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U.S. Navy
ONI Translation

WAR DIARY

OF

CAPTAIN U-BOATS, NORWAY

1 SEPTEMBER - 15 OCTOBER, 1943

PG Numbers 31842 - 31844

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WAR DIARY

OF

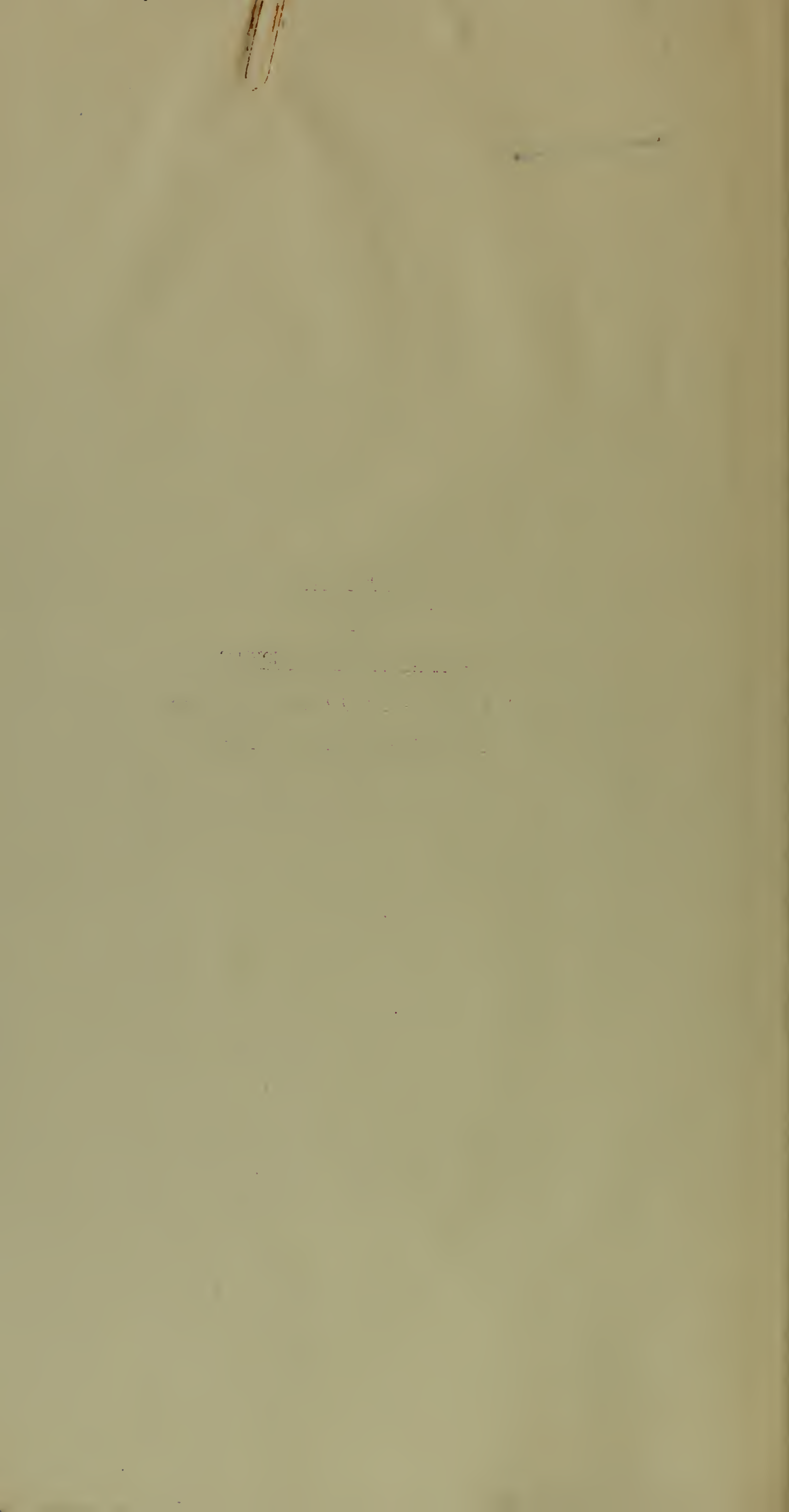
CAPTAIN U-BOATS, NORWAY

1 SEPTEMBER - 15 OCTOBER, 1943

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Grid charts referred to may 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 OCTOBER, 1943
PG/31844

Captain Peters returned from his official trip and leave of 7 October 1943, and resumed his duties as Captain U-boats, Norway.

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September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277	AB 3528	}	all depth of sweep 30 miles.
U 360	AB 3584		
U 737	AB 3852		
U 956	AB 3896		
U 355	AB 11.		
U 255	AT 3148.		
U 703	AS 42/43.		
U 302	ice reconnaissance as far as Wilkitzki Straits.		
U 354	XA 74/75.		
U 711	AT 64.		
U 629	AT 85.		

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 269 proceeding from AA 65 to Narvik.
U 639 proceeding from the operational area to Hammerfest.
1600 U 960 put into Narvik from the operational area.
U 355 proceeding to Hammerfest via AB 2257 and 6130.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Admiralty Peninsula - AT 4655 - Banak. Not exhaustive, nothing to report.

16 FW 190 on snipping reconnaissance and attacks on shipping targets reported off Fisher Peninsula/Kola inlet.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 with radar on sea reconnaissance south of Jan Mayen.

III. Reports on the enemy:

(a) By U-boats:

An unintelligible short signal 1355/780 with a report west of AB 3896 was received from U 956 (Mohs) in the Bear Island position.

1640 Short signal amplified by "Mohs" in radio message 1602/783:

"At 1247 in AB 3894, 2 separate mast tops. 2 guardships assumed. No contact."

(b) By air reconnaissance:

1 coastal freighter of 400 G.R.T. and one coastal guardship of 150 G.R.T. sunk in Eina Bay.

1 merchant vessel of 2,500 G.R.T. and 1 patrol vessel of 500 G.R.T. southeast of Greenland in AA 8817, course 20°, low speed.

(c) By naval forces: None.

(d) By radio intercept service:

According to radio traffic, submarines "L 20", "L 22", "S 101" off the Norwegian polar coast.

Murmansk area: S.O. Destroyer Flotilla
Belushya/Yugorski Straits area: guardships Nos. 19, 73; minelayer No. 93, minesweepers Nos. 41, 62, 64, 109, motorvessel "Kassatka" (appeared for the first time).

Menshikova signal station (AT 8422) at 0924 reported a surfaced U-boat off the Norwegian polar coast; distance 10 miles, course 100.

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

Subject: England/Russia convoy, preliminary announcements:

War organization F. reported on 31 August: at the end of August, 1943 a new aircraft carrier, the "Rabaul" put into Newcastle-on-Tyne. It is to escort a convoy which is due to sail for Murmansk or Archangel at the beginning of September. During the same period, the destroyers 176, 166 and submarines H 92, O 49 and O 47 were lying in the Tyne. Source of shipping intelligence: secret agent.

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.

0200 U 255 (Harms) reported in short signal 0007/771 time unsuitable for BV's take-off.

(c) Special operations by single boats:

1103 Radio message 1103/777 sent to U 355 (La Baume):

"Stand off and on at the ice limit near point of entry. If "Bassgeiger" is not sighted by 1800 on 1 September, return to Hammerfest on opposite course via AB 6130 and SR 1."

(d) Miscellaneous:

U 307 (Herrle) will not be able to put out from Hammerfest for Narvik, from where he is to proceed for operations in the Kara Sea, until the evening of 2 September.

V. Reports of successes: None.

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VI. U-boat reports:

Short report from U 960 (Heinrich) from 19 August to 1 September, 1943. See Appendix III/1.

VII. Survey of the situation:

The mast tops reported by U 956 (Mohs) might be a mistaken sighting by this boat which is new to the northern area.

(Signed) pp. Eckermann.

2 September, 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)
U 737 AB 3852) all depth of sweep 30 miles.
U 956 AB 3896)
U 255 AT 3148.
U 703 AS 42/43.
U 302 on ice reconnaissance as far as Wilkitzki Straits.
U 354 XA 74/75.
U 711 AT 62/64.
U 629 AT 85.

