521/741 received from U 255 (Harms):

"No."

In answer to the query about the period of overhaul required by boats to be relieved shortly:

1505 Short signal 1453/739 received from U 601 (Grau):

"During the coming week, Bogen."

i.e. he requests permission to dock in Bogen Bay.

Short signal 2220/754 received from U 629 (Bugs):

"Three (days)."

- (c) Special operations by single boats: No reports.
(d) Miscellaneous:

Sailing orders for U 355 (La Baume) and for U 360 (Becker):

See Appendix II/1 and II/2.

V. Reports of successes: None.

VI. Survey of the situation:

- 1) Teleprinter message from Group North/Fleet Secret 03212 A1, dated 16 August, received at 1905:

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"A formation of 4 destroyers, speed low, course northeast or southwest, was sighted by the German Air Force between 0800 and 1300 on 10 August in AE 8962, on 11 August in AE 8562 and on 12 August in AE 8677. The supposition that this formation is connected with enemy anti-submarine measures in the sea area between the Faeroes and Iceland was confirmed by radio intercept service. At the time of the sighting of the destroyers the name of a convoy named "Peacock" was intercepted, and this has appeared again on 8 August at 0235, at 1517 and 2240 in connection with the sighting of a U-boat.

Group North/Fleet assumes that "Peacock" is engaged on a similar blockade operation on the outward routes to the Atlantic as occurred in the Bay of Biscay. It appears that apart from naval units there are also trawlers and aircraft in this formation."

- 2) The latest invasion reports are possible but must be regarded as thoroughly unreliable.
- 3) The extension of Dikson indicates the value that the Russians attach to this port particularly in connection with traffic expected from the east.

(Signed) Peters.

17 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 713 AB 3528)
U 387 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 307 AB 3896)
U 269 patrolling Denmark Straits.
U 255 AT 3278,
U 601 AT 3278,
U 302 XA 74/75,
U 354 AS 42/43,
U 711 AT 62.

In port:

U 960 Narvik,
U 212, 586 Bergen,
U 420 Lorient.

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(b) U-boats homeward and outward bound:

0800 U 639 Tromsø - operational area.
U 636 put out from Hammerfest for the operational area.
0800 U 703 put out from Hammerfest for the operational area.
U 355 Narvik - operational area.
U 360 put out from Tromsø at 0000, put out from Hammerfest at 1200 for the operational area.
U 625 operational area - Hammerfest.
U 629 operational area - Narvik.
2245 U 277 put in to Hammerfest from the operational area.
1530 U 956 put in to Narvik from Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - 3742 - Matochkin Straits - Banak. Not exhaustive.

1 He 111 on meteorological reconnaissance Banak - Bear Island - Banak. Not exhaustive.

Dropped supplies for Ar 232 on special operation. Otherwise nothing to report.

4 FW 190 on shipping reconnaissance Fisher Peninsula - Kola inlet, nothing to report.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 on reconnaissance southwest of Jan Mayen, no report of enemy sighted.

III. Reports on the enemy:

- (a) By U-boats: None.
- (b) By air reconnaissance: None.
- (c) By naval forces: None.
- (d) By radio intercept service:

Russian R-boats "436" and "438" were proceeding from Archangel to the Yugorski Straits on 15 August.

2 light guns of the 263rd Battery transferred from Yujni Peninsula to Dikson Island.

114th Battery temporarily sited in the port. At present 2 minesweepers in port.

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S.O. with Chief of Staff and Deputy S.O. of Communications Service White Sea Flotilla are at present carrying out an inspection on board minesweeper No. 32 in the Novaya Zemlya area up to Cape Jelaniya (77° N., 68° 30' E.), Einsamkeit Island, Sterlegova (75° 24' N., 88° 49' E.), Heiberga (77° 35' N., 101° 35' E.), Dikson, Amderma, and Yugorski Straits, and were in Belushya on 15 August. Survey ship "Storm" anchored in Belushya on 15 August. Yugorski Straits (69° 49' N., 60° 40' E.) reported at 0035 on 16 August a freighter and another vessel to the northwest, at a distance of 3 miles. Course southwest. At 0150 a minesweeper to the northwest, 3 miles away, course southwest. Minesweepers Nos. 109 and 110 passed Cape Greben (69° 39' N., 59° 59' E.) at 0200 on 16 August. The lights in the Naryan Mar area are to be lit again. Little radio traffic to submarines in the operational area. Belushya area; guardships Nos. 21, 28, Minelayer No. 90. Minesweepers Nos. 32, 55, 57, 63, 110 and one other (6002). R-boats "436" and "438" which sailed from Archangel for the Yugorski Straits on 15 August have been fitted with transmitters of type "Skumbrya". Dikson is to give ice reports to Archangel every day at 1200.

(e) By G.I.S. stations:

G.I.S. station Hamburg reported on 17 August 1943:

Source: coinciding information contained in reports from friendly consuls in Britain on 5 August, 1943:

A friendly Foreign Ministry and the Intelligence Service of Portuguese Legion as well as a Police Officer who reported the invasion of Africa in good time, report: second half of August Anglo-American attack on north and central Norway, on coastal stretches of French-Belgian frontier, probably also on Denmark. Embarkation ports for Norway: Peterhead, Aberdeen, Montrose and Maryport. Large troop concentrations in the wooded area south of Lancaster. Assembly area for Franco-Belgian Channel coast: Norfolk, Suffolk and Devonport. Very fast landing craft for Norway, approximately 50,000 men ready for action, Canadians with ski equipment. Use of new American anti-tank gun, weight of shell more than 4 kg. Appearance of the same type as before. On the east coast of England and Scotland about 500 tanks of 13, 30 and 70 tons as well as 1,000 armored vehicles in readiness. Requisitioning of private trucks in Scotland.

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Additional note from Group North/Fleet: Report cannot be checked here. Enemy's intention on the same lines as before and considered possible.

- IV. Current U-boat operations:
- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off northeast coast of Novaya Zemlya, 3 boats in the Kara Sea.

Radio message 1330/745 from U 354 (Herbschleb) received at 0420 in answer to request for situation report:

"Sickel" sighted 4 silhouettes on 11 August. "Kenntmann" has intercepted river and eastern traffic. Was located after transmitting short weather report. Request permission to maintain radio silence at own discretion. Ice position favorable."

1057 Radio message 1057/761 sent:

"1) "Benker" to return Hammerfest - Narvik.

2) "Herbschleb" meteorological report only if requested. Otherwise according to operational orders. Withdraw for transmission of radio intercept messages."

1156 Radio message 1156/762 sent:

"La Baume" to relieve "Gosejakob" at 0000 on 19 August. "Gosejakob" then to return to Andfjord Narvik, Harstad optional."

U 639 (Wichmann) has been notified to the boats in the Kara Sea in radio message 1158/765 as operating in the area of the Ob estuary.

1901 Radio message 1901/775 sent:

"1) At 0400 on 19 August U 360 (Becker) to meet "Brasack" in AB 3852 to deliver mail, and to relieve U 387 (Büchler) in AB 3584 at 0800.

2) "Büchler" then to return to Andfjord Narvik, Harstad optional."

- (c) Special operations by single boats:

0200 Radio message 2032/775 received from U 625 (Benker):

"More draining plugs of the cooling system of the port engine rusted through. Request putting in to SR 1, escort via Hammerfest as far as Tromsø. AT 1550, weather."

U 639 (Wichmann) was notified in radio message 1158/765 to the boats in the Kara Sea as operating in the area of the Ob estuary.

(d) Miscellaneous:

Sailing orders for U 956 (Mohs):

See Appendix II/3.

The following put out from Hammerfest:

U 636 (Hildebrandt) on mining operation "Seekuh".
U 703 (Brünnner) to relieve U 601 (Grau).
U 360 (Becker) to relieve U 387 (Büchler).

V. Reports of successes: None.

VI. Survey of the situation:

- 1) The transference of Russian R-boats to the Yugorski Straits is possibly due to the effect on Russian shipping of the minefield laid by U 625 in the eastern entrance.
- 2) The tour of inspection of the Staff of a flotilla on a single minesweeper through the Kara Sea gives rise to the assumption that the activity of our U-boats has not yet been noticed.
- 3) It is questionable whether U 364 (Herbschleb) has received U 302 (Sickel)'s report orally or by radio message. It seems that from information obtained by his radio intercept group he believes that his short weather report was located by direction finder. The traffic report does not give an exact picture and in particular does not yet justify operation "Husar". (Operations of the "Lützow" against enemy merchant shipping along the Siberian Sea route.)
- 4) After completing his minelaying operation U 625 (Benker) will probably have to go into dock for a complete overhaul and will not be available for further operations.

(Signed) Peters.

18 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In operational area:

U 713 AB 3528)
U 387 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 307 AB 3896)
U 269 patrolling Denmark Straits.
U 255 AT 3278,
U 601 AT 32,
U 302 XA 74/75,
U 354 AS 42/43,
U 711 AT 62,
U 639 Ob estuary.

In port:

U 277 Hammerfest,
U 960 Narvik,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 636 Tromsø - operational area.
U 703 Tromsø - operational area.
U 355 Narvik - operational area.
U 360 Hammerfest - operational area.
0030 U 956 put out from Narvik.
0640 put out from Harstad for the operational
area.
U 625 operational area - Hammerfest.
U 629 operational area - Narvik.
2000 U 960 put out from Narvik for Tromsø.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75° N.,
5° E. - Banak. Almost exhaustive, nothing to
report.

28 FW 190 on shipping reconnaissance Fisher
Peninsula and depth charge attack on targets
reported in Mina and Motovski Bays.

1 Ju 88 reconnaissance of shipping and bays,
southern Spitsbergen up to Ice Fjord. Photo-
graphic reconnaissance of emergency landing
places and country east of Hjorthamn.

1 Ju 88 on shipping reconnaissance Petsamo -
Kara Straits - Kolguev South - Kirkenes.

1 He 111 carried supplies to the Ar 232,
nothing to report.

Flieger Fuehrer Lofoten: No report.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance southwest of
Jan Mayen between 68° and 71° N.

1 Ju 88 on meteorological reconnaissance
between Banak - Vik and northern tip of Orkneys.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Eina and Motovski Bays: 2 coastal freighters
200 G.R.T. each, 2 coastal freighters totaling
900 G.R.T. were sunk. 2 coastal freighters
totaling 900 G.R.T., 2 coastal freighters
totaling 600 G.R.T. were damaged.

South of Spitsbergen off Green Fjord 1 small
coastal vessel.

Between Kolguev and Kanin Nos: AW 3317, 1
freighter, 200 G.R.T., southerly course.

AW 2334 1 patrol vessel.

2 freighters, 500 G.R.T. each, course 45°.

An airfield on Jan Mayen (AA 9384). On run-
way single-engined aircraft, probably fighter,
2 hangars. Anti-aircraft gun sites spotted.

(c) By naval forces: None.

(d) By radio intercept service:

Kanin Nos reported during daytime of 17 August
up to 11 fishing vessels of various types,
mainly northwest to northeast; at 1452, 1
minesweeper on 250°; at 1927 2 minesweepers
and 4 freighters to the northwest, course 20°.
Minesweeper No. 110 and guardship No. 28 were
in the Yugorski Straits area on 17 August.

Norwegian polar coast: some radio traffic to
all submarines in the operational area.

Belushya area: Minesweepers Nos. 55, 60, 63, 64,
75: guardships Nos. 28, 75, 80.

S.O. Russian White Sea Flotilla (Northern Waters
Flotilla was reported at first) carrying out
tour of inspection on minesweeper No. 32 in
Novaya Zemlya area as far as Jelaniya (AT 3212),
Sterlegova (XA 7493), Heiberga (XA 5942), Dikson,
Anderma and Yugorski Straits. On 15 August he
was in Belushya. Minesweeper No. 32 sailed
north from Archangel about 20 July.

Survey ship "Storm" anchored in Belushya on 15
August. Lights in Naryan Mar area are to be
lit again.

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(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's off northeast coast of Novaya Zemlya, 3 boats in the Kara Sea.

As no reconnaissance flights have been made in the Kara Sea since 12 August and there is uncertainty as to the ice situation, and Luftflotte 5 is asking for the flying boat to be relieved, the following radio messages have been sent:

1329 Radio message 1329/701 to Sickel U 302:

"Report ice limit along southwest corner by short signal of last three grid square numbers; also main courses navigable for ships sailing east and north."

1337 Radio message 1337/702 to Harms U 255:

"Confirm by short signal "yes" assumption that BV is prevented from returning to base after four operations only by weather conditions."

1843 In reply to this, short signal 1706/709 was received from U 255 (Harms) with report of return flight to Bille Fjord at 2300. As Flieger Fuehrer Lofoten has telephoned that landing not possible before 1000, radio message 1843/715 was sent to (Harms) U 255:

"1) Take-off at 0400 on 19 August for Bille Fjord permitted.

2) Report time after taking off."

The boats were informed in radio message 1206/703 of the tour of inspection of the S.O. White Sea Flotilla in the Kara Sea.

1755 Radio message 1140/707 received from U 703 (Brüner):

"1).....:

2) Kingston valves of both quick-diving tanks out of action, attempting repairs later.

3) In position AC 5461.

4) Weather."

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1638 Radio message 1638/710 sent:

U 956 (Mohs) will relieve "Herrle" at 0400 on 20 August in AB 3896. "Herrle" then to return to Hammerfest via SR 1.

(c) Special operations by single boats:

No reports from minelaying boats U 639 (Wichmann) and U 636 (Hildebrandt).

(d) Miscellaneous:

Sailing orders for U 960 (Heinrich):

- 1) Put out from Narvik on evening of 18 August.
- 2) Proceed to Tromsø via Tjeldsund - Finnsnesrennen, from Lødingen with district pilot.
- 3) U-boat Northern Waters radio service, to be manned while in Tromsø.
- 4) Further according to Operational Order No. 11.

V. Reports of successes: None.

VI. Plans:

On the instructions of Group North/Fleet, while the "Lützow" is out on operations, not only the combat boats but all boats in the operational area may be placed under her command in case of emergency.

1427 Radio message 1427/706 sent to boats in the Kara Sea:

- "1) Addition to operational orders for boats in Kara Sea. The "Lützow"'s Captain can, in case of emergency, fall back on minelaying boats in addition to the combat boats after the former have carried out their minelaying operations or have jettisoned their mines in a safe condition. Orders will be transmitted by short signal.
- 2) Fuelling boats can only be released for combat duties when ordered by Captain U-boats."

VII. Survey of the situation:

- (a) With reference to use to be made of the Kara Sea boats the following survey of the situation has been sent to Group North/Fleet and Admiral Northern Waters in Captain U-boats Norway Most Secret, by hand of officer only 2267 A1:

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- 1) According to reports received from "Herbschleb" to date, only river and eastern traffic has been detected by the radio intercept group. Four silhouettes were sighted by "Sickel" on 11 August. No new information about the ice limit. "Sickel" has again been ordered to send ice report. Air reconnaissance: BV, four operations to date. Return flight and relief of BV intended on 19 or 20 August.
 - 2) As the chief position along the probable convoy route and all points of concentration of shipping have been occupied and extensive supervision is therefore ensured, it is assumed that at present no convoys are under way. A change in the present dispositions seems therefore not yet necessary. Another operation of the BV is intended on 21 August if weather conditions are favorable.
 - 3) As the operational orders and dispositions of boats were arranged in such a way that all important facts must come to the knowledge of Command, a request for situation reports from the U-boats is not considered desirable at present for reasons of camouflage, especially as "Kenntmann" believes that he has already been located as a result of the meteorological short signal which he transmitted.
 - 4) Plans: to wait until new information has been gained by boats or BV operation."
- (b) The intricate control over the operations of the flying boats from the fuelling boat as well as their relief can only be carried out from the shore by operational command (in cooperation with Flieger Fuehrer). Before operating the fuelling boats with the "Lützow" the aircraft would have to be flown back and further reconnaissance flights by them would therefore cease. I consider this last particularly unfavorable at this moment. For these reasons I consider that serious disadvantages would arise if the "Lützow"'s Captain were to employ the fuelling boats on combat duties.
- (c) The construction of an airfield on Jan Mayen must be considered as a preparation for renewed Murmansk convoys. Similar intentions for Spitsbergen are to be expected.
- (d) Teleprinter message Naval Supreme Command - radio intelligence Most Secret 1545 A received:

"Inspection tour of S.O. White Sea Fleet, not Staff of Northern Waters Fleet, on minesweeper No. 32 considered in connection with reports of the German radio intercept group on board U-boat gives rise to the assumption that proper traffic along the northern sea route is only just getting under way, as probably the ice conditions for the whole route were unfavorable up to now."

- (e) With U 956 (Mohs) the last relief boat has left port for group "Monsun" (Bear Island - Spitsbergen).

(Signed) p.p. Eckermann.

19 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528,)
U 387 AB 3584,) all depth of sweep
U 737 AB 3852,) 30 miles.
U 307 AB 3896,)
U 269 patrolling Denmark Straits.
U 255 AT 3278,
U 601 AT 3278,
U 302 XA 74/75,
U 354 AS 42/43,
U 711 AT 62,
U 639 Ob estuary.

In port:

U 277 Hammerfest,
U 960 Tromsø,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 636 Tromsø" - operational area.
U 703 Tromsø" - operational area.
U 360 Hammerfest - operational area.
U 956 Harstad - operational area.
U 713 operational area - Narvik.
0900 U 625 put into Hammerfest from the operational area.
1810 U 625 put out from Hammerfest for Narvik.
1730 U 629 put into Narvik from the operational area.
0800 U 960 put into Tromsø" from Narvik.
2300 U 960 put out from Tromsø" for Hammerfest.

II. By air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 carried out meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75° N., 5° E.; nothing to report. Flying route almost exhaustively covered.

1 Ju 88 shipping reconnaissance Kirkenes - AC 8496 - 8533 - 8288 - 8444 - Kirkenes, nothing to report. Not exhaustive.

8 FW 190 armed shipping reconnaissance Fisher Peninsula - Kola inlet.

1 Ju 88 shipping reconnaissance in the direction of the Yugorski Straits. Flying route: Vardö - Kanin Nos - Kolguev South - Vardö. Exhaustive.

Flieger Fuehrer Lofoten: - No operations.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance southwest of Jan Mayen without sighting enemy.

2 Ju 88 on reconnaissance and attempted photographic reconnaissance off east coast of Scotland between Firth of Tay and Orkneys.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air-reconnaissance:

1 patrol vessel 500 G.R.T. sunk in Kola inlet. Between Firth of Tay and AN 0157 a total of 16 merchant vessels of low and medium tonnage, 1 tanker about 1,500 G.R.T., 8 patrol vessels. Further 1 light cruiser as well as 10 smaller warships (submarines, M.T.B.s and M.G.B.s), and 5 unidentified ships. 2 patrol vessels lying stopped near Kanin Nos. AW 3241, 1 merchant ship approximately 3,000 G.R.T. and 2 patrol vessels on course 270°. In AT 8774 2 merchant ships approximately 2,000 G.R.T. each, course 70°. In AT 8827 1 merchant ship 3,000 G.R.T. on westerly course.

(c) By naval forces:

None.

(d) By radio intercept service:

Norwegian polar coast: some radio traffic to submarines in the operational area, "L 15" mentioned by name.

Belushya area: minesweepers Nos. 55, 110, guardships Nos. 28, 78, probably aircraft Migalka.

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Area Belushya/Yugorski Straits: minesweepers
Nos. 38, 68.

Flying boat R.A. 25 in Belushya area.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen,
1 boat patrolling Denmark Straits, 2 boats
operating with BV 138's off the northeast coast of
Novaya Zemlya, 3 boats in the Kara Sea.

0520 Short signal 0454/731 received from U 302
(Sickel):

"Passage through operational area free of ice,
intend to advance in northeasterly direction."

0536 Radio message 0536/734 sent to "Sickel":

"Consent, at same time determine ice limit."

As no report of return flight of BV has been
received from U 255 (Harms) in reply to permis-
sion to take off, radio message 1143/741 was
sent to "Harms":

"1) Report of take-off not yet heard.