In port:

U 307 Hammerfest,
U 387, 601, 636, 713, 960 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 269 proceeding from AA 65 to Narvik.
U 639 proceeding from the operational area to Narvik.
U 355 proceeding to Hammerfest via AB 2257 and 3584.
2000 U 307 put out from Hammerfest to Narvik.

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II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - South Cape - Ice Fjord - 75° N., 5° E. - Banak.

4 FW 190 on shipping reconnaissance Fisher Peninsula - Kola inlet, nothing to report.

1 Ju 88 on sea reconnaissance Petsamo AC 8863 - Belushya - Kolguev North - Kanin Nos - Kirkenes. Not exhaustive. Belushya not covered because of weather conditions.

1 Ju 88 on sea reconnaissance Banak - AB 6194 - 2655 - 2734 - 6254 - 6315 - 3277 - South Cape, east coast of Bear Island - Banak. Broken off in AB 3738 because of engine trouble. Route not exhaustively covered, no reports of enemy sighted.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

No reconnaissance in the operational area.

III. Reports on the enemy:

(a) By U-boats:

0905 Radio message 0720/791 received from U 360 (Becker):

"Cloud of smoke sighted for short period in AB 3843, no contact, weather, varying visibility. 76 cbm."

2235 Radio message 1232/709 received from U 354 (Herbschleb):

"In XA 7292 hunted by warship. Easterly course. Assume convoy expected from east. Sea, wind 0, visibility 20 miles."

(b) By air reconnaissance:

The transmission mast in Bellsund (AG 7944) at the former Norwegian meteorological station has disappeared, in its place are 5 or 6 shellholes or possibly machine-gun emplacements. Several houses in AG 7915, 1 or 2 boats on the beach.

(c) By naval forces: None.

(d) By radio intercept service:

The motor vessel "Kassatka" put out from Belushya at 1900 on 31 August.

Norwegian polar coast: some messages to U-boats in the operational area.

Belushya/Yugorski Straits area: 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:

4 boats between Bear Island and Spitsbergen, 1 boat operating with BV 138's north of Novaya Zemlya, 4 boats in the Kara Sea.

1230 Radio message 1122/795 received from U 360 (Becker):

"One case of diphtheria. Doctor from "Mohs" on board. Serum used up. Disembarkation urgent. Contact not regained. Wind slackening, 1034mb., 74 cbm."

0015 U 255 (Harms) in short signal 0006/788 reported time unfavorable for take-off of BV.

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2130 Short signal 2107/712 received from U 302 (Sickel):

"Intend to stand on and off Wilkitzki Straits sea area. Southern passage impeded by drift-ice fields, however passage possible for ships and boats."

Consent given in radio message 2209/714 together with drift-ice warning.

2351 Radio message 2351/718 sent to U 354 (Herbschleb):

"Re radio message 1232/709: only observations to be reported, not fanciful assumptions. Report whether presumed convoy approaching from the east is confirmed by definite observations and what they are. In future I expect only carefully considered reports."

(c) Special operations by single boats:

Radio message 1133/796 instructs U 639 (Wichmann) and U 269 (Hansen) to report their positions as their return journey has evidently been delayed. In short signal 1446/703 "Hansen" reports his position as AB 8677. No signal from "Wichmann".

1303 In radio message 1303/702 "La Baume" was ordered to take off the sick man from U 360 (Becker):

"(1) "La Baume" to proceed to AB 3584 at high speed.

(2) Report arrival in grid square immediately by time short signal. Add "yes" if "Bassgeiger" was met."

If "La Baume" signals "yes", it is intended to have him relieve U 360 until the "Coburg"'s return, and to order U 360 to return immediately.

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1700 Short signal 1658/704 received from U 355
(La Baume):

"3 September, 0230."

1729 Radio message 1729/707 therefore sent:

"La Baume" to take over sick man from "Becker",
return passage to Hammerfest east of Bear Island."

V. Reports of successes: None.

VI. Survey of the situation:

- (1) It is possible that U 360 (Becker)'s sighting, under the influence of "Mohs" is also a mistake.
- (2) The report from U 354 (Herbschleb) does not make it clear whether his assumption is supported by information from the radio intercept group. It would seem nearer to the truth that one or more patrol vessels are operating against the U-boats which have been detected along the shipping route and that "Herbschleb"'s report is only based on conjecture. The lack of clarity which has characterized "Herbschleb"'s recent reports made a sharp rebuke necessary.
- (3) From Enemy Situation Report North No. 40, dated 2 September:
 - (a) To judge by the inspection tour of the S.O. of the White Sea Fleet as well as from other indications, traffic is only just starting up along the northern sea routes. Luftflotte 5 is of the same opinion. Ice-breakers have not appeared in the Kara Sea.
 - (b) There has been a great increase in minesweeping activity, especially in the Belushya area. Nine minesweepers on 26 August as against 2 to 5 before 22 August.
 - (c) Jan Mayen airfield (center of west coast) has 2 hangars and probably 3 anti-aircraft positions. Type of aircraft not recognizable. Possibly meteorological aircraft.

(Signed) pp. Eckermann.

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3 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277	AB 3528 and AB 2633) all depth of sweep 30 miles.
U 360	AB 3584 and AB 2668	
U 737	AB 3852 and AB 2936	
U 960	AB 3896 and AB 3757	

U 255	AT 3148.
U 703	AS 42/43.
U 302	XA 59.
U 354	XA 74/75.
U 711	AT 64/62.
U 629	AT 85.

In port:

U 387, 601, 636, 713, 960 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 639 proceeding from the operational area
to Hammerfest.
U 355 proceeding from AB 3483 to Hammerfest
via AB 3790.
U 269 proceeding from the operational area
to Narvik.
1700 U 307 put into Narvik from Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

Meteorological reconnaissance by 1 Ju 88
Banak - Bear Island - South Cape - Ice
Fjord - 75° N., 5° E. - Banak. Not exhaustive,
nothing to report. 8 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 sea reconnaissance in area south of Jan Mayen and westwards to east coast of Greenland, no report of enemy sighted.

III. Reports on the enemy:

(a) By U-boats:

0110 Radio message 2354/707 received from U 277 (Lübsen):

"At 2124 submarine with raised periscope in AB 3519. Boat probably dived 10 minutes after me. Query: "La Baume", otherwise enemy. Weather, visibility very good."

0330 U 355 (La Baume) was ordered to reply to "Lübsen"'s query in radio message 0141/720 and in short signal 0307/721 reported that he was not the U-boat sighted by "Lübsen".

(b) By air reconnaissance: None.

(c) By naval forces: None.

(d) By radio intercept service:

Because of poor catches, single fishing vessels received permission to proceed to fishing grounds 17, probably west of Novaya Zemlya.

Norwegian polar coast: little radio traffic to submarines in the operational area.

Belushya/Yugorski Straits area: 6 minesweepers Nos. 32, 55, 57, 59, 63, 110; guardships Nos. 20, 28, 77; guardboat No. 505; minelayers Nos. 90, 93.

Anderma/Dikson area: guardship No. 19; minesweeper No. 60.

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2220 Radio message 1149/758 received from "Herbschleb":

"Kenntmann: According to Dikson radio nine additional patrol vessels."

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

War Organization, Portugal reported 2 September: Source: reliable agent. It is learned from an enemy diplomatic source in Lisbon:

"Commencement of the offensive against Norway, as well as in France and the Mediterranean area, is fixed for a date between 10 and 12 September, 1943, depending on the weather."

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

0417 After it had been confirmed that it was not one of our own U-boats that U 277 (Lübsen) sighted in the attack area, radio message 0417/724 was sent to Group "Monsoon":

"Enemy submarine apparently in your formation. Move attack areas by 70 miles on course 280°."

(c) Special operations by single boats:

0730 Short signal 0628/727 received from U 355 (La Baume):

"Am at rendezvous as ordered, have not met U-boat. Send D/F signal for meeting in accordance with war orders."

Since, in the meantime, orders have been given to Group "Monsoon" to move their attack areas, and U 360 (Becker) may have left the old grid square,

0917 radio message 0917/730 was sent:

"(1) New rendezvous for "Becker" and "La Baume" AB 3483.

(2) From 1200 "Becker" to send D/F signals on "Fritz"."

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1610 Radio message 1504/741 received from U 355
(La Baume):

"Sick man and doctor taken off from "Becker".
Intend to transfer doctor to "Mohs"."

1623 Radio message 1623/748 sent to "La Baume":

"Return via AB 3790 after transferring doctor."

"La Baume" is to avoid the area where the
enemy has been sighted.

(d) Miscellaneous:

Sailing orders for U 307 (Herrle), see Appendix II/1.

V. Reports of successes: None.

VI. Survey of the situation:

- (1) The mast tops sighted by U 956 (Mohs) might have been raised periscopes and the cloud of smoke sighted by U 360 (Becker) might have been the Diesel exhaust of the enemy submarine reported by U 277 (Lubsen). It is also possible that more than one enemy submarine is within our formation as "Mohs" reported two separate masts.
- (2) The movement of the Bear Island formation to the west will at the same time provide useful flanking protection for operation "Zitronella" (attack on the British base at Spitsbergen).
- (3) The increased patrol activity in the Dikson area raises hopes for the approach of traffic on the West Siberian Sea route, perhaps from the east. It might be an advantage to concentrate the boats to the east so as to give them a longer stretch for attack.
- (5) Reports concerning enemy plans against Norway and an intended Murmansk convoy are increasing in frequency. Apart from U 307 (Herrle), recently detailed for operations in the Kara Sea, no further boats are therefore to be dispatched to the east, all the more so as our meteorological operations are due to commence shortly.

(Signed) pp. Eckermann.

4 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277	AB 2633) all depth of sweep 30 miles.
U 360	AB 2668	
U 737	AB 2946	
U 956	AB 3757	

U 255	AT 3148.
U 703	AS 42/43.
U 302	XA 59.
U 354	XA 74/75.
U 711	AT 62/64.
U 629	AT 85.

In port:

U 307, 387, 601, 636, 713, 960 Narvik,
U 635 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 639 proceeding from the operational area
to Hammerfest.
U 355 proceeding from AB 3790 to Hammerfest.
1800 U 269 put into Narvik from the operational
area.
0500 U 307 put out from Narvik for the operational
area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 carried out meteorological reconnaissance
Banak - Bear Island - South Cape - Ice Fjord -
75° N., 5° E. - Banak, nothing to report.
Route not exhaustively covered.

4 FW 190 on shipping reconnaissance Fisher
Peninsula - Kola inlet.

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Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 with radar on reconnaissance south of Jan Mayen, nothing to report.

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:

At 1225 a submerging U-boat in AT 8846, reported by Cape Greben signal station.

A few messages sent to submarines in the operational area.

Belushya/Yugorski Straits area:
guardships Nos. 19, 28, 72, 73, 77;
minelayer No. 94; minesweepers Nos.
57, 59, 62, 63, 110.

S.O. Destroyer Flotilla on the "Baku", probably with other destroyers, early on 4 September in the Dikson area.

Received weather report from Archangel via Dikson.

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

Kiel G.I.S. station reported in Secret 2347 I AW, dated 4 September:

"Reference report of Kiel G.I.S. station Secret 2337 I AW dated 3 September. War Organization, Portugal reports the following in message No. 467, regarding the beginning of operations on 10 September: (Para. 2): On 8 September a convoy of 45 ships will put out from Halifax, route via Cape Farewell, then south of Reykjavik and north of Bear Island to Murmansk. Para. 3): A convoy sailing from Iceland and intended to supply Westfjord is to join the above-mentioned convoy on about 20 September for part of the voyage."

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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 operating with BV 138's north of Novaya Zemlya, 4 boats on the West Siberian Sea route.

U 255 (Harms) in short signals 0024/765 and 1150/778 reported time suitable for BV to take off.

1356 After Flieger Fuehrer North (East) had reported the take-off, radio message 1356/786 was sent to U 255 (Harms):

"BV has taken off. Will arrive at landing place 3 at about 2100."

Thereupon U 255 (Harms) reported in short signal 1443/788 that the flying boat is meeting him at landing place 1.

2320 "Harms" reported in short signal 2307/709 that the BV landed at 2130.

2349 Radio message 2349/715 sent to U 255 (Harms):

"Reconnaissance 2 on 5 September. Report traffic and ice limit from southwest corner to northeast."

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In order to have the second refuelling U-boat nearer to the landing places and so as to move U 711 further east on account of the traffic expected there, radio message 1314/787 was sent to U 703 (Brünner) and U 711 (Lange):

"(1) At 0400 on 6 September rendezvous in AT 6149; transfer food supplies to "Lange". "Brünner" will be supplied later by "Harms".

(2) After that, change attack areas."

1521 Group "Wiking" was informed in radio message 1521/792 that the S.O. of the Destroyer Flotilla on the "Baku" and probably further destroyers are in the Dikson area.

1730 U 302 (Sickel) reported in short signal 1706/795 that large ice fields are encountered only north of 78° N.

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1830 U 703 (Brüner) reported in short signal 1816/797:

"It is possible that I have been observed. Strong air patrol."

2351 Radio message 2351/716 sent:

"4-September U 307 (Herrle) to proceed from Andfjord via landing place 1 to XA 71, speed 7 knots, to join Group "Wiking"."

(c) Special operations by single boats:

As no signal has hitherto been received from U 639 (Wichmann) and transmission difficulties are presumed, radio message 1643/796 is sent ordering him to report his position by radio message.

No message from minelaying boat U 629 (Bugs).

(d) Miscellaneous:

Group "Monsun" was informed in radio message 1104/783 of the return route of the "Coburg".

Sailing orders for U 269 (Hansen):

- "(1) Put out from Narvik on the evening of 5 September.
- (2) Proceed through Westfjord. Keep at a distance of 50 miles from the coast and make for Bergen via Fejeosen.
- (3) Radio service "Anton" and Northern Waters very long wave."

V. Reports of successes: None.

VI. U-boat reports:

Short report from U 269 (Hansen), see Appendix III/2.

VII. Survey of the situation:

- (1) None of our U-boats are west of the Yagorski Straits. The Cape Greben report is an indication of the Russian fear of U-boats, caused by our operations along the West Siberian Sea route.
- (2) The moving of destroyers into the Dikson area may also be regarded as a purely defensive measure. On the other hand, it might be a preparation to protect further shipping traffic, or a precaution against a German operation such as was carried out in the Kara Sea a year ago by the "Scheer", and whose repetition must appear possible to the enemy.
- (3) The safe arrival at last of the second flying boat at the fuelling boat promises better information on the ice and traffic situation from now on.

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(4) Naval War Staff wires: "In the last few days large-scale enemy minesweeping operations, possibly in preparations for landings, have been observed in the Channel off Calais and Boulogne. Other signs, particularly reports of extensive troop concentrations in southeast England, point the same way. We must expect the enemy to start landings planned against other coasts simultaneously with operations against the northwest coast of France."

(Signed) pp. Eckermann.

5 September, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277 AB 2633)
U 360 AB 2668) all depth of sweep
U 737 AB 2936) 30 miles.
U 956 AB 3757)

U 255 AT 3278,
U 703 AS 42/43,
U 302 XA 59,
U 354 XA 74/75,
U 711 AT 62/64,
U 629 AT 85.

In port:

U 269, 387, 601, 636, 713, 960 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from Narvik to the operational area.
U 711 proceeding from AT 62/64 to AT 6149.
U 639 proceeding from the operational area to Hammerfest.
0925 U 355 put in to Hammerfest from the operational area.
2200 U 269 put out from Narvik for Bergen.
2200 U 636 put out from Narvik for Bergen.

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, nothing to report.

5 FW 190 (3 fighter-bombers) on shipping reconnaissance Fisher Peninsula - Kola inlet.

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Flieger Fuehrer Lofoten:

No operations reported.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance south of Jan Mayen.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

2 coastal freighters in Motka Bay.

In AA 8821 southeast Greenland, 1 merchant ship 3,000 G.R.T., 1 escort vessel 600 G.R.T., southerly course, slow speed.

(c) By naval forces: None.

(d) By radio intercept service:

Norwegian polar coast: a few messages to submarines in the operational area, of which "Schtsch 402" was mentioned by name.

Belushya/Gorlo Straits area: minesweepers Nos. 57, 59, 60; minelayer No. 94; guardships Nos. 19, 75.