2) Permission to take off lasts until 1300 at
the latest. Not tomorrow."

Harms then reported in short signal 1444/745
that take-off is prevented by weather conditions.
U 269 (Hansen) was informed in radio message
1151/743 that the German Air Force has reported
2 hangars, 1 aircraft, probably a fighter, on
runway, and anti-aircraft batteries on Jan Mayen.

(c) Special operations by single boats:

No reports from the boats on minelaying opera-
tions, U 639 (Wichmann) and U 636 (Hildebrandt).

(d) Miscellaneous:

U 960 (Heinrich) reported by teleprinter
message: "Am ready to put to sea"; and received
sailing orders in radio message 2355/754 for
minelaying operation "Seevogel" on 19 August.

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V. Reports of successes: None.

VI. U-boat reports:

(a) Short report from U 629 (Bugs), see Appendix III/1.

(b) Plans:

In reply to the query of the operational staff of Luftflotte 5, radio message 1635/197 was dispatched:

"After 4 operations to date relief of BV 138 delayed by weather conditions. 19 August also unsuccessful. Transfer in Billefjord intended as soon as weather permits."

VII. Survey of the situation:

Group North/Fleet has replied in Ref. No. Most Secret 03233 A1 to Captain U-boats, Norway Most Secret 2267 A1 S.O.s only, dated 19 August (see War Diary 18 August Para. VII.):

"Comments correspond with views on the situation of Group North/Fleet. Intentions under Para. 4 agreed."

(Signed) p.p. Eckermann.

20 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 269 patrolling Denmark Straits.
U 255 AT 3278,
U 601 AT 3140,
U 302 XA. 74/75 on ice reconnaissance to northeast,
U 354 AS 42/43,
U 711 AT 62,
U 639 Ob estuary.

In port:

U 277 Hammerfest,
U 629 Narvik,
U 212, 586 Bergen,
U 420 Lorient.

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(b) U-boats homeward and outward bound:

U 636 Tromsø - operational area.
U 703 Tromsø - operational area.
U 960 Tromsø - operational area.
1800 U 713 put into Narvik from the operational area.
1915 U 387 put into Harstad from the operational area.
U 307 operational area - Hammerfest, relieved by
U 956.
1800 U 625 put into Narvik from Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75° N., 5° E. - Banak. Almost exhaustive. Crew of Ar 232 requested petrol by visual signaling. Otherwise nothing to report.

1 Ju 88 on shipping reconnaissance Vardø - Kanin Nos - Kolguev South - Cape Russki Zavorot - Yugorski Straits - Kolguev South - Vardø. Air photograph taken of Amderma, Yugorski Straits, Khabarova.

2 FW 190 on shipping reconnaissance Fisher Peninsula.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance southwest of Jan Mayen between 68° and 71° N. without sighting enemy.

1 FW 200 on sea reconnaissance southwest of Jan Mayen between 68° and 71° N. without sighting enemy.

1 FW 200 successfully carried out operation "Bassgeiger".

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

West of Kanin Nos in AW 2329 2 guard ships, 6 freighters each 600 G.R.T., southerly course. Off Yugorski Straits in AT 8846, 3 patrol ships, 3 freighters totaling 10,500 G.R.T. on north-easterly course.

2 small coastal vessels in Motka Bay.

(c) By naval forces: None.

(d) By radio intercept service:

Some radio traffic to Russian submarines in the operational area of the Norwegian polar coast.

"L 15" mentioned by name. Russian flying boat "A 25" in Belushya area.

At 0600, 1 guardship and 1 steam trawler lying southeast of Cape Cherni.

Deputy Chief of Communications Service, White Sea Fleet sailed on 19 August from Belushya probably for Dikson.

Norwegian polar coast: several radio messages to submarines in the operational area. "L 15", "S 54" and "S 101" mentioned by name.

Belushya area: minelayer No. 93. Minesweepers Nos. 31, 63, 110. Guardships Nos. 71, 72, 73.

Belushya/Amderma area: Guardships Nos. 28, 75. Minesweepers Nos. 32, 55.

(c) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's north of Novaya Zemlya, 3 boats in the Kara Sea.

0020 U 601 (Grau) reported in short signal 015/752 that weather conditions at landing place were favorable for take-off.

After conferring with Flieger Fuehrer Lofoten radio message 059/756 sent to "Grau":

"Owing to weather conditions at port of arrival no take-off yet. Permission follows as soon as possible."

0908 After telephone conversation with Flieger Fuehrer Lofoten permission to take-off sent to "Grau" in radio message 0908/759.

1420 Short signal 1407/763 received from U 255 (Harms) reporting take-off for Bille Fjord at 1230.

1546 Radio message 1546/768 sent to U 255 (Harms):

"Relief due to take off about 0900 on 21 August. Report at 0400 whether operation possible."

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1643 Radio message 1643/770 sent after telephone call from Flieger Fuehrer North (East) and Flieger Fuehrer Lofoten:

- "1) Returning flying boat sent S.O.S. about 1600 from grid square 2288, taxi-ing towards coast. 5291 kc., beacon wave "Emil" according to NBLM (Bestimmungen für den Nachrichtendienst bei Zusammenarbeit zwischen Luftwaffe und Kriegsmarine - Communication Regulations for combined operations of the German Air Force and Navy).
- 2) "Hildebrandt" and "Brünner" switch on to beam and proceed towards BV at high speed.
- 3) "Grau" proceed at high speed to render assistance."

The BV has apparently made an emergency landing in the neighborhood of Pankrateva Island. U 636 (Hildebrandt) and U 703 (Brünner) happen to be nearby on passage while U 601 (Grau) must remain near landing place 3 (AT 3148) for intended relief.

2352 Radio message 2352/786 sent:

- "1) Report by time short signal, as soon as flying boat found. Also "yes" or "no" whether possible to restart.
- 2) "Harms" to report conditions for relief according to plan."

1540 Short signal 1508/766 received from U 711 (Lange):

"No steamer traffic in sea area....."

1905 Radio message 1753/774 received from U 269 (Hansen):

"No traffic, little air activity with poor visibility for the most part. AA 9783, weather. One rating, Lues, ill."

1920 Short signal 1909/776 received from U 302 (Sickel):

"Passage free of ice north of Nordenshelda Archipelago. Routes protected by air patrols."

(c) Special operations by single boats:

No reports.

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(d) Miscellaneous:

After being relieved by U 956 (Mohs), U 307 (Herrle) is the last of the four boats off Bear Island to return to Hammerfest.

V. Reports of successes:

According to verbal report from U 625 (Benker), U 255 (Harms) has sunk survey ship "Akademic Schokalski" by gunfire.

VI. U-boat reports:

- 1) Short report from U 625 (Benker), see Appendix III/2.
- 2) Part of short report from U 601 (Grau), see Appendix III/3.
- 3) Short report from U 713 (Gosejakob) of first operation from 9 July - 20 August, see Appendix III/6.

VII. Survey of the situation:

- 1) It seems certain that at least the aircraft's crew will be saved by sending three U-boats to the rescue.
- 2) The ice situation in the east is favorable. Air patrols point to approach of traffic.
- 3) The Russian report of a U-boat on 30 July (War diary dated 31 July, para.III (d) apparently referred to U 255 (Harms) and not U 703 (Brünner) as was originally presumed.

(Signed) p.p. Eckermann.

21 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 269 patrolling Denmark Straits,
U 255 AT 3278,
U 601 AT 2521,
U 302 XA 74/75 ice reconnaissance to northeast,
U 354 AS 42/43,
U 711 AT 62;
U 639 Ob estuary.

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In port:

U 277, 307 Hammerfest,
U 387 Harstad,
U 625, 629, 713 Narvik,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 636 Tromsø - operational area.
U 703 Tromsø - operational area.
U 960 Tromsø - operational area.
U 639 proceeding from Ob estuary to AT 85.
0710 U 307 put in to Hammerfest from the operational
area.
0800 U 387 put out from Harstad.
1400 U 387 put in to Narvik.
1700 U 625 put out from Narvik for Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75° N.,
5° E. - Banak. Almost exhaustive.
1 Ju 88 carried out photographic reconnaissance
of Archangel and Molotovsk ports in spite of
strong fighter opposition.
1 Ju 88 carried out sea reconnaissance Petsamo -
Kolguev North - Yugorski Straits - Kolguev
South - Kirkenes. Not exhaustive.
Supplying with fuel for Ar 232 after carrying
out special operation, return flight not
carried out until today because of bad ground
conditions. Take-off was on 7 August.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance southwest of Jan
Mayen between 68° and 71° N. No report of enemy
sighted.
2 Ar 196 on reconnaissance against enemy E-boats,
in AN 2928. No report of enemy sighted.

III. Reports on the enemy:

- (a) By U-boats: None.
(b) By air reconnaissance:

Light anti-aircraft fire from Varneka, 4 miles
south of Varneka 4 coastal vessels totaling
about 1,500 G.R.T., 30 km. north-northwest of
Kanin Nos 12 ships each 150 - 600 tons, some
on westerly course.

(c) By naval forces: None.

(d) By radio intercept service:

19 August, Norwegian polar coast: submarines "L 15", "S 54" and "S 101" mentioned by name. Deputy Chief of Communications Service White Sea Fleet left Belushya on 19 August probably for Dikson.

Yugorski Straits reported at 0350 on 20 August, 1 guardsnip on 315⁰, course southeast. A convoy (2 minesweepers, 3 freighters) passed Kanin Nos from 0820 to 1140 on 20 August on easterly course. Cape Cherni, 1 freighter on southeast course. Several radio messages to submarines in the operational area of Norwegian polar coast - "S 54" and "S 101" mentioned by name.

Area Belushya/Yugorski Straits: minesweepers Nos. 31, 32, 60, guardships Nos. 28, 73.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's north of Novaya Zemlya, 3 boats in the Kara Sea.

0020 Radio message 2130/782 received from U 255 (Harms):

"Cover torn from deck torpedo container. Oil spoilt, stocks 780 liters. Weather."

0140 Radio message 2350/787 received from U 636 (Hildebrandt) concerning search for the flying boat which made the crash landing:

- "1) Searching since 2000, no trace found.
- 2) Met "Grau" at 2130.
- 3) Presume bad landing in seaway 5, as no bearing received.
- 4) Approach to coast possible only within 2 miles, no answer to star shells.
- 5) Giving up search and returning to operational duties."

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- 0110 Short signal 050/789 received from U 601 (Grau):
"Have found seaplane in AT 2521."

This message was immediately transmitted to the German Air Force.
- 0222 In short signal 0207/790 U 703 (Brünner) reported that he was 24 hours from landing place 3.
- 0919 Radio message 0919/794 sent:

"1) Short signal from "Harms" stating if weather favorable for relief not yet heard. Repeat.

2) "Grau" to report reason and situation. "Brünner" will be at rendezvous about 0200 on 22 August."

In reply to this U 255 (Harms) reported in short signal 1335/703 that the time was favorable for approach of relief. Flieger Fuehrer Lofoten then reported that the relieving BV will take off at 1430, and later that it will take off at 1840.

This has been transmitted to "Harms".
- 1605 Radio message 0321/705 received from U 601 "Grau":

"BV unserviceable for flying. Crew and instruments saved. Wreck sunk. Naval grid square 2513. Air patrol. On receipt of "Three" shall transfer "Stieler" to "Brünner". Weather."
- 1830 In answer to the request for the reason he added in radio message 1737/715 (concerning the BV):

"Engine jammed. Boat leaking."
- 1945 After the new aircraft had taken off at 1840, the fuelling boat U 255 (Harms) reported in radio message 1922/720:

"Weather conditions at rendezvous unfavorable."

Flieger Fuehrer Lofoten therefore gave orders to the flying boat to return to base.
- 2111 Radio message 2111/723 sent to U 255 (Harms):

"2020 orders given to flying boat to return because of weather conditions. Report again if favorable during next 12 hours."

The boats were informed in radio message 1739/717 that on 19 August the S.O. White Sea Flotilla had put to sea from Belushya on a tour of inspection.

1825 Radio message 1810/716 received from U 302 (Sickel):

"Intend standing on and off in sea area of Wilkitzki Straits. Passage in south impeded by drift-ice fields, but possible for ships and boats."

In reply to this radio message 2133/726 sent to U 302 (Sickel):

- "1) Consent.
- 2) Evade movements of ice due to wind pressure in good time."

2121 Radio message 2121/728 sent to Group "Wiking" and to "Wichmann":

- "1) German Air Force reports: on 20 August about 0900 in AT 8845, 3 merchant vessels, 3 patrol vessels, northeasterly course; and in AT 8823, 3 ships at anchor, 1 up to 4,000 G.R.T.
- 2) "Wichmann" to make for attack area AT 85 at increased speed.
- 3) As from 21 August U 636 in AS 40."

After receipt of report from U 625 (Benker) the boats in the Kara Sea are advised of the advantages of using U-boat wave "Ulli 3". The radio links for these boats are to keep watch on this wave especially between 2100 and 1500.

(c) Special operations by single boats:

1930 Short signal 1916/718 received from U 639 (Wichmann):

"Have carried out operation "One"."

(d) Miscellaneous:

Sailing order for U 625 (Benker):

- 1) Put out from Narvik on afternoon 21 August.
- 2) Proceed via Westfjord and, at a distance of 50 miles from the coast, via SR 1 to Trondheim.
- 3) Radio service "Anton" and Northern Waters very long wave.

V. Reports of successes:

U 639 (Wichmann) reports minelaying operation "Seehund I" carried out.

VI. Reports:

Short report U 387 (Büchler), see Appendix III/4

VII. Plans:

Naval Liaison Officer with German Air Force Command 5 la reports in teleprinter message 5870/43 Most Secret, dated 21 August:

"In future the BV 138's are to operate from the fuelling base only twice or at most three times and are to remain there for not more than eight days."

VIII. Survey of the situation:

- 1) The Ar 232 has dismantled a meteorological set on Bear Island. The aircraft could now be used to set up the new meteorological shore transmitter "Robert".
- 2) It is assumed that U 636 (Hildebrandt) broke off the search after 4 hours, after consultation with U 601 (Grau).

(Signed) p.p. Eckermann.

22 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 269 patrolling Denmark Straits.
U 255 AT 3278,
U 601 AT 3148,
U 703 AT 3148,
U 302 XA 59,
U 354 AS 42/43,
U 711 AT 62,
U 636 AS 45.

In port:

U 277, 307 Hammerfest,
U 387, 629, 713 Narvik,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 960 Tromsø - operational area.
U 639 Ob estuary - AT 85.
U 625 Narvik - Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - AT 1798 - Matochkin Straits - Banak, broken off in AC 6195 because of engine trouble. Exhaustive, nothing to report.
1 Ju 88 on meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75° N., 5° E. - Banak. Broken off near 7891 AG because of engine trouble.
1 Ju 88 on shipping reconnaissance Petsamo - Kanin Nos - Kolguev South - Kara Straits - Yugorski Straits - Kolguev South - Banak. Yugorski Straits not covered.
8 FW 190 on shipping reconnaissance Fisher Peninsula - Kola inlet. No shipping observed.

Flieger Fuehrer Lofoten: No operations.

Flieger Fuehrer North (West):

2 FW 200 on reconnaissance southwest of Jan Mayen between 68° and 71° N. No report of enemy sighted.
2 Ju 88 on reconnaissance of east coast of Scotland between Holy Isle and Kinnaird Head. No report of enemy sighted.
1 FW 200 carried out special operation "Bassgeiger II".

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

South of Kanin Nos (AW 3172) 2 freighters each 600 G.R.T. on southerly course, South of Kolguev (AW 3337) 1 freighter 500 G.R.T. West of Kara Straits (AT 8443) 1 coastal vessel 300 G.R.T., easterly course. North of Kanin Nos (AW 3117) 1 patrol vessel on easterly course. In AW 3153, 2 patrol vessels, easterly course. East of Greenland in AA 2952, 1 merchant ship 1,500 - 2,000 G.R.T. lying stopped. 1 aircraft on board with American markings. Gunfire from ship and shore, probably heavy anti-aircraft battery.
AA 9358 (Jan Mayen) 1 ship 2,000 G.R.T. lying stopped.

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(c) By naval forces: None.

(d) By radio intercept service:

Norwegian polar coast: submarines "S 54", "S 101", "S 102".

Area Belushya/Yugorski Straits: minesweepers Nos. 12, 31, 32, 62. Guardship No. 75 was in the Yugorski Straits area on 21 August.

Yugorski Straits reported at 2310 on 20 August, 3 freighters, 3 steam trawlers and 6 more vessels to the northwest, and at 1430 on 21 August guardship No. 28, course 48°. Some radio messages to submarines in operational area off the Norwegian polar coast, "S 101", "S 102" and "S 54" were mentioned by name.

Area Belushya/Yugorski Straits: minesweepers Nos. 32, 110, minelayers 90, 93, guardship 505.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 1 boat patrolling Denmark Straits, 2 boats operating with BV 138's north of Novaya Zemlya, 4 boats in the Kara Sea.

0201 At request of Flieger Fuehrer Lofoten radio message 0201/731 sent to U 255 (Harms):

"1) Aircraft not yet arrived, orders to return to base possibly not received.

2) Report by short signal, whether, when and where landed."

0615 Short signal 0537/738 received from U 255 (Harms):

"No."

Flieger Fuehrer Lofoten reports that the aircraft can be heard on its wavelength but that there is no contact.

Information received about 0900 that the aircraft had landed again in Bille Fjord.

0923 Radio message 0923/748 sent to U 255 (Harms):

"BV landed at 0730 at base. From 1400 report weather every 12 hours until next take-off."

The aircraft had now first to be overhauled and therefore could not take off when a "clear" report was received from "Harms" at 0925. Weather conditions at Flieger Fuehrer Lofoten's base were regarded as so uncertain that, in spite of another favorable report at 1420, it was decided not to let the aircraft take off before 0300 the next morning.

2335 In short signal 2308/770 U 703 (Brünnner) reported that he had relieved U 601 (Grau). He then received radio message 006/772:

"Ice reconnaissance according to Operational Order No. 5, every 50 miles to 80° E. Then reconnoiter landing places 1 and 2 and make ice reconnaissance to the south."

(c) Special operations by single boats: No reports.

V. Reports of successes: None.

VI. Plans:

As it is not considered safe to take the meteorological transmitter "Robert" to Bear Island by aircraft, a U-boat is to take part in the operation. The transmitter will therefore have to be taken to Hammerfest, where the meteorologist is in readiness after his return on U 601 (Grau) from operation "Gerhard". Two more U-boats are to be kept in readiness for the meteorological operations "Schatzgräber" and "Kreuzritter".

VII. Survey of the situation:

- 1) The ship reported off the coast of Greenland is interfering with our meteorological operation "Bassgeiger". As U 629 (Hansen) has been released by Group North/Fleet for recall, he can be set on to it before returning.
- 2) It appears that in the evenings, mists arise along the coasts of Novaya Zemlya. It would therefore be preferable to let the flying boat take off in the early hours of the morning.

(Signed) p.p. Eckermann.

23 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 269 patrolling Denmark Straits.
U 960 AT 4610.
U 255 AT 3278.
U 703 AT 3148 ice reconnaissance northwards.
U 639 AT 85.
U 302 XA 59.
U 354 AS 4243.
U 711 AT 62.
U 636 AS 45.

In port:

U 277, 307 Hammerfest.
U 387, 629, 713 Narvik.
U 212, 586 Bergen.
U 420 Lorient.

(b) U-boats homeward and outward bound:

2000 U 625 put in to Trondheim from Narvik.
U 601 operational area to Hammerfest.
U 269 from AE 20 to AA 93.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75° N., 5° E. - Banak. Nothing to report. Almost exhaustive.

1 FW 190 on shipping reconnaissance Fisher Peninsula/Kola inlet in 3 waves, no shipping traffic observed.

Flieger Fuehrer Lofoten: No operations.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance southwest of Jan Mayen with radar. No report of enemy sighted. Ice limit not determined.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance: None.

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- (c) By naval forces: None.
(d) By radio intercept service:

Norwegian polar coast: submarines "S 54",
"S 101", "S 102".