Belushya/Yugorski Straits area: minesweepers Nos. 62, 101; 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 operating with BV 138's north of Novaya Zemlya, 4 boats in the Kara Sea.

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In short signal 0122/717 U 255 (Harms) reported that the take-off for a reconnaissance flight via Dikson to the east will be at 0830.

1830 Corrupt short signal 1742/725 received from U 255 (Harms):

"XA 7266 passage free of ice, am moving operational area to the east of the attack area ordered."

1905 Radio message 1905/728 sent to U 255 (Harms):

"Corrupt signal interpreted. Assumed meaning: no traffic or ice as far as XA 7266, next reconnaissance intended further east. If incorrect, rectify. Otherwise agreed."

The next take-off is then announced by short signal 2355/732 for 0730.

(c) Special operations by single boats:

Meteorological transmitter "Dietrich" is lying ready at Hammerfest and will be installed on Bear Island if possible before operation "Zitronella" (attack on the British base at Spitsbergen).

1217 The following radio message 1217/719 was therefore sent to U 355 (La Baume) who has just put in to Hammerfest:

"(1) Put out again with "Dietrich" at maximum cruising speed.

(2) After execution of task withdraw to AC 42. If set is working satisfactorily return to Hammerfest, otherwise report."

No reports from minelaying boats U 629 (Bugs) and U 639 (Wichmann).

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(d) Miscellaneous:

Sailing orders for U 636 (Hildebrandt):

- "(1) Put out from Narvik on the afternoon of 5 September.
- (2) Proceed via Westfjord and with escort via inner leads to Bergen.
- (3) Radio service "Anton" and Northern Waters very long wave."

V. Reports of successes: None.

VI. U-boat reports:

Short report from U 277 (Lübsen), see Appendix III/3.
Received here late from Hammerfest.

VII. Survey of the situation:

Ice conditions seem to be very favorable. If, however, more traffic is to come from the east, it will have to have passed through the Wilkitski Straits before the beginning of October. Three of the boats will be disposed as far east as possible in order to compensate the lack of air reconnaissance, as well as to lengthen the distance along which attacks can be made.

(Signed) pp. Eckermann.

6 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277	AB 2633)	
U 360	AB 2668)	all depth of sweep
U 737	AB 2936)	30 miles.
U 956	AB 2757)	

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U 255 AT 3278,
U 703 AT 6149,
U 302 KA 59,
U 354 KA 74/75,
U 711 AT 6149,
U 629 AT 85.

In port:

U 355 Hammerfest,
U 387, 601, 713, 960 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from Narvik to the operational area.
U 703 proceeding from AT 6149 to AT 64.
U 711 proceeding from AT 6149 to KA 73/81.
U 354 proceeding from KA 74/75 to KA 58.
U 639 proceeding from the operational area to Hammerfest.
U 629 proceeding from the operational area to AT 6149.
0800 U 355 put out from Hammerfest for the operational area.
U 269 proceeding from Narvik to Bergen.
U 636 proceeding via inner leads from Narvik to Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - South Cape - 77° N., 15° E. - 75° N., 5° E. - Banak. Nothing to report. Not exhaustive.

2 Ju 88 and 2 BV 138 on strip reconnaissance for "Zitronella" (attack on British base on Spitsbergen) in Barants Sea from AC 9791 - AC 7839 - AB 3349 - AC 2478 - 5889, nothing to report, almost exhaustive.

2 FW 190 on shipping reconnaissance Fisher Peninsula - Kola inlet, nothing to report.

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Flieger Fuehrer Lofoten:

2 He 115 and 4 BV 138 carried out fan reconnaissance and protective patrol for "Sizilien" (attack on British base at Spitsbergen). Exhaustive for two thirds of the way. Enemy not sighted.

2 Ju 88 with radar carried out protective patrol for "Sizilien". Reconnaissance area exhaustively covered by radar. No enemy sighted.

Flieger Fuehrer North (West):

4 FW 200, 3 BV 138 and 1 Ju 88 on sea reconnaissance between Norwegian coast and east coast of Iceland and Greenland and northwards as far as 72° N. No report of enemy sighted. Area almost exhaustively reconnoitered.

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:

Signal station 381 (probably northern Novaya Zemlya) set up on 5 September.

Norwegian polar coast: average amount of messages to submarines in the operational area.

Belushya area: guard boat No. 601; guardship No. 63.

Dikson area: minesweepers Nos. 57, 59, 60. Busy radio traffic from Archangel and Moscow to Dikson.

Kenntmann reported in radio message 1637/743:

"Sailing of vessel "Stalin" from "Dudinka" for Dikson imminent. Possibly tanker or ice-breaker."

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

CONFIDENTIAL

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 along West Siberian Sea route.

1350 Radio message 0847/739 received from U 255 (Harms):

"My intention: after today's operation BV to return immediately to Billefjord. Take-off of relieving BV on call because of weather conditions."

1610 Short signal 1539/742 received from U 255 (Harms):

"Boat's aircraft reports: order for reconnaissance flight cannot be carried out because of bad visibility."

The BV has evidently struck bad weather in the east.

1950 In short signal 1930/745 "Harms" reported that the return flight to Billefjord will start at 2200 and received permission for the take-off in radio message 2109/751.

2335 However, radio message 2245/752 received from "Harms":

"Return flight impossible owing to weather conditions."

2300 U 711 (Lange) reported in short signal 2237/748:

"Have taken on supplies, have food for 3 weeks."

2359 Radio message 2359/755 sent:

"(1) "Bugs" to transfer food supplies to "Brünnner" at 0000 on 8 September in AT 6149. Then return to Andfjord via landing place 1.

(2) "Lange" to occupy attack area XA 73 and 81, "Herbschleb" XA 58, if ice permits."

CONFIDENTIAL

(c) Special operations by single boats:

1320 U 255 (Harms) reported, as ordered in short signal 1307/738, that U 639 (Wichmann) has not met him.

U 629 (Bugs) reported in short signal 2117/746 that task 1 has been carried out.

(d) Miscellaneous:

In connection with operation "Zitronella" (attack on British base at Spitsbergen) radio message 1514/743 was sent to Group "Monsun" and to U 355 (La Baume):

"Own battle group at sea. Comply strictly with Para. 25 of Operational Order No. 1 for Northern Waters U-boats."

Radio message 2301/754 sent to U 307 (Herrle):

"Message No. 743 also applies to you. Endeavor to be east of AC 47 by 0200."

V. Reports of successes:

U 629 (Bugs) reported minelaying operation "Seeadler I" carried out.

VI. Survey of the situation:

- (1) The busy radio traffic with Dikson and the reports of vessels there point to impending traffic. After carrying out his operation, U 629 (Bugs) can strengthen the patrol of the approaches through the Yugorski Straits, while U 711 (Lange) after taking on supplies is to proceed eastwards.
- (2) The latest signal from U 639 (Wichmann) was received on 21 August and concerned the completion of his minelaying operation. He was then probably north of the Ob estuary and received orders to occupy an attack area east of the Yugorski and the Kara Straits. It is possible that he ran on to a Russian mine, particularly as radio intercept service did not pick up any Russian reports of U-boats in this area and about that time.

(Signed) pp. Eckermann.

7 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277	AB 2633	} all depth of sweep 30 miles.
U 360	AB 2668	
U 737	AB 2936	
U 956	AB 3757	
U 255	AT 3278.	
U 703	AT 62/64.	
U 302	XA 59.	
U 354	XA 74/75.	
U 355	AB 3990.	

In port:

U 387, 601, 713, 960 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from Narvik to the operational area.
U 711 proceeding from AT 6149 to XA 73/81.
U 629 proceeding from the operational area to AT 3278 via AT 6149.
U 354 proceeding from XA 74/75 to XA 58.
U 703 proceeding from AT 62/64 to AT 3278 via AT 6149.
U 737 proceeding from AB 2936 to AA 3325.
U 956 proceeding from AB 3757 to AB 2936.
U 639 proceeding from the operational area to Hammerfest.
U 629 proceeding from Narvik to Bergen.
U 636 proceeding from Narvik to Bergen.

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; nothing to report.

CONFIDENTIAL

1 Ju 88 on reconnaissance of coastal inshore waters Kola coast to West Fairway as far as a line from Morjovets to Pulonga.

2 Ju 88 on strip reconnaissance for operation "Apfelsine" in sea areas AC 4973 - 1172 - 2148 - 5859; exhaustive, nothing to report.

Flieger Fuehrer Lofoten:

2 Ju 88 with radar, reconnaissance for "Zitronella" from 0819 to 1600 without sighting the enemy. Reconnaissance area was extended as far as 79° N.

1 BV 138 (radar) carried out exhaustive reconnaissance from 0522 to 1718 without sighting the enemy, route extended as far as AB 1512 and 1347.

1 He 115 on reconnaissance from 0616 to 1617 without sighting the enemy, not exhaustive, broken off at Jan Mayen because of weather.

Flieger Fuehrer North (West):

3 FW 200 and 2 BV 138 on sea reconnaissance for "Sizilien" (attack on British base at Spitsbergen) between Norwegian coast, Iceland and 70.5° N., westward as far as ice limit. Area fully covered by radar and visual reconnaissance, no reports of enemy sighted.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Kola coast, in AC 8985, 1 freighter 8,000 G.R.T., 2 destroyers and 1 torpedo boat, course 120°; 2 patrol vessels hove to off Lumbovski Bay; in AW 2912, 1 freighter 1,000 G.R.T. and 1 patrol vessel, southerly course; in AW 2915, 1 patrol vessel hove to; in AW 2899, 2 freighters of 1,000 G.R.T. and 500 G.R.T., southerly course.

(c) By naval forces: None.

CONFIDENTIAL

(d) By radio intercept service:

Minesweeper No. 57 put out from Cape Jelaniya (AT 3220) at 1935 on 5 September for an unknown destination. At 0450 on 6 September minesweeper No. 104 proceeded from Cape Stolbovoi (AT 4619) to the Matochkin Straits and back on sweeping operation. At 0900 on 6 September minesweeper No. 64 and steamer "Roschal" (1,427 G.R.T.) left for Vlagernoje (Novaya Zemlya).

At 0325 on 6 September 1 minesweeper and 1 other vessel passed Cape Greben.

Russkaya Harbor signal station (AT 2379), at 0730 on 6 September, sighted a vessel to the north, course west.

At 1900 on 4 September a German flying suit and a lifebelt were found near Loginovo Bay (AT 8427).

Norwegian polar coast: a few messages to submarines in the operational area, "K1", "Schtsch 402", "L 22" mentioned by name.

Belushya/Yugorski Straits area: guardships Nos. 72, 73; minelayers Nos. 90, 93; minesweepers Nos. 59, 63, 110; motorboat Ps 49.

From 1630 to 1900 on 6 September a "DB 3" flew from Belushya to Matochkin Straits and back.

(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, 5 boats in the Kara Sea.

CONFIDENTIAL

After Group North/Fleet and Admiral Northern Waters have sanctioned the detachment of one boat from Group "Monsoon", radio message 1146/763 was sent to Group "Monsoon":

- "(1) "Brasack" at 0800 on 9 September, stand off and on from AB 3325 to AH 9775 to meet the "Coburg", small drifter, funnel and bridge aft, morse name "KWS". If prevented by ice, report new position line by short signal. Report meeting by "yes", otherwise "no" after 8 days. Escort according to War Order No. 176. After meeting, stand off and on, further instructions will follow.
- (2) "Mohs" at 2000 on 7 September make for "Brasack"'s attack area in AB 2936, depth of sweep 30 miles."

U 737 (Brasack) reported, as ordered in short signal 0008/775 that he will proceed to the attack area at 1500.

0220- Radio message 0114/756 received from U 302 (Sickel):

"Two huts and radio masts on eastern "rock island". My position, KA 5869."

U 255 (Harms) was informed in radio message 1209/765 of a minesweeper which put out from Cape Jelaniya on 5 September. In order to strengthen the patrol of the Yugorski Straits/Dikson sea route,

radio message 1213/762 was sent:

- "(1) After transferring food supplies, "Bugs" to occupy attack area AT 64 and join Group "Wiking".
- (2) "Brüner" to occupy AT 62."

2230 Short signal 2208/771 received from U 629 (Bugs):

"Rendezvous for replenishing supplies unsuitable because of weather. Suggest new rendezvous at AT 3278."

CONFIDENTIAL

2314 Radio message 2214/773 therefore sent to U 629 (Bugs) and U 703 (Brünner):

"New rendezvous in AT 3278. Reference message 765."

(c) Special operations by single boats:

U 355 (La Baume) with meteorological transmitter "Dietrich" off north coast of Bear Island. No message from minelaying boat U 639 (Wichmann).

V. Reports of successes: None.

VI. U-boat reports:

Short report from U 355 (La Baume), see Appendix III/4.

VII. Survey of the situation:

- (1) Since U 639 (Wichmann) has not reported since 21 August and has not met with U 255, he must be presumed lost, unless a complete breakdown of his radio is assumed. The flying suit and lifebelt found in Loginovo Bay indicate that he was sunk by a mine or Russian submarine. Flieger Fuehrer North (East) has been requested to carry out a reconnaissance of the area in question to look for any members of the crew who may have got ashore.
- (2) With U 536 in dock and the loss of U 639 (Wichmann), only U 601 (Grau) and U 960 (Heinrich) can now be used for minelaying operations. So as to have more boats available, U 629 (Bugs) and U 956 (Mohs) will be withdrawn.

(Signed) pp. Eckermann.

8 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277	AB 2633	) all depth of sweep 30 miles.
U 360	AB 2668	
U 956	AB 2936	
U 255	AT 3278.	
U 629	AT 3278.	
U 354	XA 58.	
U 302	XA 59.	

In port:

U 387, 601, 713, 960 Narvik,
U 625 Trondheim,
U 212, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from Narvik to the operational area.
U 711 proceeding from AT 6149 to XA 73/81.
U 703 proceeding from AT 62/64 to AT 3278.
U 737 proceeding from AB 2936 to AA 3325.
U 639 proceeding from the operational area to Hammerfest.
U 355 proceeding from the operational area to Hammerfest.
1400 U 269 put in to Bergen from Narvik.
U 636 proceeding from Narvik to Bergen.
2000 U 713 put out from Narvik for the operational area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

2 Ju 88 on loose sea reconnaissance east of the battle group's route. Exhaustive, nothing to report.

1 Ju 88 on meteorological reconnaissance Banak - South Cape - Ice Fjord - 75° N., 5° E. - Banak. Examined Ice Fjord from 0700 to 0730 and reported operation well under way, warships bombarding installations. Fires at Barentsberg, Grumantby and Longyearby.

CONFIDENTIAL

1 Ju 88 on meteorological reconnaissance Banak - AT 1691 - Matochkin Straits - Banak, not exhaustive.

Flieger Fuehrer Lofoten:

2 Ju 88, area Tromsø/South Cape on "Zitronella" route, nothing to report. 1 BV 138 west of there, nothing to report.

1 He 115, area northeast of Jan Mayen.

Flieger Fuehrer North (West):

3 FW 200 carried out exhaustive reconnaissance of sea area north of Iceland.

11 BV 138 off west coast of Norway as far as 2° W. between 62° 30' and 68° N.

1 Ju 88, east coast of Iceland.

2 Ju 88 south of there as far as the northern point of the Shetlands and the northern exit of the Minch.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

At 1515 in the western exit of Matochkin Straits, 2 freighters of approximately 1,000 G.R.T. each, and 1 fishing smack at anchor.

(c) By naval forces: None.

(d) By radio intercept service:

(1) Motor vessel "Beloschtschelje" sunk on 7 September in Naryan Mar area.

On 7 September, minesweeper No. 32 probably damaged by a mine in the Yugorski Straits area. Cape Greben was asked to report the place where the explosion occurred and to state where minesweeper No. 32 is now.

Motor vessel "Nord" still in Dolgaya Bay (AT 8468) on 7 September.

Signal station 341 (west coast of Novaya Zemlya) reported a minesweeper on a southerly course from 0656 to 0842 on 7 September.

Belushya/Kara Sea area:-

destroyer A; minesweepers Nos. 34, 37, 57, 59, 62, 64, 108, 110; minelayers Nos. 90, 93; guardships 19, 11, 73, 75; guardboat No. 601; motorvessels Ps 49, Ps 75.