Belushya area/Yugorski Straits: minesweepers
Nos. 12, 31, 32, 62.

In the Norwegian polar coast operational area:
Russian submarines "S 54", "S 101" and "S 102"
were mentioned by name on 22 August.

- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen,
1 boat patrolling Denmark Straits, 2 boats
operating with BV 138's north of Novaya Zemlya,
4 boats in the Kara Sea.

0025 Radio message 2017 received from U 354
(Herbschleb):

"At noon on 21 August, 5 steamers proceeding
east sighted off Wardrop Island. Reports not
confirmed. Steamers lost in fog. Pursued as
far as Russki Island in spite of fog. At
Dikson, 6 batteries; "Igerka", "Dudinka",
"Khatangskoe" aircraft."

1059 Radio message 1059/779 sent to U 269 (Hansen):

- "1) Air Force reported on 22 August ship of
2,000 G.R.T., lying stopped in AA 9358.
Merchant ship of 2,000 G.R.T. lying stopped
in AA 2952, 1 aircraft on board, anti-
aircraft fire from ship and shore.
2) Proceed from first to second position if
ice permits. Search there for 3 days.
Freedom to attack. Finally return to
Andfjord Narvik. Harstad optional."

1430 Short signal 1409/782 received from U 255
(Harms) to report that time is favorable for
approach of aircraft.
After transmission to Flieger Fuehrer Lofoten
report of take-off was received by telephone.

1711 Radio message 1711/785 sent to U 255 (Harms):

"Relief took off at 1600. Report landing."

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1815 U 255 (Harms) in short signal 1807/207 reports conditions again unfavorable for landing. This was transmitted via Flieger Fuehrer Lofoten to Flieger Fuehrer North (East) who recalled the aircraft.

2317 Radio message 2317/790 sent:

"BV returned to base. "Harms" to report weather at 0200 and every 12 hours. No report heard last night at 0200. All boats to keep watch for short signal from "Harms" at 0200 and act as repeaters. It is important for execution of operation that the short signal is received."

(c) Special operations by single boats:

No report received from minelaying boats U 636 (Hildebrandt) and U 960 (Heinrich).

(d) Miscellaneous:

Short report from U 307 (Herrle) from 29 July to 21 August (Appendix III, 5).

V. Reports of successes: None.

VI. Survey of the situation:

- 1) U 354 (Herbschleb) has pursued the 5 steamers apparently without sighting them. His first messages were not heard by Control. The latest information seems to come from radio intercept service. (The message lacks the necessary clarity.)
- 2) Because of present ice conditions U 269 (Hansen) will find it very difficult to approach the coast of Greenland. He will be informed of the ice limit and the best route leading to the reported vessel.
- 3) Apparently it is most favorable for the aircraft to take off to the fuelling boat in the early hours of the morning, but radio communications become interrupted at night. An attempt will be made to take off from Billefjord without a "clear" message from U 255 (Harms), and then to establish radio communications between the aircraft and the fuelling boat as early as possible, so that the boat can report conditions for landing.

(Signed) p.p. Eckermann.

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24 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 960 AT 4610,
U 255 AT 3278,
U 703 ice reconnaissance north of Novaya Zemlya,
net "Harms",
U 639 AT 85,
U 302 XA 59,
U 354 AS 42/43,
U 711 AT 62,
U 636 AS 45.

In port:

U 227, 307 Hammerfest,
U 629 Harstad,
U 387, 713 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

0000 U 269 AE 20 to AA 93.
0600 U 629 put out from Narvik.
0900 U 629 put in to Harstad.
U 629 put out from Harstad for Tromsø.
U 601 operational area to Hammerfest.
U 636 AS 45 to Narvik via AT 3148.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak -
Bear Island - South Cape - Edge Island -
Ice Fjord - 75° N., 5° E. - Banak and reconnais-
sance for meteorological transmitters.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance southwest of
Jan Mayen westwards as far as the ice limit
without report of enemy sighted.

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III. Reports on the enemy:

- (a) By U-boats: None.
- (b) By air reconnaissance: None.
- (c) By naval forces: None.
- (d) By radio intercept service: None.
- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 2 boats operating with BV 138's north of Novaya Zemlya, 4 boats in the Kara Sea.

1116 Radio message 1116/796 sent to U 255 (Harms):

- "1) Short signal not heard at night.
- 2) Take-off intended if there is reason to expect good weather at base in early morning.
- 3) After take-off transmit conditions as soon as possible on aircraft wave.
- 4) In future report only the time for take-off from base which, judging by experience, will definitely provide favorable conditions for the next 12 hours."

1145 Radio message 0110/795 received from U 255 (Harms):

"Met "Brüner". From officer-in-charge of operations of BV 138's: impossible to send weather report at fixed times, information still lacking. If there is a "clear" report for take-off from there, call from here valid for 10 hours."

1714 Radio message 1714/708 sent to U 255 (Harms):

- "1) Relief is ready on call.
- 2) Report by short signal up to which month cipher material."

1850 U 255 (Harms) reported in short signal 1839/709:

"End of coming month."

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(c) Special operations by single boats:

1557 Radio message 1230/704 received from U 636 (Hildebrandt):

- "1) Operation "One" carried out.
- 2)
- 3) No traffic observed.
- 4) Grid square AB 3667, weather."

1639 Radio message 1639/707 sent to U 636 (Hildebrandt):

"Approach "Harms" in grid square 3278 on homeward journey. Transfer provisions and cipher material for September."

2040 Short signal 2013/711 received from U 255 (Harms):

"Request meeting with U 636 at rendezvous three."

2143 Radio message 2143/715 sent to U 636 (Hildebrandt):

"Meet "Harms" in grid square 3148."

2230 Short signal 2207/714 received from U 302 (Sickel):

"Ice limit retreating from Russki Island in direction 70° true. Am withdrawing southwestwards."

(d) Miscellaneous:

Sailing orders for U 629 (Bugs):

- "1) Put out of Narvik early on 24 August.
- 2) Proceed through Tjeldsund - Finnsnesrennen to Tromsø, from Lødingen with district pilot. Harstad optional.
- 3) U-boat Northern Waters wave, to be manned while in Tromsø.
- 4) Further in accordance with Operational Order No. 12."

V. Reports of successes:

U 636 (Hildebrandt) reported minelaying operation "Seekuh I" carried out.

VI. U-boat reports:

Short report from U 713 (Gosejakob), see Appendix III, 6.

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VII. Survey of the situation:

- 1) After rather a lengthy interval, the ice reconnaissance by U 703 (Brünner) and the operation of the next flying boat will bring certainty once again about the situation in the Kara Sea.
- 2) U 255 (Harms) has apparently proceeded to landing place 3 to look for better weather conditions and has met "Brünner" on the way there.
- 3) A report from Westa (Wettererkundungsstaffel = meteorological reconnaissance Staffel), Banak, received in teleprinter message from 13th U-boat Flotilla Secret 2842, dated 24 August:

"Reconnaissance of foot of west coast of Bear Island by meteorological reconnaissance Staffel showed that there was no "mattress-shaped instrument" as reported by U-boat. Probably confusion with rocky cliff "Knorten" the top of which consists of 3 tall, narrow, vertical stones."

(Signed) p.p. Eckermann.

25 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 960 AT 4610.
U 255 AT 3148.
U 703 ice reconnaissance north of Novaya Zemlya.
U 639 AT 85.
U 302 XA 82.
U 354 AS 42/43.
U 711 AT 62.

In port:

U 277, 307 Hammerfest,
U 629 Tromsø,
U 713, 387 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

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(b) U-boats homeward and outward bound:

1300 U 269 from AA 93 to AA 29.
2330 U 629 put out from Tromso.
U 629 put in to Hammerfest.
U 601 operational area to Hammerfest.
U 636 operational area to Narvik via AT 3148.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 carried out meteorological reconnaissance Banak - AT 4852 - Matochkin Straits - Banak, nothing to report. Not exhaustive.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance southwest of Jan Mayen.

III. Reports on the enemy:

- (a) By U-boats: None.
- (b) By air reconnaissance: None.
- (c) By naval forces: None.
- (d) By radio intercept service:

Kanin Nos at 0920, 2 freighters and 1 mine-sweeper on northeast course, at 0955 1 more freighter on northerly course and throughout the day a comparatively large number of fishing vessels in all directions.

Norwegian polar coast: a few radio messages to submarines in the operational area.

Area Belushya/Yugorski Straits: guardships Nos. 19, 73; minesweepers Nos. 31, 32, 39, 57, 59, 62, 104, 110; minelayer No. 93.

- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 2 boats operating with BV 138's off north Novaya Zemlya, 4 boats in the Kara Sea.

1615 Short signal 1552/728 received from U 254
(Herbschleb):

"During the last 6 days fog at Dikson Island for more than 50% of the time. Slight stationary patrol."

1821 Radio message 1821/731 sent:

"Wichmann" to return via AT 3278. If "Harms" is not there, meet him in AT 3148. Then via Andfjord."

(c) Special operations by single boats:

After his "clear" report, U 629 (Bugs) received sailing orders in radio message 1413/726 for minelaying operation "Seeadler" on 25 August. He is still in Hammerfest because weather is keeping back his escort. Still no message from U 960 (Heinrich).

V. Reports of successes: None.

VI. Plans:

Operational orders received from Group North/Fleet for meteorological operations "Kreuzritter" and "Schatzgräber" which are to be accompanied by one U-boat each.

VII. Survey of the situation:

The flight of the second BV 138 to the fuelling boat has not yet succeeded because of bad weather. In poor visibility, as reported by "Herbschleb", a reconnaissance by the flying boat with radar would be particularly valuable.

(Signed) p.p. Eckermann.

26 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584)all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 960 AT 4610
U 255 AT 3148
U 703 ice reconnaissance north of Novaya Zemlya.
U 302 XA 82.
U 354 AS 42/43.
U 711 AT 62.

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In port:

U 277, 307, 629 Hammerfest,
U 713, 387 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

0900 U 269 from AA 93 to AA 29.
U 629 put out from Hammerfest for the operational area.
1355 U 636 operational area to Narvik via AT 3148.
U 601 put in to Hammerfest from the operational area.
U 639 operational area to Narvik via AT 3278.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - AT 1956 - Matochkin Straits - Banak, almost exhaustive.
4 FW 190 carried out shipping reconnaissance Fisher Peninsula - Kola inlet, nothing to report.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 in sea area round Jan Mayen, no report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

In AC 8161 1 submarine submerging on easterly course.

In AC 8437 1 submarine submerging on north-easterly course.

(c) By naval forces: None.

(d) By radio intercept service:

24 August vessel "Kassatka" (not registered) from Karnakuli to Belushya.

25 August 1 (probable) tug passed Amderna in the direction of Yugorski Straits.

Norwegian polar coast: some radio messages to submarines in the operational area.

Area Belushya/Yugorski Straits: minesweepers Nos. 39, 55, 59, 63, 64, 114.

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Area Belushya/Anderma/Dikson: minesweepers Nos. 32, 62, 109, 110.

On 23 August 1 guardship stood off Bugrino.
24 August Kanin Nos reported up to 5 fishing vessels to south, west and northwest.

Steam trawlers "Dersshinski", "Keta", "Irtysk" were lying in the area Kanin coast/ Svyatoi Nos. "Kolkhosuik", "Paltus", "Taimen", "Som" and 1 more.

Norwegian polar coast: some radio traffic to submarines in the operational area, "S 54" and "S 101" mentioned by name.

Area Belushya/Yugorski Straits: minesweepers Nos. 31, 32, 39, 55, 60, 110; minelayer No. 93; guardships Nos. 28, 65, 77.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen.
2 boats operating with BV 138's north of Novaya Zemlya.
3 boats in the Kara Sea.

2340 Radio message 2055/746 received from U 354 (Herbschleb):

"Dikson is transmitting to 7 new minesweepers, probably due to pick up eastern convoy."

(c) Special operations by single boats:

U 629 (Bugs) is leaving on minelaying operation "Seeadler" and this has been reported to the boats in the operational area in radio message 1144/739.

No message from U 960 (Heinrich).

V. Reports of successes: None.

VI. Survey of the situation:

Teleprinter message Most Secret 2859 A Ops. dispatched:

"Herbschleb"'s assumption as regards eastern convoy not shared here.

Minesweeping activity probably the same as has already been reported by Main Naval D/F Station Kirkenes, i.e. due to our own U-boat mines."

(Signed) p.p. Eckermann.

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27 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 269 AA 29,
U 960 AT 4010,
U 255 AT 3148,
U 703 ice reconnaissance north of Novaya Zemlya,
U 302 XA 82,
U 354 AS 27,
U 711 AT 64.

In port:

U 277, 307, 601 Hammerfest,
U 387, 713 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 629 Hammerfest to the operational area.
U 636 operational area to Narvik.
0900 U 601 left Hammerfest for Narvik.
U 639 operational area to Narvik via AT 3278.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak -
South Cape - Ice Fjord - 75° N., 50 E. - Banak.
Operation broken off in Ice Fjord because of
engine trouble. No sighting report.
4 FW 190 on shipping reconnaissance Fisher
Peninsula - Kola inlet, nothing to report.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

3 FW 200 on sea reconnaissance southwest of
Jan Mayen between 69° and 71° 30' N. One of
these fitted with radar, no report of enemy
sighted.
1 Ju 88 on photographic reconnaissance of
Reykjavik. Photographs not taken because of
lack of cloud protection.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

A total of 2 coastal vessels and 2 guardships off the coast of Iceland.

(c) By naval forces: None.

(d) By radio intercept service:

Cape Greben reported on 27 August several ships in AC 8819 on course 45°.

Russian submarines "S 14", "103", "S 104" appeared on 25 August for the first time.

At 1030 on 26 August minesweepers Nos. 32 and 62 put in to Amderma.

Norwegian polar coast: some radio messages to submarines in the operational area, "L 22" mentioned by name. Survey ship "MGLA".

Area Belushya/Yugorski Straits: minesweepers Nos. 31, 39, 55, 60, 63, 64, 104, 109, 110.

Guardships Nos. 28, 71, 72, 73.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations:

U 354 (Herbschleb) seems after all to have heard of the sailing of an eastbound convoy from Dikson by radio reconnaissance.

2325 Radio message 2120/778 received from U 354 (Herbschleb):

"1 steamer sunk, 1 torpedoed, 4 ships in AS 2722 course 50°, 8 knots."

2347 Radio message 2347/787 sent to U 302 (Sickel):

"Attack free on 4 ships reported by "Herbschleb" at 2120 in grid square 2722, course 50°, 8 knots. Shipping route runs south of group of islands."

(b) Operational measures to intercept enemy traffic:

U 703 (Brünnner) reported the ice limit in short signal 1350/756 in grid squares AF 5598 - 5673 - 5661 and in short signal 2026/774 in grid squares AF 6412 - 6479 - 6877 - 9286. In accordance with orders he will now make for landing places 1 and 2 before he completes the ice reconnaissance to the south.

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1344 Radio message 1344/753 sent to U 255 (Harms):

- "1) Take-off intended if weather favorable even without call, or otherwise with call from there for 10 hours.
- 2) Try to replenish oil from returning boats. Report stocks in cbm. by short signal."

"Harms" reported 105 cbm. in short signal 1510/767, so has probably refueled from U 601 (Grau).

1631 Short signal 1608/766 received from U 711 (Lange):

"Have attacked but not been able to sink coastal guardship in AT 6456, course 210°, speed 8 knots."

"Lange" was asked in radio message 2254/780 to report if he was observed during the attack.

In radio message 2017/776 the boats were informed of the ships' reported off the Yugorski Straits and the 2 minesweepers in Amderma.

(c) Special operations by single boats:

No messages from minelaying boats U 629 and U 690, or from U 269 (Hansen) which is off the east coast of Greenland.

V. Reports of successes:

U 354 (Herbschleb) reported 1 steamer sunk, 1 torpedoed. No detailed information.

VI. Plans:

U 355 (La Baumc) who is intended to accompany operation "Bassgeiger", is to meet the "Coburg" at 1000 on 30 August in AB 2257, escort her as far as the ice limit and wait there for her for the return journey.

VII. Survey of the situation:

- 1) With the arrival yesterday of minesweeper No. 32, the S.O. of the White Sea Fleet has now reached Amderma.
- 2) U 364 (Herbschleb) was right after all about the eastbound convoy. He seems to have lost it after the attack because of anti-submarine measures.
U 302 (Sickel) can also operate directly on messages received from "Herbschleb" which perhaps cannot be heard here.
"Herbschleb" in his report says nothing about the size of the steamers and the strength of the defenses.

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3) Probably, the presence of U-boats, off the West Siberian coast has in any case been betrayed by U 711 (Lange)'s attack.

(Signed) p.p. Eckermann.

28 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 269 AA 29,
U 960 AT 4610,
U 255 AT 3148,
U 703 ice reconnaissance north of Novaya Zemlya.
Proceeding to AS 42/43,
U 302 XA 75,
U 354 XA 74/75,
U 711 AT 64.

In port:

U 277, 307 Hammerfest,
U 387, 713 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 629 Hammerfest to the operational area.
U 636 operational area to Narvik.
U 639 operational area to Narvik.
1515 U 601 put into Narvik from Hammerfest.
U 960 operational area to Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 77° 30' N., 10° E. - Banak. Almost exhaustive, no report of enemy sighted.
4 FW 190 on shipping reconnaissance Fisher Peninsula - Kola inlet, nothing to report.

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1 Ju 88 carried out meteorological reconnaissance Murmansk - Kandalaksha, nothing to report.
1 Ju 88 on shipping reconnaissance Petsamo - AW 2316 - Kolguev North - Kara Straits - Yugorski Straits - Cape Russki Zavorot - Kolguev South - AW 2316 - Kirkenes. Almost exhaustive.

Flieger Fuehrer Lofoten:

1 BV 138 with radar and 3 BV 138 without radar carried out reconnaissance for "Bassgeiger" without sighting enemy.
No interference on radar set. Whole flight above cloud level without sighting ground.

Flieger Fuehrer North (West):

2 FW 200 carried out sea reconnaissance southwest of Jan Mayen without sighting enemy.

III.

Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Off Kanin Nos AW 2337, 8 ships each 500 - 800 G.R.T. lying stopped. 25 km. north of Cape Russki Zavorot, 1 coastal vessel 200 G.R.T. on course 90°. 1 freighter 1,000 G.R.T. on course 30° in AT 7775. 1 coastal vessel 600 G.R.T., course 45°, in AW 3339. 2 freighters of 4,000 and 2,500 G.R.T., course 315°, in AW 3218.

(c) By naval forces: None.

(d) By radio intercept service:

Kanin Nos reported up to 11 fishing vessels to the northwest and northeast. At 1030 on 27 August an inspection commission on an unidentified vessel was at Karmakuli 72° 23' N., 52° 45' E., and at 1700 proceeded to Belushya. Norwegian polar coast: submarines "I 22", "S 54", "S 101".

Belushya/Yugorski Straits area: minesweepers Nos. 31, 32, 55, 103, 109, 110. Guardships Nos. 28, 72.

Belushya area: 1 aircraft in afternoon. Busy radio traffic from Archangel to Amderma and from Moscow to Dikson.

(e) By G.I.S. stations:

Reliable agent from war organization Finland reports from English sources on 28 August, 1943 that 8 American submarines arrived in Murmansk between 4 and 8 August. They have been attached to Soviet naval forces. The boats are not supposed to be of new design. Their American crews are at present divided between Murmansk and Archangel.

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IV. Current U-boat operations:

1052 Radio message 1052/794 sent to U 354 (Herbschleb):

"Report by figure short signal:

- 1) G.R.T. of sunk steamer.
- 2) Average size of remaining steamers sighted.
- 3) Type and strength of escort."

2205 Radio message 1701/704 received from U 302 (Sickel):

"Formation 4 vessels. Ice-breaker type "Dikson" sunk in XA 7542. Three patrol vessels, depth charges, no damage. Six plus two, 70 cbm."

2350 Radio message 1723/706 received from U 254 (Herbschleb):

"1) Torpedoed steamer sunk, making 5,000 and 4,000 G.R.T. sunk in all.