Russian submarines "K 1", "L 22" and "Schtsch 402" appeared in radio traffic off the Norwegian polar coast on 6 and 7 September.

- (2) Reykjavik transmitted at 0350 to Cleethorpes: Spitsbergen (Green Harbor) at 0245 reported 3 cruisers, 7 destroyers (no position). Message repeated by Cleethorpes to Murmansk at 0457.

Transmission of reconnaissance messages concerning 7 destroyers and 3 cruisers, a total of 3 operational radio messages for submarines in home waters were broadcast from 0245 to 1200 by Rugby radio station. The program was interrupted for one of these transmissions. On the whole, this traffic is not unusually extensive. Nor is there anything unusual in the remaining radio traffic up to now.

- (3) Staff of Belushya base (Novaya Zemlya) at 1100 on 8 September, to all subordinate stations: "Cases of enemy U-boats approaching our coasts are on the increase. Sea and air patrols should be strengthened. We may have to expect a landing. An attack on the signal station from the shore seems to be quite possible. Readiness for action to be tested daily."
- (4) For the first time Belushya received radio messages from Polyarno via Archangel for transmission to all submarines in the operational area. Russian submarines must be expected in the northern Barents Sea and the Kara Sea.

CONFIDENTIAL

(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 between Bear Island and Spitsbergen, 1 boat operating with BV 138's north of Novaya Zemlya, 5 boats in the Kara Sea.

1511 Radio message 1511/793 sent:

"(1) "Hornle" to proceed via landing place to attack area AT 64.

(2) "Bugs" to return after transferring food and oil."

Battle Group "Zitronella" and Group "Monsoon" were informed in radio message 1849/798 that U 713 (Gosejakob) has put out to relieve U 659 (Mohs) at 1600 on 10 September in AB 2936.

(c) Special operations by single boats:

No reports.

(d) Miscellaneous:

Sailing order for U 713 (Gosejakob), see Appendix 11/2.

V. Reports of successes: None.

VI. Survey of the situation:

(1) The damage caused to vessels in the Naryan Mar and Yugorski Straits areas appears to be the result of minelaying operations of our U-boats.

(2) The appearance of our U-boats in the Kara Sea and their successful minelaying operations have evidently evoked considerable patrol and sweeping activity.

(Signed) pp. Eckermann.

9 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277	AB 2633)	
U 360	AB 2668	)	all depth of sweep
U 956	AB 2936	)	30 miles.
U 737	AA 3325	)	standing off and on as far as AH 9775.
U 255	AT 3278.		
U 703	AT 3278.		
U 711	XA 73/81.		
U 354	XA 58.		
U 302	XA 59.		

In port:

U 387, 601, 960 Narvik,
U 625 Trondheim,
U 212, 269, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from Narvik to the operational
area.
U 713 proceeding from Narvik to the operational
area.
U 629 proceeding from the operational area to
AT 3278.
U 639 proceeding from the operational area to
Hammerfest.
0730 U 355 put in to Hammerfest from the operational
area.
2000 U 636 put in to Bergen from Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak -
Bear Island - Ice Fjord - 75° N., 5° E. - Banak,
nothing to report, not exhaustive.

Flieger Fuehrer Lofoten:

Only "Sizilien" reconnaissance. (Attack on
British base at Spitsbergen.)

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Flieger Fuehrer North (West):

2 FW 200 on reconnaissance of sea area north of Iceland to search for carrier formation.

1 Ju 88 in sea area of Faeroes to search for carrier formation, probably the "Belfast".

Special operation "Sizilien" (attack on British base at Spitsbergen).

Flieger Fuehrer North (East):

2 Ju 88 on exhaustive sea reconnaissance in area east of a line from North Cape to South Cape as far as 74° 30' N., nothing to report.

Flieger Fuehrer Lofoten:

2 Ju 88 with radar over sea area South Cape - North Cape as far as 75° N., nothing to report, exhaustive.

1 BV 138 with radar west of there as far as 3° W., nothing to report, exhaustive.

1 He 115 in sea area north of Jan Mayen, broken off because of fog.

Flieger Fuehrer North (West):

2 FW 200 with radar on exhaustive reconnaissance of sea area north of Iceland.

1 Ju 88 carried out exhaustive reconnaissance of sea area off east coast of Iceland.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Westa 1 (meteorological reconnaissance Staffel) reported at 0655 in AE 9687, east of Faeroes, 1 aircraft carrier, 2 light cruisers, 3 destroyers, probably stopped. At 1305 in AE 1857 1 heavy cruiser, 1 destroyer stopped. 8 merchant vessels of up to 3,000 G.R.T. each, stopped. West of Faeroes, 10 merchant vessels totaling 34,000 G.R.T. South of Faeroes, 2 merchant vessels totaling 6,000 G.R.T. Carrier unit no longer sighted.

CONFIDENTIAL

(c) By naval forces: None.

(d) By radio intercept service:

- (1) Motor vessel "Nord" which was proceeding from Dolgaya Bay (AT 8468) to Yugorski Straits on 7 September, received orders on 8 September to sail close in to west coast of Vaigach Island on her return voyage.

The operational area of Russian submarines probably also includes the sea area west of Novaya Zemlya.

Norwegian polar coast: submarine "K 1".

Belushya/Kara Sea area: minelayer No. 93; guardship No. 73; minesweepers Nos. 57, 59, 64, 110.

- (2) On the afternoon of 9 September Moscow sent an extremely urgent radio message (German "most immediate") to Dikson for transmission to 20 addresses, including Amerma and, presumably, ships.
- (3) On the evening of 9 September Dikson and one other radio station received orders from Belushya to ask the Einsamkeit Island station what radio traffic had been heard in their neighborhood, on which waves and under what call signs.

(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 between Bear Island and Spitsbergen, 2 boats operating with BV 138's north of Novaya Zemlya, 4 boats in the Kara Sea.

1038 In short signal 1026/713 U 255 (Harms) reported that the BV would take off on its return flight at 1000.

It was assumed that the aircraft had already taken off and permission for the take-off was therefore not signaled to "Harms".

CONFIDENTIAL

At the request of Flieger Fuehrer North (East) radio message 1138/717 was sent to "Harms":

"Report by 0400 on 10 September whether it will be suitable for relief BV to land between 1300 and 1400."

"Harms" thereupon reported in short signal 2029/726 that time was suitable.

1825 In short signal 1806/723 "Harms" again reported that the take-off for the return flight will be at 0100 on 10 September.

2005 Radio message 2005/729 sent to "Harms":

"(1) Permission to take off on return flight granted for 0100.

(2) Your previous short signal was understood to mean that 1000 was time of take-off, as received after that time."

The take-off of the relieving BV is planned for approximately 0800 on 10 September.

The boats were informed in radio message 0905/712 that Belushya has ordered its subordinate stations to increase U-boat patrols and that Russian submarines may therefore be expected in the northern Barents Sea and in the Kara Sea.

(c) Special operations by single boats:

In order to determine definitely what was the last information obtained regarding U 639 (Wichmann), the boats were asked in radio message 1855/725 whether the Russian report off AT 8422 (Cape Menshikova) of 31 August could apply to any of them. No message was received in reply.

V. Reports of successes: None.

VI. Survey of the situation:

(1) The carrier formation reported is apparently a routine patrol of the Iceland passage due to the sailing of our battle group.

(2) The relieving aircraft is to carry out ice and shipping reconnaissance as far east as possible, which will be important for the operation of our U-boats.

(Signed) pp. Eckermann.

10 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 277	AB 2633)	
U 360	AB 2668	)	all depth of sweep
U 956	AB 2936	)	30 miles.
U 737	AA 3325		standing off and on as far as AH 9775.
U 255	AT 3278.		
U 703	AT 3278.		
U 711	XA 73/81.		
U 354	XA 58.		
U 302	XA 59.		

In port:

U 355 Hammerfest,
U 387, 601, 960 Narvik,
U 625 Trondheim,
U 212, 269, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from Narvik to the operational area.
U 713 proceeding from Narvik to the operational area.
U 629 proceeding from the operational area to Narvik via AT 3278.
U 639 proceeding from the operational area to Hammerfest.
U 956 proceeding from the operational area to Narvik.
U 277 proceeding from AB 2633 to AG 7590.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - South Cape - 78° N., 10° E. - Banak, nothing to report. Flying route only partly covered.