2) 2 of 8,000 G.R.T.

3) None.

4) Steamers escaped in fog in XA in direction of land. Proceeding to operational area."

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen,
2 boats operating with BV 138's north of
Novaya Zemlya,
3 boats in the Kara Sea.

0622 Short signal 0628/789 received from U 711 (Lange):

"Have been observed."

(c) Special operations by single boats:

1210 Short signal 1155/795 received from U 960 (Heinrich):

"Have carried out task "One"."

The other minelaying boat U 629 (Bugs) is still en route.

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V. Reports of successes:

- 1) According to "Herbschleb"'s radio message, he sank 2 steamers, of 5,000 and 4,000 G.R.T. respectively, out of the eastbound convoy intercepted by him, and a third of 2,900 G.R.T. was sunk by U. 302 (Sickel).
- 2) U 960 (Heinrich) reported minelaying operation "Seevogel I" carried out.

VI. U-boat report:

Short report from U 601 (Grau) of sixth operation from 31 July to 28 August, 1943. See Appendix III/7.

VII. Survey of the situation:

- 1) Radio traffic to Dikson and Anderma may be explained by our attacks on the convoy.
- 2) "Herbschleb"'s estimates are probably too high. Nor is his second signal complete. It lacks the time of the last sightings which must conflict with the time group, as "Sickel" has reported what is probably the same formation at the same time about 40 miles distant. Further, it is not clear why "Herbschleb" has not followed up the attack. "Sickel"'s message also leaves it doubtful whether the 3 patrol vessels are included in the 4 vessels sighted or whether they are additional vessels. If the former, all ships in the convoy would now be sunk.
- 3) Apart from the minesweeper sunk off Cape Greben and increased minesweeping activity in the Belushya area, there are so far no indications of the effectiveness of the mines laid by the U-boats.

(Signed) p.p. Eckermann.

29 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 355 AB 3528)
U 360 AB 3534) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)

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U 269 AA 60.
U 255 AT 3148.
U 703 AS 42/43.
U 302 XA 74/75.
U 354 XA 74/75.
U 711 AT 64.

In port:

U 277, 307 Hammerfest,
U 387, 713, 601 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 629 proceeding from Hammerfest to the operational area.
1115 U 277 put out from Hammerfest for AB 3528.
1800 U 355 left AB 3528 for AB 2257.
U 639 from the operational area to Narvik.
U 960 from the operational area to Narvik.
U 636 from the operational area to Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 carried out meteorological reconnaissance Banak - Bear Island - South Cape - 75° N., 5° E. - Banak, nothing to report. Not exhaustive.

Flieger Fuehrer Lofoten:

5 BV 138 with and without radar flew through and over clouds; nothing intercepted by radar sets. 1814 "Bassgeiger" position AB 5158; own U-boat in 9618.

Flieger Fuehrer North (West):

3 FW.200 on sea reconnaissance southwest of Jan Mayen, one of them with radar, no report of enemy sighted.

III. Reports on the enemy:

- (a) By U-boats: None.
(b) By air reconnaissance: None.
(c) By naval forces: None.

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(d) By radio intercept service:

Norwegian polar coast: some radio messages to submarines in the operational area, "S 54", "101", "S 102" mentioned by name.

Belushya/Yugorski Straits area: minesweepers Nos. 20, 32, 39, 63, 104; minelayer No. 93.

Belushya/Gorlo Straits area: minesweepers Nos. 55, 57, 59; guardships Nos. 19, 20, 57, 60, 75, 77.

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations:

0050 Radio message 0050/709 sent:

- "1) "Herbschleb" and "Sickel" to follow up attack.
- 2) "Brünner" to take up "Herbschleb"'s position in attack area."

1146 Radio message 1146/719 sent to U 354 (Herbschleb) and U 302 (Sickel):

- "1) It is assumed that the remainder of "Herbschleb"'s convoy is the same as that reported by "Sickel", so that only escort vessels now remain. Report other observations by short signal.
- 2) If search unsuccessful, "Herbschleb" to take up "Sickel"'s position in attack area, "Sickel" to make ice reconnaissance to the northeast.
- 3) Signals not clear, tonnages probably over-estimated. Report what is essential for Control and for "Husar"."

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen,
2 boats operating with BV 138 north of Novaya Zemlya,
3 boats in the Kara Sea.

(c) Special operations by single boats:

The following orders were sent to U 355 (La Baume) in radio messages 0021/712 and 0108/711:

- "1) Provide escort for the "Coburg" (meteorological operation "Bassgeiger") which will be in AB 2257 top left at 1000 on 30 August, course 337°. She is a small drifter, bridge and funnel aft, morse name "KWS".

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- 2) From 0800 within visual range of the rendezvous stand off and on at right angles to the course. From 1000 to 1100 transmit beacon signal "Fritz" in accordance with NBLM (regulations for communications service in combined operations between German Air Force and Navy), if not sighted.
- 3) The "Coburg" will be proceeding at 10 knots on course 280° from 1100. 1500 send short signal "No" only if not met. In accordance with standing War Order No. 176 escort the "Coburg" as far as the ice limit and back. Report by short signal "Yes" if the "Coburg" is picked up again on her return, otherwise send "No" after 14 days."

Still no message from U 269 (Hansen) from the coast of Greenland.

(d) Miscellaneous:

Naval Chief Command Norway sent teleprinter message Secret 8334 A1 dated 29 August:

- "1) U 309, U 643, U 841 take up positions as quickly as possible, respectively in grid squares 3549, 3585, 3834, all AN.
- 2)
- 3) Targets for attack are:
Danish warships and merchant ships attempting escape to the west and enemy warships approaching from the west."

Sailing orders for U 277 (Lübsen):

- "1) Put out from Hammerfest early on 29 August via SR 1.
- 2) Proceed east to Bear Island to relieve U 355 (La Baume) in AB 3528, depth of sweep 30 miles.
- 3) Further boats Group "Monsum":
U 360 (Becker) AB 3584, U 737 (Brasack)
AB 3852, U 956 AB 3896.
- 4) U-boat Northern Waters wave.
- 5) Operational Order No. 1."

VI.

Survey of the situation:

- 1) Teleprinter message Secret 02903 dated 29 August received from Main Naval D/F Station Kirkenes in answer to a query about the 7 minesweepers which recently appeared on Dikson radio and which were heard by the intercept group "Kenntmann":

"It may be assumed that these are the same boats (as reported by Main Naval D/F Station Kirkenes in the Belushya/Anderma area), as radio messages for vessels in the Kara Sea are transmitted via Belushya/Anderma and Dikson and broadcast by these stations. In the Kara Sea the same vessels have different call signs (mostly still unknown) than those which they have west of the Yugorski Straits. In the Dikson area, mine-sweepers Nos. 40 and 42 have been definitely identified."

3 of these boats seem to belong to "Herbschleb"'s convoy.

- 2) The 3 U-boats detailed for the escaping Danish vessels have just put in to Haugesund on their way to the Atlantic.

(Signed) p.p. Eckermann.

30 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 360 AB 3584)
U 737 AB 3852) all depth of sweep
U 956 AB 3896) 30 miles.
U 255 AT 3148,
U 703 AS 42/43.
U 302 ice reconnaissance northeast of XA 75.
U 354 XA 74/75.
U 711 AT 64.

In port:

U 307 Hammerfest,
U 387, 601, 713 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 629 proceeding from Hammerfest to the operational area.
U 277 proceeding from Hammerfest to the operational area.
U 355 proceeding from AB 3528 via AB 2257 on 230° as far as the ice limit.
U 639 proceeding from the operational area to Narvik.
U 960 proceeding from the operational area to Narvik.
U 269 proceeding from AA 65 to Narvik.
U 636 put in to Narvik from the operational area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 75° N., 5° E. - Banak. Not exhaustive.

Flieger Fuehrer Lofoten:

4 He 115 carried out fan reconnaissance for "Bassgeiger" without sighting enemy. Not exhaustive because of weather conditions.
1 BV 138 with radar carried out sea reconnaissance for "Bassgeiger", without sighting enemy.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance southwest of Jan Mayen without reporting enemy sighted.

III. Reports on the enemy:

- (a) By U-boats: None.
- (b) By air reconnaissance: None.
- (c) By naval forces: None.
- (d) By radio intercept service:

Russian submarines "S 54", "S 101" and "S 102" mentioned by name off Norwegian polar coast.

- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen.
1 boat operating with BV 138's north of Novaya Zemlya.
4 boats in the Kara Sea.

1137 Radio message 1137/733 sent:

"U 277 (Lübsen) to relieve "La Baume" in AB 3528 on morning of 31 August, depth of sweep 30 miles, and to join Group "Monsun"."

In order to be able to bring about the take-off of another BV as soon as possible, the German Air Force will carry out reconnaissance with "Westa" (Meteorological Reconnaissance "Staffel").
At the same time, radio message 1653/739 sent to U 255 (Harms):

1653

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- "1) Westa reconnaissance will be carried out for new operation.
- 2) In addition report possibility of landing at 0000 and 0700."

(c) Special operations by single boats:

0235 Radio message 1902/726 received from U 269 (Hansen):

"First position free. Second not reached, several attempts to advance halted by close pack-ice. On surfacing, front of bridge stove in by heavy ice floe, sky-search periscope unserviceable. Returning via Jan Mayen, 30 cbm, AA 6550. Weather."

U 355 (La Baume) reported from position of intended rendezvous with meteorological ship "Coburg" in short signal 1607/736 that so far he has not met the ship.

1636 Radio message 1636/738 sent to U 355 (La Baume):

"Proceed on searching course. Bear in mind delay because of weather conditions. Short signal "no" if not met before reaching ice limit."

V. Reports of successes: None.

VI. U-boat reports:

Short report from U 635 (Hildebrandt), see Appendix III/8.

VII. Survey of the situation:

- 1) U 355 (La Baume) has left his attack area more than one day before U 277 will arrive there, but is patrolling almost the whole width of his area on his present course while U 277 is approaching from the east.
- 2) The meteorological set "Gerhard" can be heard only rarely and very faintly. It would, however, be of great value for the further operation of the BV's and could replace the meteorological reconnaissance flights. An attempt will therefore be made to use U-boats at sea as radio links for it.
- 3) With the strong winds prevailing in the operational area, it is possible that the "Coburg" has been delayed. If the escorting U-boat does not find her on reaching the ice limit, it is unlikely that it will meet the "Coburg" as she returns, as her place of entry into the ice, which will probably be her place of exit, is not known to the U-boat.

(Signed) p.p. Eickermann.

31 August, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277 AB 3528)
U 360 AB 3584) all depth of sweep
U 737 AB 3852) 30 miles.
U 956 AB 3896)
U 255 AT 3148,
U 703 AS 42/43,
U 302 ice reconnaissance northeast of KA 75,
U 354 KA 74/75,
U 711 AT 64.

In port:

U 307 Hammerfest,
U 387, 601, 636, 713 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 629 proceeding from Hammerfest to the operational area.
U 269 proceeding from AA 65 to Narvik.
U 960 proceeding from the operational area to Narvik.
U 639 proceeding from the operational area to Hammerfest.
U 355 proceeding from AB 2257 on 280° as far as the ice limit.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance
Banak - AT 3125 - Admiralty Peninsula -
Smidovich - Banak, not exhaustive.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

Exhaustive reconnaissance of sea area south of
Jan Mayen, nothing to report.

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III. Reports on the enemy:

(a) By U-boats:

2245 Radio message 2042/765 received from U 354 (Herbschleb):

"'Kenntmann': vessels, one on tow, today 74° N., 60° E., course not known. Wind northeast 6, misty."

(b) By air reconnaissance:

4 inhabited houses on Smidovich. 1 house in AT 2525. One lighthouse each in AT 2373 and AT 2387.

(c) By naval forces: None.

(d) By radio intercept service:

S.O. Communications Service Base Belushya was on board minelayer No. 93 on 28 August.

Norwegian polar coast: submarines "L 20", "I 22", "S 101".

Belushya/Anderma/Gorlo Straits area: minelayer No. 93, minesweepers Nos. 32, 55, 62, 104, 110, motorboat "PS 49".

Anderma area: on 29 August destroyer "J", minesweepers Nos. 20, 57, 59, 60.

Northern Waters: Russian minesweeper sighted (1821) U-boat in 70° 17' N., 58° E. (AT 8467).

(e) By G.I.S. stations: None.

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

4 boats between Bear Island and Spitsbergen, 1 boat operating with BV 138 north of Novaya Zemlya, 4 boats in the Kara Sea.

0715 U 255 (Harms) in short signal 0707/748 reported time unfavorable for flight.

The boats in the Kara Sea were informed in radio message 1403/757 of the appearance of a destroyer and 4 minesweepers in the Anderma area and in radio message 1837/761 were instructed that Menchikova signal station had reported a surfaced enemy U-boat at 0924, at a distance of 10 miles, course 10°, medium speed.

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(c) Special operations by single boats:

2315 U 355 (La Baume) in short signal 2257/763 reported that he had not met the "Coburg" before reaching the ice limit.

(d) Miscellaneous:

2156 Radio message 2156/767 sent to U-boat base Hammerfest:

"U 307 (Herrle) to put out for Narvik as soon as possible without being fitted out. To be equipped and operated from here."

V. Reports of successes: None.

VI. Plans:

1) It is planned to operate a fourth combat boat for traffic that may still be expected on the West Siberian route. For this reason U 307 (Herrle), which will be ready for action in Hammerfest on 2 September, is to come to Narvik for briefing.

2) Most Secret 03329 A5 dated 31 August received from Group North/Fleet in answer to a query regarding meteorological operations planned: "Schatzgräber" and "Kreuzritter" will probably leave Kiel between 3 and 6 September. Exact date cannot yet be given."

VII. Survey of the situation:

1) The U-boat reported as sighted off Menshikova could have been either U 711 (Lange) which has been reconnoitering or carrying on a pursuit to the south, or U 629 (Bugs) before or after his minelaying operation.

2) The vessels reported by the radio intercept group "Kenntmann" are about 800 miles east of Cape Chelyuskin. It may only be traffic to the east Siberian ports but might also be a convoy to the west.

3) U 355 (La Baume) may still have an opportunity at the ice limit of finding the "Coburg" if she has been delayed on her return. If he does not meet her, he is to hold himself in readiness at Hammerfest for the next meteorological operation.

(Signed) p.p. Eckermann.

Appendix II.

Most Secret.

Sailing orders.

- No. 1 Sailing order for U 355 (La Baume).
No. 2 Sailing order for U 360 (Becker).
No. 3 Sailing order for U 956 (Mohs).
-

Appendix II/1.

Copy.

Captain U-boats, Norway. On board, 15 August, 1943.

Most Secret.

Sailing Order for U 355 (La Baume).

- 1) Put out from Narvik at 0930 on 16 August.
- 2) Proceed to Harstad via Tjeldsund, from Lødingen in piloted convoy U 360. From Harstad through Andfjord to the operational area.
- 3) U-boat Northern Waters wave.
- 4) Proceed via AB 3450 to relieve U 713 in attack area AB 3528, depth of sweep 30 miles.
- 5) Our own forces:
U 713 (Gosejakob) in AB 3528, U 387 (Büchler) in AB 3584, U 277 (Lübsen) in AB 3852, U 307 (Herrle) in AB 3896, all depth of sweep 30 miles, forming Group "Monsoon":
U 737 (Brasack) relieving U 277.
U 360 (Becker) relieving U 387.
U 269 (Hansen) on reconnaissance of Denmark Straits.

U 255 (Harms), U 601 (Grau) and Group "Wiking" = U 302 (Sickel), U 354 (Hererschleb) and U 711 (Lange), in eastern operational areas.
U 703 (Brünner) relieving U 601. U 625 (Benker), U 629 (Bugs), U 636 (Hildebrandt) and U 639 (Wichmann) on special operations.

German Air Force:

Daily meteorological reconnaissance flights by Ju 88's in the direction of Spitsbergen. Flights by our own aircraft to the operational area and their reconnaissance wavelengths as well as the operations of our own surface forces will be made known by radio message.

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- 6) Conduct in accordance with Operational Order No. 1 for U-boats in Northern Waters.
Steer irregular course in attack area.
The following are of tactical importance:
reports on increased enemy air activity, appearance of carrier-based aircraft and enemy submarines.
Avoid ice fields.
-

Appendix II/2.

Copy.

Captain U-boats, Norway, On board, 15 August, 1943.

Most Secret.

Sailing order for U 360 (Becker).

- 1) Put out from Narvik at 0930 on 16 August.
- 2) Proceed via Tjeldsund - Finnsnesrennen - West Fairway to Tromsø, with U 355 as far as Harstad, with district pilot from Lødingen. From Tromsø with escort of Admiral Polar Coast to Hammerfest. Hand in rubber dinghy at base and proceed to operational area with escort as far as SR 1.
- 3) U-boat Northern Waters wave.
- 4) Proceed via AB 6210 to U 737 in AB 3852 to deliver mail, then relieve U 387 in attack area AB 3584, depth of sweep 30 miles.
- 5) Our own forces:
U 713 (Gosejakob) in AB 3528, U 387 (Büchler) in AB 3584, U 277 (Lübsen) in AB 3852, U 307 (Herrle) in AB 3896, all depth of sweep 30 miles, as Group "Monsoon".
U 737 (Brasack) relieving U 277.
U 355 (La Baume) relieving U 713.
U 269 (Hansen) on reconnaissance of Denmark Straits.

U 255 (Harms), U 601 (Grau) and Group "Wiking":
U 302 (Sickel), U 354 (Herbschleb) and U 711 (Lange), in eastern operational areas.
U 703 (Brünner) relieving U 601. U 625 (Benker), U 629 (Bugs), U 636 (Hildebrandt) and U 639 (Wichmann) on special operations.
- German Air Force:
Daily meteorological reconnaissance flights by Ju 88's in the direction of Spitsbergen. Flights by our own aircraft to operational area and their reconnaissance wavelengths, as well as operations of our own surface forces will be made known by radio messages.
- 6) Conduct in accordance with Operational Order No. 1 for U-boats in Northern Waters.
Steer irregular course in attack area.
The following are of tactical importance:
reports of increased enemy air activity, appearance of carrier-based aircraft and enemy submarines.
Avoid ice fields.

Appendix II/3.

Copy.

Captain U-boats, Norway. On board, 17 August, 1943.

Most Secret.

Sailing Order for U 956 (Mohs).

- 1) Put out from Narvik at 2000 on 17 August to refuel at "Kürnten" (Skjomenfjord).
Commander to report to O.C. base, and send "ready" report by radio message (base wavelength).
- 2) Subsequently proceed via Tjeldsund - Andfjord to the operational area, from Ildingen to Harstad with district pilot.
- 3) U-boat Northern Waters wave.
- 4) Proceed to relieve U 307 (Herrle) in attack area AB 3896, depth of sweep 30 miles. Expect returning boats U 387 and U 713.
- 5) Our own forces:
U 355 (La Baume) in AB 3528, U 360 (Becker) in AB 3584, U 737 (Brasack) in AB 3852, U 307 (Herrle) in AB 3896. All depth of sweep 30 miles, forming Group "Monsun". U 209 on reconnaissance of Denmark Straits.

U 255 (Harms), U 601 (Grau) and Group "Wiking":
U 302 (Sickel), U 354 (Herbschleb) and U 711 (Lange) in eastern operational areas.
U 703 (Brünner) to relieve U 601.
U 625 (Benker), U 629 (Bugs), U 636 (Hildebrandt) and U 639 (Wichmann) on special operations.

German Air Force:

Daily meteorological reconnaissance flights by Ju 88's in the direction of Spitsbergen. Flights by our own aircraft to the operational area and their reconnaissance wavelengths, as well as the operations of our own surface forces will be made known by radio message. Other data and conduct in accordance with Operational Order No. 1 for U-boats in Northern Waters.

Steer irregular course in attack area.

The following are of tactical importance:
reports of increased enemy air activity,
appearance of carrier-based aircraft and enemy submarines. Avoid ice fields.

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Appendix III.

Most Secret.

Short reports

- No. 1. Short report from U 629 (Bugs) from 7 August to
19 August, 1943.
- No. 2. Short report from U 625 (Benker) from 5 August to
20 August, 1943.
- No. 3. Short report from U 601 (Grau) from 30 July to
12 August, 1943.
- No. 4. Short report from U 387 (Büchler) from 7 July to
21 August, 1943.
- No. 5. Short report from U 307 (Herrle) from 29 July to
21 August, 1943.
- No. 6. Short report from U 713 (Gosejakob) from 9 July to
20 August, 1943.
- No. 7. Short report from U 601 (Grau) from 31 July to
26 August, 1943.
- No. 8. Short report from U 636 (Hildebrandt) from 17 August
to 30 August, 1943.

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Appendix III/1.

Copy.

Most Secret.

Teleprinter message:

- 1) Emergency. Naval War Staff 1st Div.
- 2) Emergency. Naval War Staff 2nd Div. C -in-C U-boats,
Ops.
- 3) Emergency. Group North/Fleet.
- 4) Emergency. Admiral Northern Waters.
- 5) Emergency. Admiral Commanding U-boats.
- 6) Emergency: for information 11th U-boat Flotilla.

Clear as multiple address message.

Most Secret. Short report from U 629 (Bugs) of sixth
operation from 7 August to 19 August, 1943.

- 7 August At 0900 put out from Hammerfest. Proceeded via
AC 4858 and 4773 to the Pechora Sea.
- 10 August From 0527 to 1016 minelaying operation "Lilie I"
carried out off Russki Zavorot. Subsequently
apparently hydrophone hunt by Russian escort
vessel until 2145 up to grid square AT 79, then
proceeded to attack area AT 72 and 76.
- 15 August Returned via AC 6848, AB 6967, Andfjord to
Narvik.
- 19 August Put in to Narvik at 1730.

Drifting mines: AC 4971, 4968, 4968 (Russian, new, lead
horn mines, 5 lead horns), 6876, AB 6992, last one sunk
by gunfire.

No air activity, no location.

Captain U-boats, Norway.
Secret 2776 A Ops.

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Appendix III/2.

Most Secret.

Copy.

- 1) Emergency. Naval War Staff 1st Div.
- 2) Emergency. Naval War Staff 2nd Div. C-in-C U-boats
Ops.
- 3) Emergency. Group North/Fleet.
- 4) Emergency. Admiral Northern Waters.
- 5) Emergency. Admiral Commanding U-boats.
- 6) Emergency: for information 13th U-boat Flotilla.

Clear as multiple address message.

Most Secret. Short report from U 625 (Benker) from
5 August to 20 August, 1943 seventh operation.

- 5 August Left Narvik.
- 6 August Took on mines in Tromsø.
- 7 August Proceeded via SR 1 and AF 88 to operational
area AT 85.
- 12 August 1600 to 13 August 0800 carried out mining
operation "Seebär 1" in inner Yugorski Straits
submerged. Bad visibility, narrow channel
and current made operation more difficult.
Then proceeded to attack area AT 85 and 81.
- 13 August Commenced return journey because of engine
trouble.
- 16 August Met U 601 (Grau) in AT 35. Proceeded via AF 88.
- 19 August Put in to Hammerfest.
- 20 August Put in to Narvik.

No air activity, no location. Drifting mines: AC 1356,
AC 5233, heavily overgrown.

Captain U-boats, Norway,
Most Secret 2791 A Ops.

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Appendix III/3.

Copy.

Most Secret.

Teleprinter message:

- 1) Emergency. Naval War Staff 1st Div.
- 2) Emergency. Naval War Staff 2nd Div., C-in-C U-boats, Ops.
- 3) Emergency. Group North/Fleet.
- 4) Emergency. Admiral Northern Waters.
- 5) Emergency. Admiral Commanding U-boats.
- 6) Emergency. for information 13th U-boat Flotilla.
- 7) Emergency. Luftflotte 5.
- 8) Emergency. Flieger Fuehrer North (East).
- 9) Emergency. Flieger Fuehrer Lofoten.

Clear as multiple address message.

Most Secret. Extract from short report from U 601 (Grau) from 30 July to 12 August, 1943 delivered by U 625.

Refuelling BV 138 for "Husar".

- 1) Landing place 3 AT 3148 very suitable.
- 2) Landing place 1 AT 3278 protected against south-south-east to north-northeast wind. U-boat aground, upper deck awash, turret and gun camouflaged. Lookout on land. Catalina flew past at 2000 meters. BV's camouflage more difficult, but possible by keeping it close in shore.
- 3) Best radio communications on "Ulli 3" between 1500 and 2100. Otherwise difficult.
- 4) Kara Sea free of ice west of 70° except along the coast (12 August).
- 5) Survey ship "Akademic Schokalski" sunk by gunfire by U 255 (Harms).
- 6) Drifting mines, very rusty, in AC 5711, AC 3693, AT 2315, AF 8676, 9857 and 9873.

Captain U-boats, Norway,
Most Secret 2797 A Ops.

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Appendix III/4.

Copy.

Most Secret.

Teleprinter message:

- 1) Emergency. Naval War Staff 1st Div.
- 2) Emergency. Naval War Staff 2nd Div. C -in-C U-boats,
Ops.
- 3) Emergency. Group North/Fleet.
- 4) Emergency. Admiral Northern Waters.
- 5) Emergency. Admiral Commanding U-boats.
- 6) Emergency. for information 11th U-boat Flotilla.

Clear as a multiple address message.

Most Secret. Short report from U 387 (Büchler) first
operation from 7 July to 21 August, 1943.

7 July Put out from Narvik. Proceeded via AB 3720.
8 July Relieved U 586 in attack area AB 3584, depth
 of sweep 30 miles. No enemy sighted.
25 July At 2225 location AB 3573, 140 cm, duration
 8 seconds. Periodicity 1 minute.
29 July At 2132, AB 3822 location, 140 cm, duration
 10 seconds. Periodicity 1 minute.
 Drifting mines:
 27 July AB 3581, 1 August AB 3586, 3573, 3589.
 2 August AB 3579, 7 August 3557, all fired
 on. All had 4 horns on top, covered with
 protective metal cap and green inlet, slight
 overgrowth.
 Depths marked on Chart D 1183, particularly
 from 300 to 400 meters, are inexact.
19 August At 0800 relieved by U 360.
21 August Put in to Narvik.

Captain U-boats, Norway.
Most Secret 2807 A Ops.

CONFIDENTIAL

Appendix III/5.

Copy.

Most Secret.

Teleprinter message. Immediate. Captain U-boats, Norway.

Most Secret. Short report from U 307 (Herrle) operation from 29 July to 21 August.

Patrolled attack area on northsouth zig-zag courses, depth of sweep 30 miles around grid square AB 3896. Three aircraft sightings, no attacks, no surface forces or submarines sighted.

Addition. Subject: torpedo short report: nil returns.

U-boat Base Hammerfest,
Most Secret 465.

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Appendix III/6.

Copy.

Most Secret.

Teleprinter message:

- 1) Emergency. Naval War Staff 1st Div.
- 2) Emergency. Naval War Staff 2nd Div. C-in-C U-boats,
Ops.
- 3) Emergency. Group North/Fleet.
- 4) Admiral Northern Waters. (Copy).
- 5) Emergency. Admiral Commanding U-boats.
- 6) Emergency. For information 11th U-boat Flotilla.

Clear as multiple address message.

Most Secret. Short report from U 713 (Gosejakob).
First operation from 9 July to 20 August,
1943.

9 July Left Hammerfest for AF 2640.
10 July Proceeded to AB 3528, depth of sweep 30 miles,
on 13 July relieved U 629 (Bugs).
23 July Operated against steamers reported by German
Air Force.
25 July Again in attack area AB 3451; location 245 cm,
strength 5, searching note, periodicity 30
seconds.
29 July AB 3527 location 280 cm, strength 5, searching
note.
19 August Relieved by U 355 (La Baume). Returned to
Andfjord.
20 August Put in to Narvik.
Aircraft: 3 August, 10 August and 18 August in AB 3535,
probably Ju 88
Drifting mines: 9 July AB 9349, 17 July AB 3564, both
sunk by gunfire.

Captain U-boats, Norway,
Most Secret 2830 A Ops.

Appendix III/7.

Copy.

Most Secret.

Teleprinter message:

- 1) Emergency. Naval War Staff 1st Div.
- 2) Emergency. Naval War Staff 2nd Div. C-in-C U-boats, Ops.
- 3) Emergency. Group North Fleet.
- 4) Emergency. Admiral Commanding U-boats.
- 5) Emergency. For information 13th U-boat Flotilla.
- 6) Admiral Northern Waters.

Most Secret. Short report from U 601 (Grau), sixth operation from 31 July to 26 August, 1943.

31 July Put out from Hammerfest.
26 August Put into Hammerfest.
28 " Put into Narvik.
3 " Reconnaissance for refuelling place for BV 138 and for meteorological transmitter "Gerhard" along the northwest coast of Novaya Zemlya. AT 3148 suitable.
3-6 " Ice reconnaissance off Einsamkeit Island.
6-18 " In AT 3278 together with U 255 as refuelling boat for BV 138. Ice reconnaissance and patrol of western Kara Sea.
19 " West of Novaya Zemlya.
20 " Crash landing of BV off Cape Litke. Crew rescued; 2 Russian DB 3 in sight, apparently searching in response to S.O.S. Instruments salvaged. Damaged BV sunk.
22 " Relieved by U 703 (Brünner) in AT 3148. Transferred air crew, took on meteorological group "Gerhard" after installation of transmitter. Return voyage with reserve BV crew. No further air activity.
Drifting mines in AC 3693, AT 2315, AF 9857, 9873, AT 3283: old overgrown British mines.

Captain U-boats, Norway.
Most Secret 2910 A Ops.

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Appendix III/8.

Copy.

Secret.

Teleprinter message:

- 1) Emergency. Naval War Staff 1st Div.
- 2) Emergency. Naval War Staff 2nd Div. C-in-C U-boats,
Ops.
- 3) Emergency. Group North/Fleet.
- 4) Admiral Northern Waters. (Copy).
- 5) Emergency. Admiral Commanding U-boats.
- 6) Emergency. For information 13th U-boat Flotilla.

Clear as multiple address message.

Most Secret. Short report from U 336 (Hildebrandt),
third operation (Seekuh I) from 17 August
to 30 August, 1943.

- 17 August Left Hammerfest, 30 August put in to Narvik.
Proceeded via AF 88 to AS 42.
- 20 August AT 2288 searched for BV which had made crash
landing; found by U 601.
- 22 August Steered into Yenisei Gulf. 73° 50' N., 76°
24' E. red spar buoy with cone point downwards.
At 2313 submerged because of escort vessel.
Aground in fog.
- 23 August From 1925 to 2125 executed "Seekuh I" on surface.
Mined water to a depth of 13 m. with 24 TMB
mines. Position correct to ½ mile. No traffic.
Returned.
- 25 August AT 3149 refuelled U 255. No enemy air activity.
No location.

Drifting mines: AC 4837 and AC 2899.

Captain U-boats, Norway,
Most Secret 2911 A Ops.

Appendix IV.

Captain U-boats, Norway. On board, 18 August, 1943.

Most Secret S.O.s only, by hand of officer only.

Operational Order No.11.

Mining of western exit of Matochkin Straits.

I. Task:

Mining of western exit to Matochkin Straits with T.M.C. mines.
For further details see minelaying orders and chart (Appendices 1 and 2 of this Operational Order).

II. Enemy situation:

- 1) General: The Matochkin Straits are important as a shipping route, because of all the approaches to the Kara Sea, they remain free of ice for the longest period and thus carry the traffic to the Ob and Yenisei estuaries. The western entrance is guarded by light batteries on the southern bank. Radio and signal stations are situated on the northern and southern banks of both exits. There is a large observatory in the eastern part.
- 2) Sea patrol: At the beginning of August three minesweepers were observed in the Kara Sea. They had come from Belushya. What seemed to be a minelayer was lying stationary further to the north. Some destroyers, minesweepers and several guardships appeared in the Belushya area. In August smaller torpedo recovery vessels are to be expected off the coast of Novaya Zemlya. The S.O. of the Russian Northern Waters fleet was in Belushya on 15 August on board minesweeper No. 32 for an inspection tour to the Kara Sea via Cape Jelaniya.
- 3) Air situation: See Appendix 4 of this Operational Order. Particular attention is to be paid to the aircraft at the seaplane base and airfield at Belushya. Single flying boats flew, apparently for transport purposes, to Malie Karmakuli and the Matochkin Straits. In particular the appearance of MBR 2, MBR 4 and Consolidated seaplanes should be expected.
- 4) Mine situation: Nothing is known so far about Russian minefields off Novaya Zemlya. Own minefields according to Appendix 2 of Operational Order No. 1. The minefield laid last year lies east of 54° E. and south of 73° 20' N. in the western entrance. Our new minefields are in the Pechora Sea and Belushya Bay.

- 5) Bases: See Appendices 3 and 4 of this Operational Order. Special attention is drawn to the signal stations near Cape Stolbovoi and Lagerni and the light batteries on the southern bank.
- 6) Ice, weather, and current conditions: See Appendix 5. There should no longer be any ice off the Matochkin Straits.

III. Our own forces:

- 1) U-boats: U 255 (Harms) and U 703 (Brünner) as fuelling boats for the BV 138's operating in the Kara Sea near landing place 1: Cape Spori Navolok (AT 3278) or landing place 2: Cape Konstantin (AT 3257); or landing place 3: Cape Pinegina (AT 3148).

U 302 (Sickel) in XA 74, 75,
U 354 (Herbschleb) in AS 42, 43,
U 711 (Lange) in AT 62, 64, 65,

as combat boats on the West Siberian Sea route. All 3 boats are equipped for emergency fuelling of the BV 138's.

U 636 (Hildebrandt) and U 639 (Wichmann) on special operations in the Kara Sea.

- 2) Naval forces: The cruiser "Lützow" will commence operations in the West Siberian Sea on keyword "Husar", "Südwind" or "Dudelsack" (operations of the "Lützow" against enemy merchant shipping along the Siberian Sea route). While she is in the operational area U-boats are prohibited from attack on all vessels from cruisers upwards, unless definitely recognized as enemy units. (See also Operational Order No. 1, Para. 25.)

The Captain of the "Lützow" is authorized to issue orders direct to the combat boats in the Kara Sea, on reaching the waiting position. In cases of emergency he may also use minelaying boats after they have completed their task or jettisoned their mines in a safe condition. The refuelling boats are available for combat duty only if so ordered by Captain U-boats. The appearance of further naval forces will be notified by radio message.

- 3) German Air Force: The take-off of the BV 138's from the fuelling place will be announced by short signal of day, time, plus "One" or "Two". "One" means reconnaissance via Dikson to the west, "Two" northeastwards. Important reconnaissance reports will be transmitted on U-boats Northern Waters wave. Ju 88's, BV 138's and FW 200's on reconnaissance from the direction of the Pechora Sea, will be announced by radio message, giving reconnaissance wave used.

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IV. Execution:

- 1) Proceed from Narvik to Tromsø when ordered by Captain U-boats, and there report to Al Admiral Polar Coast. Radio to remain manned. No leave to be granted.
- 2) Take on mines from Mining and Barrage Command in Tromsø. Report completion of loading by Emergency teleprinter message "Am ready to put to sea" plus signature.
- 3) Put to sea for the operation on receipt of keyword "Seevogel" plus day (e.g. "Seevogel" 19 August = put to sea 19 August). After taking on mines arrange escort directly with Admiral Polar Coast.
- 4) Proceed with escort on route "Schwarz", as far as point SR 1. From there to the operational area via AC 4860. Remain unobserved while approaching. No attacks to be made in the neighborhood of the operational area before the task has been completed.
- 5) In order to ensure the effective mining of the shipping route and to discover patrols or enemy routes clear of mines, it may be necessary to watch the sea area unobtrusively before carrying out the task.
- 6) Execution of task to be reported by short signal plus the number corresponding to that of the minefield laid as given in the minelaying order, but not until 50° has been passed to the west.
- 7) Take advantage of opportunities for torpedo attacks on the homeward journey, but do not remain any longer in the operational area. Return to Andfjord, Narvik, keeping 50 miles from the coast.
- 8) In so far as it is possible to approach the coast unseen while surfaced, take photographs of the coast (panoramic views) preferably with telephotographic lens.
- 9) Particular attention is to be paid to security - even after the completion of the operation.

V. Equipment:

For operations in shallow water. Make preparations for scuttling and effective destruction of secret documents as long as the boat is in shallow water. Crews to wear lifebelts. Comply with Para. 203 and following of Handbook for U-boat Commanders.

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VI. Communication arrangements:

Maintain radio silence until task is completed, otherwise in accordance with Communication Regulations of Captain U-boats, Norway. In case orders have to be transmitted by short signal (e.g. by the cruiser "Lützow") the following meanings are to be inserted as U-boat addresses in the Short Signal Book, page 76, immediately after the groups "SZAH" to "SZWD":

U 212 (Vogler), U 255 (Harms), U 269 (Hansen), U 277 (Lübsen), U 302 (Sickel), U 307 (Herrle), U 154 (Herbschleb), U 355 (La Baume), U 387 (Büchler), U 586 (v.d. Esch), U 601 (Grau), U 622 (Queck), U 625 (Benker), U 629 (Bugs), U 636 (Hildebrandt), U 639 (Wichmann), U 703 (Brünner), U 711 (Lange), U 713 (Gosejakob), U 360 (Becker), U 737 (Brasack), U 956 (Mohs), U 960 (Heinrich).

VII. Appendices to this Operational Order:

- 1) Minelaying order "Seevogel".
- 2) Minefield chart "Seevogel" (only for U 960).
- 3) Radio and signal stations and batteries on the Barents and Kara Seas.
- 4) Enemy air activity in the Eastern Barents Sea and Kara Sea.
- 5) Ice, weather, and current conditions.
- 6) Information gained from the Kara Sea operation in 1942.

VIII. Printed matter:

- 1) Handbook for U-boat Commanders (page 73).
- 2) Torpedo Trials Command leaflet for firing of torpedo mines.
- 3) Instructions for use of types TMB I, TMB II and TMC mines aboard U-boats (Most Secret).
- 4) Book of photographs of the Kara Sea.
- 5) Natural conditions along the Siberian Sea route (Secret): supplement to the Navigational Handbook of the Siberian Sea route.
- 6) Charts: Russian 1218 and D 976 eastern sheet.

IX. The Operational Order is to be destroyed immediately upon return from the operation. Report destruction to Captain U-boats.

(Signed) Peters.

Appendix 1 to Operational Order No. 11.

Most Secret.

Minelaying Order for U 960 (Heinrich).

Second part of the operation, fourth assignment
("Seevogel").

1) Task: Laying of minefield.

I. Western exit of the Matochkin Straits (Seevogel I).

73° 17.20' N.	53° 50' E.
73° 19.50' N.	53° 50' E.
73° 21.80' N.	54° 03' E.
73° 20.50' N.	54° 05' E.
73° 20.00' N.	54° 05' E.
73° 20.00' N.	54° 00' E.
73° 16.40' N.	54° 00' E.

Mines are to be laid on varying courses, if possible on the main shipping route, in groups of 3 to 4 mines. Distances between mines in the individual groups to vary from 300 to 400 m. No mines to be laid in water exceeding 30 m. in depth. Do not cross eastern limit because of previously laid minefield.

or II. South of Sukhoi Nos (Seevogel II).
Alternative area to I.

73° 45' N.	53° 29' E.
73° 45' N.	53° 40' E.
73° 37.50' N.	53° 59' E.
73° 29' N.	54° 13' E.
73° 27' N.	54° 07' E.

Mines are to be laid on varying courses in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 300 to 600 m. No mines to be laid in water exceeding 30 m. in depth.

2) Mining material:

	10
16 TMC mines, 7 blue X (M 1)	<u>3-6</u>
	10
3 red X (M 1)	<u>3-6</u>
6 green (A 2).	

Clockwork arming switch II = varying from
3 to 6 days.

Period delay mechanism = varying from 1 to 6
actuations.