14 FW 190 on reconnaissance of shipping traffic Fisher Peninsula - Kola coast.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

3 FW 200 with radar carried out sea reconnaissance in sea area north of Iceland - Denmark Straits and southeast Iceland.

1 Ju 88 on sea reconnaissance of sea area around Faeroes and between west coast of Norway and 4^o W., not exhaustive.

1 Ju 88 with radar on sea reconnaissance of sea area between Iceland and the Faeroes, exhaustive.

2 Ju 88 on strip reconnaissance between west coast of Norway and Shetlands and Faeroes.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

1 coastal freighter, 150 G.R.T., damaged, 5 fishing boats destroyed in Ura Bay. In AE 1958 1 patrol vessel hove to, in AE 8298 1 four-engined American Clipper, course 140^o. In AE 9564 (Faeroes) 2 merchant ships of up to 5,000 G.R.T., in AE 9595 (southeast of Faeroes) 1 destroyer, class unknown, 3 merchant vessels of up to 3,000 G.R.T. at anchor. In AE 8911 1 steam trawler, 100 G.R.T., hove to. Southern tip of Sveeroe, 5 patrol vessels hove to. In AF 7859 1 M.T.B., course 20^o, moderate speed. In AN 1189, 1 sailing ship, 2,000 G.R.T., course 120^o, low speed; AN 1178 1 aircraft carrier apparently the "Illustrious", 2 light cruisers and 3 destroyers, course 160^o, moderate speed. AN 1175 1 auxiliary aircraft carrier (converted merchant ship of about 20,000 G.R.T.), 1 heavy cruiser of the "London" class, 1 light cruiser, probably of the "Southampton" class, and 4 destroyers (1 of the "Javelin" class), course 160^o, moderate speed. In AF 7475 4 large steam trawlers, 1,000 G.R.T. each, hove to.

(c) By naval forces: None.

(d) By radio intercept service:

According to a report of the Staff of the Russian Northern Waters Fleet, a German U-boat was in AC 9530 or 9830 at 2109 on 7 September.

CONFIDENTIAL

On 8 September, Belushya instructed its subordinate stations about the approach of German U-boats to the Russian coast. Sea and air patrols were to be increased, as a landing might be expected.

On the afternoon of 9 September, Moscow sent out a very urgent radio message to Dikson for transmission to 20 addresses, including Anderma.

On 9 September, the Russians sent a query to Einsamkeit Island as to what radio traffic had been heard.

Guardboat No. 505 anchored in Yugorski Straits area on the morning of 9 September, guardships Nos. 73 and 77 anchored off Cape Greben at 0720 on 9 September.

Norwegian polar coast: some radio traffic from submarines in the operational area. "K 1" mentioned by name.

Belushya/ Kara Sea area: Belushya received radio message from Archangel to pass on to all submarines:

In the operational area: minesweepers Nos. 37, 39, 63, 110.

At 1600 on 9 September, two "R 5" and one "DB 3" took off from Belushya on a reconnaissance flight over the Barents Sea.

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

G.I.S. station Kiel reported in 2402/1 AW Sec

Subject: Convoys on the Northern route.

Reference: G.I.S. station Kiel 2347/1 AW Sec dated 4 September.

(1) The convoy reported in Para. 2 of the above reference is due to put in to Reykjavik on 16 September. On 20 or 21 September, it will continue on a direct course towards North Cape, which it will pass at a distance of 20 miles. In case of heavy attacks, it is intended to withdraw northwards.

(2) The convoy from Iceland reported in Para. 3 will not be assembled, but instead a convoy will put out from Narvik between 10 and 11 September in the direction of Westfjord.

IV. Current U-boat operations:

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

3 boats between Bear Island and Spitsbergen, 2 boats operating with BV 138's north of Novaya Zemlya, 4 boats in the Kara Sea.

In radio message 1323/743 U 956 (Mohs) received orders to return after meeting U 713 (Gosejakob).

U 713 (Gosejakob) reported in radio message 1636/746 that he has not met "Mohs"; visibility 6 miles.

Thereupon, "Mohs" received orders in radio message 1906/748 to return at 2000 if the meeting had not taken place by then.

2044 Radio message 2044/753 sent to U 277 (Lübsen):

- "(1) At maximum continuous speed, make for observation position off Ice Fjord, Spitsbergen.
- (2) Task: observe and report, as well as attack, enemy units putting into the fjord to give assistance or carry out reoccupation.
- (3) It is vital to remain unobserved from land. Approach submerged.
- (4) Enemy submarine may also be in this area. Take due care.
- (5) Report departure by short signal."

In short signal 2350/756 "Lübsen" reported departure at 0000.

0225 Radio message 0027/738 received from U 703 (Brünner):

- "(1) "Harms"'s tube clear.
- (2) All aviation lubricating oil transferred.
- (3) "Bugs" not yet arrived.

After delayed transmission from Flieger Fuehrer Lofoten, radio message 1903/747 sent to "Harms":

"Landing at base at 1024. Relief taking off at 0757."

As no report of the landing was received from "Harms", radio message 2046/751 sent:

"If the relief has not yet landed report by time short signal until what time you kept watch on the aircraft wave after the other plane had taken off for the return flight. Transmission to us of time of take-off of the relief aircraft was delayed."

2130 Short signal 2111/749 received from U 255 (Harms):

"Yes, 2030. Where has my aircraft landed?"

The relieving aircraft therefore landed there at 2030. The question apparently refers to the returning aircraft, so that it may be assumed that "Harms" had not yet received radio message 1903/747.

(c) Special operations by single boats: None.

V. Reports of successes: None.

VI. Plans:

Radio message Battle Group 2434/43 A1, dated 10 September received:

"Most Secret. Occupation of Ice Fjord by a U-boat after operation "Zitronella" (attack on British base at Spitsbergen) is recommended, as it may be assumed that the enemy will inspect the effects of the attack and, on previous occasions, has always sent two cruisers. According to statements by prisoners, 2 cruisers had already been reported there, so that the flying of the British battle ensign by our destroyers proved to be a very successful trick."

U 277 (Lübsen) will be detailed to patrol Ice Fjord.

VII. Survey of the situation:

- (1) It appears that the Russians have at last noticed our radio traffic with U 255 (Harms) or that between him and the BV 138's. Radio message 1101/741 was sent to draw the attention of Group "Wiking" and of "Harms" to this fact.
- (2) The convoy course, as given by the G.I.S. report is improbable. Rather, it should read 20 miles' distance from South Cape, Spitsbergen.

(Signed) pp. Eckermann.

CONFIDENTIAL

11 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 360	AB 2668	} both depth of sweep } 30 miles.
U 713	AB 2936	
U 277	AC 7590	
U 737	AA 3325	standing off and on as far as AH 9775.
U 255	AT 3278.	
U 703	AT 3278.	
U 711	XA 73/81.	
U 354	XA 58.	
U 302	XA 59.	

In port:

U 355 Hammerfest,
U 387, 601, 960 Narvik,
U 625 Trondheim,
U 212, 269, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 629	proceeding from the operational area to Narvik via AT 3278 and AF 7956.	} All proceeding } to assist the BV } which made a } forced landing.
U 255	proceeding from AT 3278 to AF 7956.	
U 307	proceeding from AT 3278 to AF 7956.	
U 703	proceeding from AT 3278 to AT 62.	
U 639	proceeding from the operational area to Hammerfest.	
U 956	proceeding from the operational area to Narvik.	

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. Flying route
only partly covered.

6 FW 190 on reconnaissance of shipping traffic
Fisher Peninsula - Kola inlet.

6 BF 109 on meteorological reconnaissance of
Fisher Peninsula, nothing to report.

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Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

2 FW 200 on sea reconnaissance of sea area south of Jan Mayen, no reports 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:

The Russian Flotilla leader the "Baku" (with S.O. Destroyer Flotilla), the destroyers "Uritski" and "E" and minesweepers Nos. 40, 42, 48, 103 and 5 guardboats in the Belushya/Kara Sea area, also minesweepers Nos. 59, 60, 63.

2 aircraft in Belushya area at midday on 10 September. Yugorski Straits (AT 8823) reported at 1535 on 10 September: 2 minesweepers, 2 freighters, another vessel, bearing 15°, at a distance of 10 miles, course 60°.