Time setting = 80 days.

Safety distance (TMC) 170 m.

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The mines have a special mechanism and become active after 3 to 6 days. Lay the different colors mixed and load accordingly.

3) Execution:

The course marked on the minefield chart is that regarded as most favorable but need not be strictly adhered to. The important thing is that the whole area should be mined irregularly, while maintaining the safety distance. Preparations must be made for laying the mines while submerged, in case enemy patrols or observation from the shore do not permit minelaying while surfaced.

Appendix 3 to Operational Order No. 11.

Most Secret.

Radio and signal stations on the Barents Sea.

I. Murman coast:

Grid square	AC 8812	signal and radio station Mai Navolok.
"	" AC 8816	Signal and radio station Tsip Navolok.
"	" AC 8864	Signal and radio station Kildin.
"	" AC 8973	signal and radio station Cape Voronya.
"	" AC 8971	signal and radio station Teriberka.
"	" AC 8884	signal and radio station Voronya Bay.
"	" AC 8888	signal and radio station Bolshoi Oleni.
"	" AC 8888	light battery Bolshoi Oleni.
"	" AW 2112	signal and radio station Rinda.
"	" AW 2127	signal and radio station Kharlov.
"	" AW 2127	light battery Kharlov.
"	" AW 2193	signal and radio station Cape Cherni.
"	" AW 2278	light battery Klyatni Point.
"	" AW 2513	light battery Iokanka.
"	" AW 2513	signal and radio station Iokanka.
"	" AW 2288	signal and radio station Svyatoi Nos.
"	" AW 2563	signal and radio station Cape Bolshoi Gorodetski.
"	" AW 2912	signal and radio station Ponoï.
"	" AW 2915	light battery Ponoï.
"	" AW 2914	light battery Ponoï.
"	" AW 3141	signal and radio station Kanin Nos.
"	" AW 3141	radio station Kanin Nos.
"	" AW 3141	light battery Kanin Nos.

II. Pechora Bay to Yugorski Straits and Kara Straits:

Grid square	AW 3321	signal and radio station.
"	" AW 3325	battery Bugrino.
"	" AW 3326	signal and radio station Bugrino.
"	" AT 7753	signal and radio station.
"	" AT 8816	signal and radio station Cape Greben.
"	" AT 8824	light battery Cape Greben.
"	" AT 8827	light battery Khabarova.
"	" AT 8851	signal and radio station Khabarova.
"	" AT 8465	signal station Chirachi Islet.
"	" AT 8823	signal and radio station.

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III. Novaya Zemlya, east and west coasts:

Grid square AT 7237 signal and radio station Lile Point.
" " AT 7232 signal and radio station Rogacheva Bay.
" " AT 7388 signal and radio station Chernaya Bay.
" " AT 4839 radio station Malie Karmakuli.
" " AT 4599 radio station name unknown (Sukhoi Nos).
" " AT 4624 radio station Matochkin Straits, western outlet, Lagernaya.
" " AT 4618 radio station Matochkin Straits, western outlet, Stolbovoe.
" " AT 2612 radio station Russkaya.
" " AT 2659 radio station Blagopoluchiya Bay.
" " AT 5415) radio stations Matochkin Straits,
" " AT 5416) eastern exit.
" " AT 4679 radio station, name unknown.
" " AT 3216 radio station Cape Jelaniya.
" " AT 7231 anti-aircraft battery on Samoed Bay near approach point.
" " AT 7232 2 light batteries Rogacheva Bay.
" " AT 7263 signal station Shadrovski.
" " AT 7238 heavy battery Belushya Bay, southeast point.
" " AT 7314 signal station Sakhanin.
Two radio huts are being erected in Belushya.

IV. West Siberian Sea route:

Grid square AT 8823 coastal radio station Yugorski Straits.
" " AT 8589 coastal radio station Yarossel.
" " AT 8833 coastal radio station Anderma.
" " AT 8833 light battery Anderma.
" " AT 9461 light battery Se-Yaga.
" " AT 9761 light battery Marrasale.
" " AT 9557 light battery Tonboi.
" " AT 6534 light battery Byeli Ostrov.
" " AS 4378 light battery Dikson.
" " AS 4379 3 heavy batteries Dikson.
" " AS 4838 coastal radio station Cape Leskina.
" " XA 7571 coastal radio station Cape Sterlegova.
" " AF 9948 coastal radio station Uedineniya Island (Einsamkeit Island).
" " XA 5286 coastal radio station Cape Olovianiya (Shokalskogo Straits).
" " XA 8287 coastal radio station Taimir.
" " XA 5785 coastal radio station Dikson (Russkaya).

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Appendix 4 to Operational Order No. 11.

Enemy air activity in the Eastern Barents Sea.

I. Airfields and seaplane bases:

Airfield	Shoina AM 3425.
Airfield and seaplane base	Bugrino AM 3325.
	Belushya AT 7232.
	Kildin AC 8891.
	Iokanka AM 2524.
Seaplane base	Naryan Mar AU 1532.
	Amderna AT 8836.

II. Enemy air activity according to radio intercept service (so far as intercepted):

1	June 3 Consolidated 28	Sea reconnaissance north of Kanin Peninsula.
3	June 4 aircraft, 1 flying boat	Gorlo Straits - Kanin Nos - AC 9600.
9	June 1 Consolidated 28	Archangel - Kanin Nos - Belushya - Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushya.
10	June 1 FB 3	Cape Vikhodnoi (eastern exit of Matochkin Straits) to Archangel, announced.
13	June 3 Consolidated 28	Belushya - Amderna - Archangel.
17	June 17 aircraft	Archangel - Belushya. Transfer intended.
18	June 1 aircraft, 1 flying boat	Archangel - Belushya.
19	June 1 flying boat	Murmansk - Naryan Mar.
20	June 1 flying boat	Naryan Mar on U-boat hunt.
25	June 10 I 153	Naryan Mar - Belushya (intended).
26	June 7 MBR 2	Naryan Mar - Belushya (intended).
27	June aircraft	expected at Naryan Mar.
1	July 1 Consolidated 28	Naryan Mar area.
2	July 1 flying boat (RA 25)	Archangel - Naryan Mar.
3	July 1 flying boat	Naryan Mar - Amderna.
4	July	No air activity (presumably on account of weather conditions).
10	July 2 MBR 2	Naryan Mar - Amderna.
13	July 2 flying boats	Archangel - Amderna.
16	July 2 flying boats	Archangel - Amderna.

III. Aircraft occupying airfields, according to aerial reconnaissance:

Photographic reconnaissance:

22 June Naryan Mar	1 Consolidated 28, 6 MBR 2, 1 flying boat (type not recognized).
8 July Visual reconnaissance	1 He 111 reported: 2 flying boats taking off from Belushya."

Photographic reconnaissance:

11 July Belushya	6 flying boats, 3 MBR 2, 2 MBR 4.
15 July Belushya	5 flying boats.
16 July Belushya	1 MBR 2, 1 KOR 2, 3 more, 4 RZ (single- engined land planes).
26 July Belushya	I 153 and I 53.
28 July Belushya	2 flying boats.

IV. Aircraft reported by U-boats:

23 July	U 586 in AC 5430 was attacked by 2 Russian PB 100, making five runs. (Only gunfire, no bombs.)
25 July	U 629 reported air activity only on routes linking airfields at about 0800 and between 1600 and 1800.
31 July	U 703 off Belushya encountered strong enemy patrols of MBR 2 and single-engined bi-planes.

Appendix 5 to Operational Order No. 11.

Secret.

Ice, weather and current conditions in Polar Waters during August and September.

General.

Ice:

Ice conditions this year may be described as normal. Apart from the current the movement of the ice depends mainly on the direction of the wind. This may cause rapid changes in the position of the ice limit and often considerable deviations from the mean.

Where sea currents from various directions meet to form whirlpools, there is a strong tendency for cracks to appear in the ice. In such areas ice-free water may exist quite irrespective of the general covering of ice.

Experience has shown that there are many signs which indicate the presence of ice in the immediate neighborhood. They are dealt with in almost every handbook of the polar regions.

Weather:

The summer in the northern regions is generally cool, dull and misty. The sky is mostly very cloudy or overcast, so that in general, it is rarely possible to take bearings by the stars.

Apart from its effect on drift-ice, the wind, and more especially its direction, has a great influence on visibility conditions. Corresponding to the summer distribution of pressure, with an anti-cyclone over the Barents Sea, the prevailing winds are from a northerly to easterly direction. The weather along the coasts is frequently determined by stagnation or by the warm south wind (Föhn).

Fog is comparatively frequent, especially in the neighborhood of drift-ice. It mostly occurs in fog banks, but sometimes covers wide areas and lasts from two to three days or more (coastal stagnation, warm sector of regenerated fronts). With light on-shore winds, fog is nearly always to be expected.

Ocean currents:

The regularity of the tides and tidal currents may be adversely affected by the freezing of the sea. In general a cover of ice on the sea causes the range of the tide to decrease and the ebb to be delayed.

The range of the tide may be increased by wind pressure; and similarly the direction and velocity of flow are dependent upon the wind. This applies especially to the approaches of the Kara Sea and the Wilkitzki Straits.

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I. Sea area around Spitsbergen.

Ice:

The last available air reconnaissance report dated from 10 July, 1943. There was then still 5/10 of drift-ice in Hornsund, and 3/10 in the approaches to Ice Fjord. According to a report of 9 July 1943, there were either icebergs or ice-free water in the inner fjords of Ice Fjord. Large icebergs, probably originating from the east coast or from the islands to the east of Spitsbergen or from Franz Josef Land, were reported on 11 July 1943 between Bear Island and Spitsbergen.

Ice conditions around Spitsbergen are already very favorable. The west coast can be assumed to be practically free of ice, with the exception only of small quantities of drift-ice which now and then emerge from the fjords, for as early as 15 June the Hinlopen Straits north of the Waiigat Islands (near the southern exit of Hinlopen Straits in Olga Straits) were reported to be free of ice, whereas at that time Olga Straits and Storfjord were still full of ice.

Even now the presence of drift-ice in Storfjord and Olga Straits cannot be entirely discounted. Judging by the development of the situation to date it would seem likely that this summer it will again be possible to sail round the north of Spitsbergen from the middle of August to the beginning of September.

Weather:

In the coastal areas of Spitsbergen, weather conditions determined by the "Föhn" (a warm, dry wind) and stagnation effects, and similar to those on the Norwegian coast, prevail. In the sea area between Norway and Spitsbergen, the region around Bear Island is especially subject to frequent fogs, which are promoted by the temperature difference between the warm Gulf Stream and the cold Southwest Stream running along the east coast of Spitsbergen.

Ocean currents:

The Gulf Stream travels northwards between Jan Mayen and Bear Island at a rate of approximately 0.5 m.p.h. The Southwest Stream moves at roughly the same rate. South of Bear Island it is deflected eastwards at a rate of about 0.2 m.p.h., and north of Bear Island it is deflected westwards at about 0.3 m.p.h.

II. The Barents Sea.

Ice:

The last available report, dated 7 July, 1943, states that the west coast of Novaya Zemlya is free of ice as far as 75° N. Further reports from the Barents Sea are not to hand.

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It is possible that the northern tip of Novaya Zemlya can already be sailed round by the end of July. Further developments this summer show a normal course so that normal and favorable ice conditions can be expected. This means that at the end of July the ice will begin to break up north of Novaya Zemlya and will then steadily retreat northwards. Normally the ice will begin to move south again about the middle of September. On the northern and eastern coasts of Novaya Zemlya the ice generally begins to form at the end of September or the beginning of October. At first the formation and southward movement of the ice proceed only slowly.

Weather:

The direction of the wind is generally from the northeast, and in the central Barents Sea its force is generally 1 to 3. Strong winds rarely occur in August and September. Because of the low wind strength, the preponderance of the prevailing direction is not great relatively to any of the others. No information is available for the northern Barents Sea. Areas of low pressure approaching from the west generally move along to the north of Bear Island, or sometimes north of Spitsbergen and across the northern Barents Sea to the east, so that a slightly higher mean force of the wind can be expected there.

The incidence of fog between Bear Island and the coastal and sea areas of northern Novaya Zemlya, that is, in the neighborhood of the junction of the Gulf Stream and East Spitsbergen Stream, is especially high in August. In the sea area southeast of Bear Island, 37% of all ship observations from 1900 to 1939 reported fog in August. In over 50% of these cases the wind was from the southwest. In August fog occurs either intermittently or continuously on 20 days in the sea and coastal areas of northern Novaya Zemlya. During September the incidence of fog is greatly reduced. On the northwest coast of Novaya Zemlya fog occurs intermittently or for the whole day on only 9 days. No reports are available for conditions in the open sea. Instead of 37%, 8 to 9% may be assumed.

The average date for the commencement of frost (i.e. mean temperature below 0° C) is:

11 September	in Novaya Zemlya,
11 October	in Kolguev,
21 October	in Kanin Nos.

The new ice forms after some delay.

Ocean currents:

Apart from small deviations, the prevailing currents of the Barents Sea are the North Cape current flowing eastwards between Finmark and Bear Island and dividing into several branches north of the White Sea, and the cold southwest current east of Spitsbergen which carries ice and icebergs with it. The current flows round the two islands of Novaya Zemlya in a clockwise direction. Its velocity is approximately 0.3 knots.

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There are two tides a day. The range of the spring tide near Kanin Nos is more than 2.5 m., but rapidly decreases further north. The 1 meter line runs from near Kolguev almost in a straight line as far as 72.5° N. north of North Cape. The 0.5 meter line runs along the latitude of 75° N. through the center of the eastern Barents Sea and then veers north as far as north of Spitsbergen.

The variations in the water level caused by wind are often greater than the tides.

III. The Yugorski Straits.

At their narrowest point the Yugorski Straits are only 1.5 miles wide. The minimum depth in the navigable channel is 14.5 m.

Ice:

It can be assumed that the Yugorski Straits are navigable in August and September. Ice conditions in the straits depend upon those prevailing in the Kara Sea. The last available report dated 1 July, 1943 gives 2/10 sludge-ice and states that ice is moving to the northeast. Even in August the appearance of drift-ice must be reckoned with so long as there is ice in the Kara Sea. Conditions are more favorable in September. In general, the relatively warm current flowing eastwards through the Yugorski Straits prevents the accumulation of drift-ice.

Weather:

The prevailing winds in August are south to southwest and in September southeast to southwest. The average wind strength is 4. The Vaigach area is marked by very frequent fogs. In August there are 18 days, in September 12 days on which fog occurs either intermittently or for the whole day. In the mean, frost sets in on 1 October.

Ocean currents:

There are two tides a day. The range of the spring tide is 0.6 m. on an average. The velocity of the tidal stream in the Yugorski Straits may be as much as 3.5 knots.

IV. The Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but belts of skerries on either side reduce its useful width to about 17 miles. The depths in the navigable channel vary between 45 m. and 150 m.

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Ice:

As long as there is ice present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits. On the southern side of the Kara Straits there is an easterly current which counteracts the accumulation of drift-ice. But with prolonged easterly or northeasterly winds drift-ice can occur throughout the entire straits. On the whole, conditions are less favorable than in the Yugorski Straits. In general it need not be feared that the straits will still be blocked up in August or September.

The most recent ice report at present available is dated 7 July, 1943 and states that the Kara Straits and eastwards thereof, south of $71\frac{1}{2}^{\circ}$ N. were ice-free as far as visibility extended.

Weather:

On an average the prevailing direction of the wind in August is from the northeast, whereas it can scarcely be said that any direction prevails during September. The incidence of fog is the same as in the Yugorski Straits; it occurs intermittently or continuously on 18 days in August, 12 in September. On an average (1914 - 1934) frost sets in on 1 October.

Ocean currents:

There are two tides a day. The range of the spring tide is approximately 0.6 m. The velocity of the tidal stream may be as much as 2.5 knots.

V. The Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and $\frac{1}{3}$ to $\frac{3}{4}$ mile wide. Depths of the navigable channel vary between 12 m. and 180 m.

Ice:

As there is no marked ocean current, the drift of the ice generally follows the direction of the wind. The ice situation in the Kara Sea is a determining factor. Ice-free stretches of water are frequently found east of the Matochkin Straits. According to the latest available report, dated 7 July, 1943, the Matochkin Straits were then already clear of ice, while in the Kara Sea east of the straits there was a 40 km. broad strip covered with $\frac{4}{10}$ drift-ice. It must be assumed that from the beginning of November the ice will prevent all traffic through the straits.

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Weather:

Information on the winds is not available. But on the whole conditions should be similar to those at Malie Karmakuli station which lies to the south and where the winds tend to be from the north or east. In the mean, frost sets in on 21 September.

The incidence of fog can be assumed to be the same as in northwest Novaya Zemlya, with fog occurring intermittently or continuously on 20 days in August and on approximately 9 days in September.

Ocean currents:

There are two tides a day. The range of the spring tide is about 0.4 m. The tidal stream is dependent on the wind and may reach a velocity of up to 3.5 or 4 knots in the straits.

VI. The Kara Sea.

Ice:

The latest report at present available states that the Matochkin Straits are free of ice. The Kara Sea has 9/10 rough drift-ice (the western Kara Sea was reconnoitered), an average of 4/10 drift-ice off the east coast of Novaya Zemlya to a width of 40 km., and cracked and melting fast-ice in the bays. The Kara Straits and continuing eastwards south of the latitude of $71\frac{1}{2}^{\circ}$ N. are free of ice as far as visibility extends.

Generally speaking drift-ice must be expected in the Kara Sea at any time. It accumulates most frequently off the east coast of Novaya Zemlya and off the Kara Straits. The ice is reduced to a minimum at the end of August and in September. There was scarcely any ice in September with the exceptionally favorable ice conditions in 1942. The eastern Kara Sea is generally free of ice in August and September. The entrance to the Kara Sea round the north of Novaya Zemlya is generally free of ice in August and September. In 1942 the ice limit had receded about 160 miles northwards before the end of August. However, icebergs from Franz Josef Land frequently appear in this area.

Weather:

The prevailing winds are north to east. No information on fog is available. Its incidence does not seem to be as high as in the Barents Sea, judging by last year's experiences. In the mean, frost sets in on the following dates:

Novaya Zemlya 11 September,
Matochkin Straits and North Kara Sea 21 September,
Kara Straits, Yugorski Straits and southern Kara
Sea 1 October.

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Ocean currents:

The current flows south along the east coast of Novaya Zemlya, and divides when it reaches the Kara Straits. One branch turns east and then flows north along the Yamal Peninsula. The range of the spring tide is small. It is 0 meters in the central Kara Sea, and along the coast it is generally 0.4 m.

VII. The West Siberian Sea.

Ice:

There is no recent information on this sea area. According to 1939 reports, the distribution of pressure most favorable for the ice situation is an anti-cyclone over the northern part of the western Siberian Sea which causes the prevailing winds to be from the east. The warm water of the rivers together with the wind are then able to reduce the ice along the coast and in particular in the various passages (Wilkitzki Straits, Nordenshelda passage, area off Dikson).

The appearance of a cyclone off Franz Josef Land and east of it will produce westerly to northerly winds which will drive the ice down from the north so that the passages will frequently be blocked up.

The severest ice conditions are generally found along the coast of the Taimir Peninsula and in the Wilkitzki Straits. This is considered to be the most difficult part of the entire northeast passage.

In years of normal ice conditions, drift-ice must generally be expected in the northern part of the west Siberian Sea. This may cause a temporary stoppage of shipping. In favorable years the ice limit retreats as far north as Einsamkeit Island and Wiese Island. It has even been possible (1935) to reach the northern tip of Severnaya Zemlya without being hindered by ice.

Weather:

The mean direction of the wind has been given by three stations. At Cape Drovyanoi (Yamal Peninsula) the prevailing winds are northerly to easterly (about 30%) in August and September, at Dikson north to northeasterly (about 30%) in August, and south to southwesterly (about 20%) in September. At Cape Chelyuskin (Wilkitzki Straits) westerly and easterly winds occur with equal frequency (about 30%) in August, while northeasterly to easterly winds (33%) prevail in September. At Dikson the number of foggy days (intermittent or continuous fog) in August is 16, at the Nordenshelda Islets 12, and in the Wilkitzki Straits 25; in September Dikson has 12 days, the Nordenshelda Islets 4, and the Wilkitzki Straits 16. In the mean, frost ceases off the Wilkitzki Straits on 1 July. The ice begins to break up about the middle of July. However, this date may vary considerably.

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Setting in of frost:

Wilkitzki Straits on 21 August in the mean,
south of Nordenshelda Islets by 1 September,
north of Dikson Island 11 September.

The final freezing up of the Wilkitzki Straits probably
does not take place until December while new ice may
appear again as early as the beginning of September.

The general information given above has been taken for the
most part from "Natural conditions along the Siberian Sea
route".

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Appendix 6 to Operational Order No. 11.

Information gained from the Kara Sea operation in 1942.

The Naval War Staff, 3rd Division has compiled the following information about the enemy situation, gained during operation "Wunderland" in 1942, and has based on this the following observations and comments for 1943. (German Naval High Command Series No. Naval War Staff 1st Division 1731/43 Most Secret S.O.s only).

I. 1942:

Enemy forces in the area Novaya Zemlya/Wilkitzki Straits were confined to ice-breakers. From the offensive point of view these units constitute a force which must not be underrated. Their crews are made up, at least in part, of army personnel, they are heavily armed, keen to contact the enemy, tough, and are skilfully operated - this last being demonstrated by the way in which tactical opportunities were exploited (use of fog!). No aircraft appeared, not even on reconnaissance.

Even after detection there was no enemy counter action either at sea or from the air. Ships traveled in convoys escorted by ice-breakers, never singly.

II. 1943:

- 1) After appearance of the cruiser in eastern waters, we expect the following changes for the current year:-
 - (a) increased patrol activity;
 - (b) increase in armament of ice-breakers and increased operational activity;
 - (c) possibly a patrol service operated by submarines and destroyers (transfers from the Far East to the Arctic are an indication of this);
 - (d) sea routes may be protected by submarines and mines;
 - (e) restriction of enemy radio traffic which operated openly in 1942 and offered valuable hints for the cruiser's operational tactics;
 - (f) increased aircraft operations, especially reconnaissance activity.
- 2) Development of the Russo-American sea route through the Arctic.

- a) Soviet endeavors over the past 20 years to create a great northern sea route are well known. They led to the erection of polar stations with meteorological equipment as well as the construction of supply bases and the extension of existing ones.
- b) Information has been received according to which permanent air communications between Alaska and Siberia are supposed to have been established by the Americans; by this means they are said to supply Russia with aircraft and war materials.
- c) According to a Swedish report, the first large convoy sailed in October 1942, and is said to have consisted of 83 vessels. Even if such a convoy reached the estuary of the river Ob during the first days of October, there would hardly have been sufficient time before the freeze-up to unload large cargoes of war materials onto river vessels, thus enabling them to reach the Trans-Siberian railway by river.

According to reports by agents, about 43 Russian ships, that is about 110,000 G.R.T., were in use along the route between Alaska and Siberia during the months July - September, 1942.

According to the same Swedish report, four convoys of 100 vessels each will be operated in 1943 during the navigational period. Even assuming the extensive use of the east - west route, convoys of such a size, corresponding to a tonnage of perhaps 1.2 million G.R.T., are hardly considered possible.

At the beginning of 1943 there were about 500,000 G.R.T. of Russian shipping space available in East Asia. However, a considerable proportion of this is operating between American ports and Vladivostock, and on coastal traffic, or on Indian and South American routes. Nor would all of the ships be suitable for use on the northern sea route.

Only ships of up to 4,000 - at most 6,000 - G.R.T. and draught up to 7 m., can be employed, apart from which there are certain other requirements:- specially powerful engines, no twin screws, reinforced bronze screw, reinforced rudder blade, reinforced rudder post, reinforced bow plating, and as watertight transverse bulkheads as possible in the region of the engine room and oil tanks, etc. Motor vessels are not very suitable.

Appendix V.

Captain U-boats, Norway. On board, 22 August, 1943.

Most Secret. S.O.s only. By hand of officer only.

Operational Order No. 12.

Minelaying off Amderma.

I. Task:

Laying TMC mines in the approaches to Amderma. For further details see minelaying order and minefield chart (Appendices 1 and 2 of this Operational Order).

II. Enemy situation:

1) General:

Amderma is important as the distributing center for the neighboring (coal) mines and as the northern terminus of the Pechora railway. The large mooring jetty is suitable for medium-sized ships plying on the Siberian Sea route. The harbor is protected by a light battery and has a radio station. MBR 2's have landed at the seaplane base from Archangel. They are used as transports but also as escorts for convoys.

2) Sea patrol:

Three minesweepers, which had come from Belushya, were observed in the Kara Sea in the middle of August. Lying to the north there was what seemed to be a minelayer. Steam trawlers also seem to be used as minesweepers. Off the coasts of Novaya Zemlya smaller recovery vessels must be expected during August. The S.O. of the White Sea Fleet sailed from Belushya on minesweeper No. 32 on 19 August on an inspection tour via Cape Jelaniya - Cape Sterlegova (120 miles northeast of Dikson) - Heiberga Islets - Dikson - Amderma - Yugorski Straits.

3) Air situation:

See Appendix 4 of this Operational Order. Special attention is to be paid to aircraft at the seaplane base and airfield at Belushya. Air patrols were observed by German U-boats along Novaya Zemlya and as far as the Wilkitzki Straits. On 11 August 5 MBR 5 were moved from Amderma to Dikson, probably to patrol the eastern sea route and perhaps because a German U-boat had been reported in the Kara Sea.

In particular MBR 2's, MBR 4's and Consolidated flying boats must be expected.

4) Mine situation:

Nothing is known so far about Russian minefields. In the summer of 1942 U 252 (Timm) suspected enemy mines in AT 6249. Flanking minefields to protect shipping must be expected.

There are some of our own minefields in the Pechora Sea. The eastern and western entrances to the Yugorski Straits south of 69° 50' N. have been mined and so has the inner estuary of the Ob. Operations against Yenisei and the western exit of the Matochkin Straits are in progress.

5) Bases:

See Appendices 3 and 4 of this Operational Order. Special attention is drawn to Khabarova port, the Yugorski Straits radio station and the sea-plane base at Amderma.

6) Ice, weather and current conditions:

See Appendix 5 of this Operational Order. The Kara Sea is free of ice from the middle of August west of 70° E. apart from the drift-ice fields below Novaya Zemlya. The overall ice situation seems particularly favorable this year, including the area leading towards the Wilkitzki Straits.

II. Our own forces:

1) U-boats:

U 255 (Harms) and U 703 (Brünner) as fuelling boats for the BV 138 operations in the Kara Sea near landing place 1: Spori Navolok (AT 3278); or landing place 2: Cape Konstantin (AT 3257); or landing place 3: Cape Pinegina (AT 3148). U 302 (Sickel) in XA 74, 75 or further to the northeast,

U 354 (Herbschleb) in AS 42, 43,

U 711 (Lange) in AT 62, 64, 65,

as combat boats on the West Siberian Sea route.

All three boats are equipped for emergency fuelling of the BV 138's.

U 636 (Hildebrandt) on a special operation in the Yenisei estuary.

U 639 (Wichmann) in attack area AT 85.

2) Naval forces:

The cruiser "Lützow" will commence operations in the West Siberian Sea on keyword "Husar", "Südwind" or "Dudelsack". While she is in the operational area U-boats are prohibited from attack on all naval vessels from cruisers upwards unless definitely recognized as enemy units. (See also Operational Order No. 1 Para. 25.)

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The captain of the "Lützow" is authorized to issue orders direct to the combat boats in the Kara Sea on reaching the waiting position. In cases of emergency he may also use minelaying boats after they have completed their task or jettisoned their mines in a safe condition. The refuelling boats are available for combat duty only if so ordered by Captain U-boats, Norway. The appearance of further naval forces will be notified by radio message.

3) German Air Force:

The take-off of the BV 138's from the fuelling place will be announced by short signal of day, time, plus "One" or "Two". "One" means reconnaissance westwards via Dikson, "Two" northeastwards. Important reconnaissance reports will be transmitted on U-boats Northern Waters wave.

Ju 88's, BV 138's and Fw 200's on reconnaissance from the direction of the Pechora Sea, will be announced by radio message, giving reconnaissance wave used.

IV. Execution:

- 1) Proceed from Narvik to Tromsø when ordered by Captain U-boats, Norway, and there report to Al Admiral Polar Coast. Radio to remain manned. No leave to be granted.
- 2) Take on mines from Mining and Barrage Command in Tromsø. Report completion of loading by Emergency teleprinter message "Am ready to put to sea" plus signature.
- 3) Put to sea for the operation on receipt of keyword "Seedler" plus date (e.g. "Seedler" 26 August = put to sea 26 August). After taking on mines arrange escort directly with Admiral Polar Coast.
- 4) Proceed with escort on route "Schwarz", separate when off point SR 1. From there to the operational area via northern tip of Novaya Zemlya. Remain undetected while approaching. No attack to be made in the neighborhood of the operational area before the task has been completed.
- 5) In order to ensure the effective mining of the shipping route and to discover patrols or enemy routes clear of mines, it may be necessary to watch the sea area unobtrusively before carrying out the task.

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- 6) Execution of task to be reported by short signal plus the number corresponding to that of the minefield laid as indicated in the minelaying order, but not until 71° N. has been passed to the north.
- 7) After the completion of the operation occupy grid square AT 85 as attack area. Opportunities for torpedo attack are to be exploited. Return to Andfjord - Narvik via northern tip of Novaya Zemlya.
- 8) In so far as it is possible to approach the coast unobserved while surfaced, take panoramic photographs of the coast preferably with tele-photographic lens.
- 9) Particular attention is to be paid to security - even after the completion of the operation.

V. Equipment:

For operations in shallow water. Make preparations for scuttling and effective destruction of secret material as long as the boat is in shallow water.

Crew to wear lifebelts. Comply with para. 263 and following of Handbook for U-boat Commanders.

VI. Communication arrangements:

Maintain radio silence until task is completed, otherwise in accordance with Communication Regulations of Captain U-boats, Norway. In case orders have to be transmitted by short signal (e.g. by the cruiser "Lützow") the following meanings are to be inserted as U-boat addresses in the Short Signal Book, page 76, immediately after the groups "SZAH" to "SZVD":
U 212 (Vogler), U 255 (Harms), U 269 (Hansen), U 277 (Lübsen), U 302 (Sickel), U 307 (Herrle), U 354 (Herbschleb), U 355 (La Baume), U 387 (Büchler), U 586 (v.d. Esch), U 601 (Grau), U 622 (Queck), U 625 (Benker), U 629 (Bugs), U 636 (Hildebrandt), U 639 (Wichmann), U 703 (Brünner), U 711 (Lange), U 713 (Gosejakob), U 360 (Becker), U 737 (Brasack), U 956 (Mohs), U 960 (Heinrich).

VII. Appendices:

- 1) Minelaying order "Seeadler".
- 2) Minefield chart "Seeadler" (only for U 629).
- 3) Radio and signal stations and batteries on the Barents and Kara Seas.
- 4) Enemy air activity in the Eastern Barents Sea and in the Kara Sea.
- 5) Ice, weather and current conditions.
- 6) Information gained in the Kara Sea operation in 1942.

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VIII. Printed matter:

- 1) Handbook for U-boat Commanders (page 73).
- 2) Torpedo Trials Command leaflet for firing of torpedo mines.
- 3) Instructions for the use of types TMB I, TMB II and TMC mines aboard U-boats (Most Secret).
- 4) Book of photographs of the Kara Sea.
- 5) Natural conditions along the Siberian Sea route (Secret): Supplement to the Navigational Handbook of the Siberian Sea route.
- 6) Charts: Russian 1493 and D 976 eastern sheet.

IX. The Operational Order is to be destroyed immediately upon return from the operation, report destruction to Captain U-boats.

(Signed) Peters.

Appendix 1 to Operational Order No. 12.

Copy No. 7.

Most Secret.

Minelaying Order for U 629 (Bugs).

Second part of the operation, ninth assignment
("Sceadler").

1) Task: Laying of minefield.

I. Northwest of Amderma (Sceadler I).

69° 52.20' N., 61° 06.80' E.
69° 52.20' N., 61° 23.80' E.
69° 44.50' N., 61° 40.50' E.
69° 46.30' N., 61° 40.50' E.
69° 49.20' N., 61° 18' E.
69° 49.20' N., 61° 13.80' E.
69° 51.60' N., 61° 06.80' E.

Mines are to be laid on varying courses on the main approach routes of Amderma and Mestuaya Bay in groups of 2 to 3 mines. Distances between mines in the individual groups to vary between 200 and 400 m. No mines to be laid in water exceeding 30 m. in depth.

or II. Northeast of Amderma (Sceadler II).
Alternative area to I.

69° 44.60' N., 61° 59.00' E.
69° 48.70' N., 61° 59.00' E.
69° 48.70' N., 61° 40.50' E.
69° 46.30' N., 61° 40.50' E.

Mines are to be laid on varying courses in groups of 2 to 4 mines. Distances between mines in the individual groups to vary from 300 to 600 m. No mines to be laid in water exceeding 30 m. in depth.

2) Mining material:

16 TMC mines, 7 blue	X (M I)	$\frac{10}{3-6}$
3 red	X (M I)	$\frac{10}{3-6}$
6 green	(A 2).	

Clockwork arming switch II = varying from 1 to 3 days.
Period delay mechanism = varying from 1 to 4
actuations.
Time setting = 80 days.

Safety distance (TMC) 170 m.

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The mines have a special mechanism and become active after 3 to 6 days. Lay the different colors mixed, and load accordingly.

3) Execution:

The laying course marked on the minefield chart is that regarded as most favorable but need not be strictly adhered to. The important thing is that the whole area should be mined irregularly, while maintaining the safety distance. Preparations must be made for laying the mines while submerged, in case enemy patrols or observation from the shore do not permit minelaying while surfaced.

Appendix 3 to Operational Order No. 12.

Most Secret.

Radio and signal stations on the Barents Sea.

I. Murman coast:

Grid square	AC 8812	signal and radio station	Mai Navalok.	
"	"	AC 8816	signal and radio station	Tsip Navolok.
"	"	AC 8864	signal and radio station	Kildin.
"	"	AC 8973	signal and radio station	Cape Voronya.
"	"	AC 8971	signal and radio station	Teriberka.
"	"	AC 8884	signal and radio station	Voronya Bay.
"	"	AC 8888	signal and radio station	Bolshoi Oleni.
"	"	AC 8888	light battery	Bolshoi Oleni.
"	"	AW 2112	signal and radio station	Rinda.
"	"	AW 2127	signal and radio station	Kharlov.
"	"	AW 2127	light battery	Kharlov.
"	"	AW 2193	signal and radio station	Cape Cherni.
"	"	AW 2278	light battery	Klyatni Point.
"	"	AW 2513	light battery	Iokanka.
"	"	AW 2513	signal and radio station	Iokanka.
"	"	AW 2288	signal and radio station	Svyatol Nos.
"	"	AW 2563	signal and radio station	Cape Bolshoi Gorodetski.
"	"	AW 2912	signal and radio station	Ponoi.
"	"	AW 2915	light battery	Ponoi.
"	"	AW 2914	light battery	Ponoi.
"	"	AW 3141	signal and radio station	Kanin Nos.
"	"	AW 3141	radio station	Kanin Nos.
"	"	AW 3141	light battery	Kanin Nos.

II. Pechora Bay to Yugorski Straits and Kara Straits:

Grid square	AW 3321	signal and radio station.	
"	"	AW 3325 battery Bugrino.	
"	"	AW 3326 signal and radio station	Bugrino.
"	"	AT 7753 signal and radio station	
"	"	AT 8816 signal and radio station	Cape Greben.
"	"	AT 8824 light battery	Cape Greben.
"	"	AT 8827 light battery	Khabarova.

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Grid square AT 8851 signal and radio station
Khabarova.
" " AT 8823 signal and radio station.
" " AT 8465 signal station Chirachi Islet.
" " AT 8823 signal and radio station.

III. Novaya Zemlya, east and west coasts:

Grid square AT 7237 signal and radio station
Lile Point.
" " AT 7232 signal and radio station
Rogacheva Bay.
" " AT 7388 signal and radio station
Chernaya Bay.
" " AT 4839 radio station Malie Karmakuli.
" " AT 4599 radio station name unknown
(Sukhoi Nos.)
" " AT 4624 radio station Matochkin Straits,
western outlet, Lagernaya.
" " AT 4618 radio station Matochkin Straits,
western outlet, Stolbovoe.
" " AT 2612 radio station Russkaya.
" " AT 2659 radio station Blagopoluchiya Bay.
" " AT 5415) radio stations Matochkin
" " AT 5416) Straits, eastern exit.
" " AT 4679 radio station, name unknown.
" " AT 3216 radio station Cape Jelaniya.
" " AT 7231 anti-aircraft battery on Samoed
Bay near approach point.
" " AT 7232 2 light batteries in
Rogacheva Bay.
" " AT 7238 heavy battery in Belushya Bay,
southeast point.
2 radio huts are being erected
in Belushya.
" " AT 7263 signal station Shadrovski.
" " AT 7314 signal station Sakhanin.

IV. West Siberian Sea route:

Grid square AT 8823 coastal radio station
Yugorski Straits.
" " AT 8589 coastal radio station
Yarossel.
" " AT 8833 coastal radio station Amderma.
" " AT 8833 light battery Amderma.
" " AT 9461 light battery Se-Yaga.
" " AT 9761 light battery Marrasale.
" " AT 9557 light battery Tonboi.
" " AT 6534 light battery Byeli Ostrov.
" " AS 4378 light battery Dikson.
" " AS 4379 3 heavy batteries Dikson.
" " AS 4838 coastal radio station
Cape Leskina.
" " KA 7571 coastal radio station
Cape Sterlegova.
" " AF 9948 coastal radio station Uedineniya
Island (Einsamkeit Island).
" " KA 5286 coastal radio station Cape
Olovianiya (Shokalskogo Straits).

Appendix 4 to Operational Order No. 12.

Enemy air activity in the Eastern Barents Sea.

I. Airfields and seaplane bases:

Airfield	Shoina	AW 3425.
Airfield and seaplane base	Bugrino	AW 3325
	Belushya	AT 7232.
	Kildin	AC 8891.
	Iokanka	AW 2524.
Seaplane base	Naryan Mar	AU 1532.
	Anderma	AT 8836.

II. Enemy air activity according to radio intercept service (as far as intercepted):

1 June	3 Consolidated	28	Sea reconnaissance north of Kanin Peninsula.
3 June	4 aircraft, 1 flying boat		Gorlo Straits - Kanin Nos - AC 9600.
9 June	1 Consolidated	28	Archangel - Kanin Nos - Belushya - Yugorski Straits - Naryan Mar - Archangel. Intermediate landing at Belushya.
10 June	1 FB	3	Cape Vikhodnoi (eastern exit of Matochkin Straits) to Archangel, announced.
13 June	3 Consolidated	28	Belushya - Anderma - Archangel.
17 June	17 aircraft		Archangel - Belushya. Transfer intended.
18 June	1 aircraft, 1 flying boat		Archangel - Belushya.
19 June	1 flying boat		Murmansk - Naryan Mar.
20 June	1 flying boat		Naryan Mar on U-boat hunt.
25 June	10 I	153	Naryan Mar - Belushya (planned).
26 June	7 MBR	2	Naryan Mar - Belushya (planned).
27 June	aircraft		Expected at Naryan Mar.
1 July	1 Consolidated	28	Naryan Mar area.
2 July	1 flying boat (R. 25)		Archangel - Naryan Mar.
3 July	1 flying boat		Naryan Mar - Anderma.
4 July			No air activity (presumably on account of weather conditions).
10 July	2 MBR	2	Naryan Mar - Anderma.
13 July	2 flying boats		Archangel - Anderma.
16 July	2 flying boats		Archangel - Anderma.
5 August	2 MBR	2	Convoy escort in Anderma area.
10 August	1 Douglas		From Anderma to Moscow, via Archangel.

Otherwise flying boat traffic on routes between Murmansk, Archangel, Belushya, Anderma and Dikson unaltered.

III. Aircraft occupying airfields according to aerial reconnaissance:

Photographic reconnaissance:

22 June Naryan Mar 1 Consolidated 28,
6 MBR 2, 1 flying boat
(type not recognized).
8 July Visual reconnaissance 1 He 111 reported
"2 flying boats
taking off from
Belushya."

Air photo:

11 July Belushya 6 flying boats,
3 MBR 2, 2 MBR 4.
15 July Belushya 5 flying boats.
16 July Belushya 1 MBR 2, 1 KOR 2,
3 more, 4 RZ (single-
engined land planes).
26 July Belushya I-153 and I 53.
28 July Belushya 2 flying boats.

IV. Aircraft reported by U-boats:

23 July U 586 in AC 5430 was attacked by 2 Russian
PB 100, making five runs. (Only gunfire,
no bombs.)
25 July U 629 reported air activity only on routes
linking airfields at about 0800, and
between 1600 and 1800.
31 July U 703 off Belushya encountered strong
enemy patrols of MBR 2 and single-engined
bi-planes.

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Appendix 5 to Operational Order No. 12.

Secret.

Ice, weather, and current conditions in Polar Waters during August and September.

General.

Ice:

Ice conditions this year may be described as normal. Apart from the current the movement of the ice depends mainly on the direction of the wind. This may cause rapid changes in the position of the ice limit and often considerable deviations from the mean.

Where sea currents from various directions meet to form whirlpools, there is a strong tendency for cracks to appear in the ice. In such areas ice-free water may exist quite irrespective of the general covering of ice.

Experience has shown that there are many signs which indicate the presence of ice in the immediate neighborhood. They are dealt with in almost every handbook of the polar regions.

Weather:

The summer in the northern regions is generally cool, dull and misty. The sky is mostly very cloudy or overcast, so that in general, it is rarely possible to take bearings by the stars.

Apart from its effect on drift-ice, the wind, and more especially its direction, has a great influence on visibility conditions. Corresponding to the summer distribution of pressure, with an anti-cyclone over the Barents Sea, the prevailing winds are from a northerly to easterly direction. The weather along the coasts is frequently determined by stagnation or by the warm south wind (Föhn).

Fog is comparatively frequent, especially in the neighborhood of drift-ice. It mostly occurs in fog banks, but sometimes covers wide areas and lasts from two to three days or more (coastal stagnation, warm sector of regenerated fronts). With light on-shore winds, fog is nearly always to be expected.

Ocean currents:

The regularity of the tides and tidal currents may be adversely affected by the freezing of the sea. In general a cover of ice on the sea causes the range of the tide to decrease and the ebb to be delayed.

The range of the tide may be increased by wind pressure; and similarly the direction and velocity of flow are dependent upon the wind. This applies especially to the approaches of the Kara Sea and the Wilkitzki Straits.

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I. Sea area around Spitsbergen.

Ice:

The last available air reconnaissance report dated from 10 July, 1943. There was then still 5/10 of drift-ice in Hornsund, and 3/10 in the approaches to Ice Fjord. According to a report of 9 July, 1943, there were either icebergs or ice-free water in the inner fjords of Ice Fjord. Large icebergs, probably originating from the east coast or from the islands to the east of Spitsbergen or from Franz Josef Land, were reported on 11 July 1943 between Bear Island and Spitsbergen.

Ice conditions around Spitsbergen are already very favorable. The west coast can be assumed to be practically free of ice, with the exception only of small quantities of drift-ice which now and then emerge from the fjords, from as early as 15 June the Hinlopen Straits north of Waiigat Islands (near the southern exit of Hinlopen Straits in Olga Straits) were reported to be free of ice, whereas at that time Olga Straits and Storffjord were still full of ice.

Even now the presence of drift-ice in Storffjord and Olga Straits cannot be entirely discounted. Judging by the development of the situation to date it would seem likely that this summer it will again be possible to sail round the north of Spitsbergen from the middle of August to the beginning of September.

Weather:

In the coastal areas of Spitsbergen, weather conditions determined by the "Föhn" (a warm, dry wind) and stagnation effects, and similar to those on the Norwegian coast, prevail. In the sea area between Norway and Spitsbergen, the region around Bear Island is especially subject to frequent fogs, which are promoted by the temperature difference between the warm Gulf Stream and the cold Southwest Stream running along the east coast of Spitsbergen.

Ocean currents:

The Gulf Stream travels northwards between Jan Mayen and Bear Island at a rate of approximately 0.5 m.p.h. The Southwest Stream moves at roughly the same rate. South of Bear Island it is deflected eastwards at a rate of about 0.2 m.p.h., and north of Bear Island it is deflected westwards at about 0.3 m.p.h.

II. The Barents Sea.

Ice:

The last available report, dated 7 July, 1943, states that the west coast of Novaya Zemlya is free of ice as far as 75° N. Further reports from the Barents Sea are not to hand.

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It is possible that the northern tip of Novaya Zemlya can already be sailed round by the end of July. Further developments this summer show a normal course so that normal and favorable ice conditions can be expected. This means that at the end of July the ice will begin to break up north of Novaya Zemlya and will then steadily retreat northwards. Normally the ice will begin to move south again about the middle of September. On the northern and eastern coasts of Novaya Zemlya the ice generally begins to form at the end of September or the beginning of October. At first the formation and southward movement of the ice proceed only slowly.

Weather:

The direction of the wind is generally from the northeast, and in the central Barents Sea its force is generally 1 to 3. Strong winds rarely occur in August and September. Because of the low wind strength, the preponderance of the prevailing direction is not great relatively to any of the others. No information is available for the northern Barents Sea. Areas of low pressure approaching from the west generally move along to the north of Bear Island, or sometimes north of Spitsbergen and across the northern Barents Sea to the east, so that a slightly higher mean force of the wind can be expected there.

The incidence of fog between Bear Island and the coastal and sea areas of northern Novaya Zemlya, that is, in the neighborhood of the junction of the Gulf Stream and East Spitsbergen Stream, is especially high in August. In the sea area southeast of Bear Island, 37% of all ship observations from 1900 to 1939 reported fog in August. In over 50% of these cases the wind was from the southwest. In August fog occurs either intermittently or continuously on 20 days in the sea and coastal areas of northern Novaya Zemlya. During September the incidence of fog is greatly reduced. On the northwest coast of Novaya Zemlya fog occurs intermittently or for the whole day on only 9 days. No reports are available for conditions in the open sea. Instead of 37%, 8 to 9% may be assumed.

The average date for the commencement of frost (i.e. mean temperature below 0° C) is:

11 September	in Novaya Zemlya,
11 October	in Kolguev,
21 October	in Kanin Nos.

The new ice forms after some delay.

Ocean currents:

Apart from small deviations, the prevailing currents of the Barents Sea are the North Cape current flowing eastwards between Finmark and Bear Island and dividing into several branches north of the White Sea, and the cold southwest current east of Spitsbergen which carries ice and icebergs with it. The current flows round the two islands of Novaya Zenlya in a clockwise direction. Its velocity is approximately 0.3 knots.

There are two tides a day. The range of the spring tide near Kanin Nos is more than 2.5 m., but rapidly decreases further north. The 1 meter line runs from near Kolguev almost in a straight line as far as 72.5° N. north of North Cape. The 0.5 meter line runs along the latitude of 75° N. through the center of the eastern Barents Sea and then veers north as far as north of Spitsbergen.

The variations in the water level caused by wind are often greater than the tides.

III. The Yugorski Straits.

At their narrowest point the Yugorski Straits are only 1.5 miles wide. The minimum depth in the navigable channel is 14.5 m.

Ice.

It can be assumed that the Yugorski Straits are navigable in August and September. Ice conditions in the straits depend upon those prevailing in the Kara Sea. The last available report dated 1 July, 1943 gives 2/10 sludge-ice and states that ice is moving to the northeast. Even in August the appearance of drift-ice must be reckoned with so long as there is ice in the Kara Sea. Conditions are more favorable in September. In general, the relatively warm current flowing eastwards through the Yugorski Straits prevents the accumulation of drift-ice.

Weather:

The prevailing winds in August are south to southwest and in September southeast to southwest. The average wind strength is 4. The Vaigach area is marked by very frequent fogs. In August there are 18 days, in September 12 days on which fog occurs either intermittently or for the whole day. In the mean; frost sets in on 1 October.

Ocean currents:

There are two tides a day. The range of the spring tide is 0.6 m. on an average. The velocity of the tidal stream in the Yugorski Straits may be as much as 3.5 knots.

IV. The Kara Straits.

The Kara Straits are 27 miles wide from the extreme ends of Novaya Zemlya to Vaigach, but belts of skerries on either side reduce its useful width to about 17 miles. The depths in the navigable channel vary between 45 m. and 150 m.

Ice:

As long as there is ice present in the Kara Sea, it is carried westwards from there by the westerly current flowing along the north side of the Kara Straits. On the southern side of the Kara Straits there is an easterly current which counteracts the accumulation of drift-ice. But with prolonged easterly or northeasterly winds drift-ice can occur throughout the entire straits. On the whole, conditions are less favorable than in the Yugorski Straits. In general it need not be feared that the straits will still be blocked up in August or September.

The most recent ice report at present available is dated 7 July, 1943 and states that the Kara Straits and eastwards thereof, south of $71\frac{1}{2}^{\circ}$ N. were ice-free as far as visibility extended.

Weather:

On an average the prevailing direction of the wind in August is from the northeast, whereas it can scarcely be said that any direction prevails during September. The incidence of fog is the same as in the Yugorski Straits; it occurs intermittently or continuously on 18 days in August, 12 in September. On an average (1914 - 1934) frost sets in on 1 October.

Ocean currents:

There are two tides a day. The range of the spring tide is approximately 0.6 m. The velocity of the tidal stream may be as much as 2.5 knots.

V. The Matochkin Straits.

The Matochkin Straits are a fjord about 60 miles long and $\frac{1}{3}$ to $\frac{3}{4}$ mile wide. Depths of the navigable channel vary between 12 m. and 180 m.

Ice:

As there is no marked ocean current, the drift of the ice generally follows the direction of the wind. The ice situation in the Kara Sea is a determining factor. Ice-free stretches of water are frequently found east of the Matochkin Straits. According to the latest available report, dated 7 July, 1943, the Matochkin Straits were then already clear of ice, while in the Kara Sea east of the straits there was a 40 km. broad strip covered with $\frac{4}{10}$ drift-ice. It must be assumed that from the beginning of November the ice will prevent all traffic through the straits.

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Weather.

Information on the winds is not available. But on the whole conditions should be similar to those at Malie Karmakuli station which lies to the south and where the winds tend to be from the north or east. In the mean, frost sets in on 21 September.

The incidence of fog can be assumed to be the same as in northwest Novaya Zemlya, with fog occurring intermittently or continuously on 20 days in August and on approximately 9 days in September.

Ocean currents:

There are two tides a day. The range of the spring tide is about 0.4 m. The tidal stream is dependent on the wind and may reach a velocity of up to 3.5 or 4 knots in the straits.

VI. The Kara Sea.

Ice:

The latest report at present available states that the Matochkin Straits are free of ice. The Kara Sea has 9/10 rough drift-ice (the western Kara Sea was reconnoitered), an average of 4/10 drift-ice off the east coast of Novaya Zemlya to a width of 40 km., and cracked and melting fast-ice in the bays. The Kara Straits and continuing eastwards south of the latitude of $71\frac{1}{2}^{\circ}$ N. are free of ice as far as visibility extends.

Generally speaking drift-ice must be expected in the Kara Sea at any time. It accumulates most frequently off the east coast of Novaya Zemlya and off the Kara Straits. The ice is reduced to a minimum at the end of August and in September. There was scarcely any ice in September with the exceptionally favorable ice conditions in 1942. The eastern Kara Sea is generally free of ice in August and September. The entrance to the Kara Sea round the north of Novaya Zemlya is generally free of ice in August and September. In 1942 the ice limit had receded about 160 miles northwards before the end of August. However, icebergs from Franz Josef Land frequently appear in this area.

Weather:

The prevailing winds are north to east. No information on fog is available. Its incidence does not seem to be as high as in the Barents Sea, judging by last year's experiences. In the mean, frost sets in on the following dates:

Novaya Zemlya 11 September,
Matochkin Straits and North Kara Sea 21 September,
Kara Straits, Yugorski Straits and southern Kara
Sea 1 October.

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Ocean currents:

The current flows south along the east coast of Novaya Zemlya, and divides when it reaches the Kara Straits. One branch turns east and then flows north along the Yamal Peninsula. The range of the spring tide is small. It is 0 meters in the central Kara Sea, and along the coast it is generally 0.4 m.

VII. The West Siberian Sea.

Ice:

There is no recent information on this sea area. According to 1939 reports, the distribution of pressure most favorable for the ice situation is an anti-cyclone over the northern part of the western Siberian Sea which causes the prevailing winds to be from the east. The warm water of the rivers together with the wind are then able to reduce the ice along the coast and in particular in the various passages (Wilkitzki Straits, Nordenshelda passage, area off Dikson).

The appearance of a cyclone off Franz Josef Land and east of it will produce westerly to northerly winds which will drive the ice down from the north so that the passages will frequently be blocked up.

The severest ice conditions are generally found along the coast of the Taimir Peninsula and in the Wilkitzki Straits. This is considered to be the most difficult part of the entire northeast passage.

In years of normal ice conditions, drift-ice must generally be expected in the northern part of the west Siberian Sea. This may cause a temporary stoppage of shipping. In favorable years the ice limit retreats as far north as Einsamkeit Island and Wiese Island. It has even been possible (1935) to reach the northern tip of Severnaya Zemlya without being hindered by ice.

Weather:

The mean direction of the wind has been given by three stations. At Cape Drovyanoi (Yamal Peninsula) the prevailing winds are northerly to easterly (about 30%) in August and September, at Dikson north to northeasterly (about 30%) in August, and south to southwesterly (about 20%) in September. At Cape Chelyuskin (Wilkitzki Straits) westerly and easterly winds occur with equal frequency (about 30%) in August, while northeasterly to easterly winds (33%) prevail in September. At Dikson the number of foggy days (intermittent or continuous fog) in August is 16, at the Nordenshelda Islets 12, and in the Wilkitzki Straits 25; in September Dikson has 12 days, the Nordenshelda Islets 4, and the Wilkitzki Straits 16. In the mean, frost ceases off the Wilkitzki Straits on 1 July. The ice begins to break up about the middle of July. However, this date may vary considerably.

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Setting in of frost:

Wilkitzki Straits on 21 August in the mean,
south of Nordenshelda Islets by 1 September,
north of Dikson Island 11 September.

The final freezing up of the Wilkitzki Straits probably
does not take place until December while new ice may
appear again as early as the beginning of September.

The general information given above has been taken for the
most part from "Natural conditions along the Siberian Sea
route".

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Appendix 6 to Operational Order No. 12.

Information gained from the Kara Sea operation in 1942.

The Naval War Staff, 3rd Division has compiled the following information about the enemy situation, gained during operation "Wunderland" in 1942, and has based on this the following observations and comments for 1943. (German Naval High Command Series No. Naval War Staff 1st Division 1731/43 Most Secret S.O.s only).

I. 1942:

Enemy forces in the area Novaya Zemlya/Wilkitzki Straits were confined to ice-breakers. From the offensive point of view these units constitute a force which must not be underrated. Their crews are made up, at least in part, of army personnel, they are heavily armed, keen to contact the enemy, tough, and are skilfully operated - this last being demonstrated by the way in which tactical opportunities were exploited (use of fog!). No aircraft appeared, not even on reconnaissance.

Even after detection there was no enemy counter action either at sea or from the air. Ships traveled in convoys escorted by ice-breakers, never singly.

II. 1943:

1) After appearance of the cruiser in eastern waters we expect the following changes for the current year:-

- (a) increased patrol activity;
- (b) increase in armament of ice-breakers and increased operational activity;
- (c) possibly a patrol service operated by submarines and destroyers (transfers from the Far East to the Arctic are an indication of this);
- (d) sea routes may be protected by submarines and mines;
- (e) restriction of enemy radio traffic which operated openly in 1942 and offered valuable hints for the cruiser's operational tactics;
- (f) increased aircraft operations, especially reconnaissance activity.

2) Development of the Russo-American sea route through the Arctic.

- a) Soviet endeavors over the past 20 years to create a great northern sea route are well known. They led to the erection of polar stations with meteorological equipment as well as the construction of supply bases and the extension of existing ones.
- b) Information has been received according to which permanent air communications between Alaska and Siberia are supposed to have been established by the Americans; by this means they are said to supply Russia with aircraft and war materials.
- c) According to a Swedish report, the first large convoy sailed in October 1942, and is said to have consisted of 83 vessels. Even if such a convoy reached the estuary of the river Ob during the first days of October, there would hardly have been sufficient time before the freeze-up to unload large cargoes of war materials onto river vessels, thus enabling them to reach the Trans-Siberian railway by river.

According to reports by agents, about 43 Russian ships, that is about 110,000 G.R.T., were in use along the route between Alaska and Siberia during the months July - September, 1942.

According to the same Swedish report, four convoys of 100 vessels each will be operated in 1943 during the navigational period. Even assuming the extensive use of the east - west route, convoys of such a size, corresponding to a tonnage of perhaps 1.2 million G.R.T., are hardly considered possible.

At the beginning of 1943 there were about 500,000 G.R.T. of Russian shipping space available in East Asia. However, a considerable proportion of this is operating between American ports and Vladivostock, and on coastal traffic, or on Indian and South American routes. Nor would all of the ships be suitable for use on the northern sea route.

Only ships of up to 4,000 - at most 6,000 - G.R.T. and draught up to 7 m., can be employed, apart from which there are certain other requirements:- specially powerful engines, no twin screws, reinforced bronze screw, reinforced rudder blade, reinforced rudder post, reinforced bow plating, and as watertight transverse bulkheads as possible in the region of the engine room and oil tanks, etc. Motor vessels are not very suitable.

Appendix VI.

Captain U-boats Norway. On board, 23 August, 1943.

Secret. S.O.s only. By hand of officer only.

To Group North/Fleet Copy No. 1.
To Admiral Northern Waters " " 2.

For information:

Naval Supreme Command, Naval War Staff, 1st Div. " " 3.
Naval Supreme Command, Naval War Staff, 2nd Div. C-in-C. U-boats Ops. " " 4.
Naval Chief Command, Norway " " 5.
Luftflotte 5 " " 6.
Battle group " " 7.
War Diary " " 8-12.

Subject: First part of minelaying operations by U-boats in Northern Waters.

Reference: Group North/Fleet Secret S.O.s only 629/43 A1, dated 26 June 1943.
Of minelaying operations mentioned in the above-named communication the following have been executed according to plan:

- 1) "Aster II" on 20 July 1943 by U 601 (Grau).
- 2) "Nelke I" on 20 July 1943 by U 625 (Benker).
- 3) "Gladiole I" on 27 July 1943 by U 629 (Bugs).
- 4) "Tulpe IV" on 28 July 1943 by U 586 (v.d. Esch).
- 5) "Veilchen I" on 31 July 1943 by U 212 (Vogler).
- 6) "Rose I" on 3 August 1943 by U 636 (Hildebrandt).
- 7) "Narzisse I" on 1 August 1943 by U 639 (Wichmann).
- 8) "Lilie I" on 10 August 1943 by U 629 (Bugs).

- Re 1): Single mine laid on 71° 20' N., 52° 12' E.
Re 4): "Tulpe IV" was laid between 69° 3.2' to 69° 8.7' N. and 55° 33.5' to 55° 47.5' E., as north-south traffic was observed here.
Re 7): "Narzisse I" was laid only in the southern part because the depth of the water was too great.
Re 6): Positions of mines are exact to within 3 miles (bad fix due to weather conditions at the time).

Positions of mines in detail as marked on attached minefield charts (only to Group North/Fleet and Admiral Northern Waters).