Unidentified signal station in the Belushya area reported 2 minesweepers (?) on a westerly course on the afternoon of 10 September.

On 10 September between 0800 and 1600, 2 "MBR 2" aircraft flying from Belushya to Lagerni (AT 4624).

Norwegian polar coast: several radio messages to submarines in the operational area.

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

IV. Current U-boat operations:

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

2 boats between Bear Island and Spitsbergen, 2 boats operating with BV 138's north of Novaya Zemlya, 3 boats in the Kara Sea, 1 boat off Ice Fjord.

0009 Radio message 0009/757 sent:

"Harms" from Captain U-boats:
From 11 September, reconnaissance 2 as far east as possible, as in last order."

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0930 U 703 (Brünner) reported in short signal 0919/765 that U 629 (Bugs) gave him sufficient supplies for 3 weeks and he still has 100 cbm. of fuel.

2145 Radio message 2040/773 received from U 255 (Harms):

"BV made forced landing in grid square AF 7956. Am making for place of accident, radio communication, request "Bugs" and "Herrle" to assist."

2228 Thereupon radio message 2228/774 sent:

"(1) "Bugs" and "Herrle" to make for AF 7956 at increased speed to assist BV which has made forced landing. Keep watch on aircraft wave: 5909 Kc/s on 11 September, 5329 Kc/s on 12 September. D/F wave "Emil" in accordance with NBLM (Communication regulations for combined operations between the German Air Force and Navy), Emergency wave 500 Kc/s.

(2) Am assuming that BV did not land near "Harms" at 2030 on 10 September, landing only known to "Harms" through radio communication. "Harm"'s query of yesterday about the aircraft landing was taken to refer to the return plane."

(c) Special operations by single boats:

U 629 (Bugs) on return passage from landing place 1.

V. Reports of successes: None.

VI. Survey of the situation:

- (1) The appearance of destroyers in the Kara Sea raises hopes that westbound traffic may still be approaching; however, it may also be a purely defensive measure against our U-boats.
- (2) It is difficult to understand how the BV 138 came to be 200 miles northwest of Novaya Zemlya; it must therefore now be assumed that U 255 (Harms)'s question yesterday referred to the relieving aircraft which has lost its way and has now made a forced landing. If this is so, the aircraft must already be down for 24 hours.

(Signed) pp. Eckermann.

12 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 360 AB 2668) both depth of sweep
U 713 AB 2936) 30 miles.
U 277 AG 7590.
U 737 AA 3325 standing off and on as far as
AH 9775.
U 255 AF 7956.
U 703 AT 62.
U 711 XA 73/81.
U 354 XA 58.
U 302 XA 59.

In port:

U 355, Hammerfest,
U 387, 601, 960 Narvik,
U 625 Trondheim,
U 212, 269, 586, 636 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 629 proceeding from AT 3278 } All proceeding to
to Narvik via AF 7956. } assist the BV which
U 255 proceeding from AT 3278 } has made a forced
to AF 7956, } landing.
U 307 proceeding from AT 3278 }
to AF 7956. }
U 703 proceeding from AT 62 to AT 3278.
0945 U 956 put in to Harstad from the operational
area.
U 639 proceeding from the operational area to
Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance, broken
off in 73.3° N., 24° E. because of engine trouble.

1 Ju 88, Banak - Bear Island - Storfjord - AG 7540 -
Banak, nothing to report.

1 Ju 88 on exhaustive reconnaissance of coastal
inshore waters as far as West Fairway.

20 FW 190 on armed shipping reconnaissance Fisher
Peninsula - Kola inlet, attacked ships reported there.

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Flieger Fuehrer Lofoten:

No operations reported.

Flieger Fuehrer North(West):

No sea reconnaissance.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Gorlo Straits in AW 2675 1 destroyer, southerly course and in AW 2617 two merchant ships, totaling 2,500 G.R.T., on a southerly course.

1 coastal freighter, 250 G.R.T., sunk in Ura Bay. 1 coastal freighter, 600 - 800 G.R.T., severely damaged and one R-boat (motor minesweeper) probably damaged, 2 direct hits on an anti-aircraft position; one coastal schooner, 150 G.R.T., damaged on 10 September, confirmed as sunk in Ura Bay on 12 September.

(c) By naval forces: None.

(d) By radio intercept service:

- (1) Cape Jelaniya signal station (AT 3213) sighted 2 U-boats at 0315 on 12 September.
- (2) On the afternoon of 11 September the Kara Straits signal station received orders to send three armed soldiers to search the coast and to look particularly for signs of an aircraft landing.
- (3) In the afternoon Cape Jelaniya (AT 3213) was asked to give exact details of an enemy vessel which had been sighted.

Guardboat No. 602 approaching from the southeast anchored in the Yugorski Straits (AT 8589) at 1325. The motor vessel "Nord" was in the same area.

In the evening minesweeper No. 59 and another vessel weighed anchor off Belushya signal station and were lost to sight on a southerly course.

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- (4) Belushya/Kara Sea area:
minelayer No. 93, minesweepers Nos.
31, 73, 40, 57, 60, 62, 63, 64, 108,
110; guardships Nos. 73, 75, 77;
guardboat No. 505.

Several radio messages from Archangel to
submarines in the operational area.

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

IV. Current U-boat operations:

- (a) Convoy operations: None.

- (b) Operational measures to intercept enemy traffic:

2 boats between Bear Island and Spitsbergen,
1 boat off Ice Fjord, 1 boat operating with
BV 138's north of Novaya Zemlya, 4 boats in the
Kara Sea.

In order to obtain the most effective patrol of
the Bear Island passage with the two remaining
boats of Group "Monsoon", radio message 1603/790
was sent:

"New attack areas: U 360 (Becker) AB 3523,
U 713 (Gosejakob) AB 3568, depth of sweep
30 miles."

While searching for the BV 138 which made a
forced landing, "Harms" reported in radio
message 0025/777 that the frequency of the
aircraft emergency transmitter is 400 Kc/s,
and that from 0100 it will be transmitting once
every hour on that frequency.

0050 Radio message 2321/778 received from U 629 (Bugs)
to "Harms":

"My position AF 8776, request D/F signal from BV.
Query: what frequency."

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In order to have the landing place in readiness for any intermediate landing which may be necessary during the absence of "Harms", radio message 0956/782 was sent to U 703 (Brüner):

"Make for landing place 1 at increased speed. Report time of arrival by short signal."

He reported his time of arrival as 2330 in short signal 1333/787.

1019 Radio message 1019/783 sent:

"Main refuelling boat "Harms" to take over command of search for BV which made the forced landing. Group radio service "U 1". "Harms" to report position at suitable occasion."

1210 Radio message 1120/785 received from U 255 (Harms):

"Bugs" and "Herrle" to report position and bearing. Send D/F signals every hour."

1332 In short signal 1332/786 "Harms" reported bearing of aircraft 287° in AF 8482.

That is considerably further north than previously reported.

1645 Radio message 1527/789 received from U 307 (Herrle):

"Just found aircraft. AF 7563. Am remaining on the spot."

1700 Radio message 1450/791 received from "Harms":

"I intend to tow off BV after finding it. "Herrle" to report position and bearing again. "Bugs" released."

After "Herrle" had found the aircraft, "Harms" ordered him in short signal 1839/795 to send D/F signal on 750 meters.

1930 Radio message 1801/794 received from "Herrle":

"AF 7538. Aircraft taken in tow to landing place 3, course 130°, speed 7 knots."

(c) Special operations by single boats: None.

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V. Reports of successes: None.

VI. Plans:

Teleprinter message Luftflotte Command 5,
Most Secret 6478/43 Ia received:

"The loss of another BV 138 on operation "Wunderland" shows that this type of seaplane, the only one available, is not suitable for use in such remote regions and under arctic weather conditions. In view of the overall aircraft situation, Luftflotte Command 5 is therefore compelled to refrain from providing further aircraft for operation "Wunderland"."

Thereupon teleprinter message Admiral Northern Waters, Most Secret 2847 A1 was dispatched:

"With reference to teleprinter message 6478, Most Secret, dated 12 September, information is requested as to whether the decision communicated in it, regarding the suitability of the seaplane type, will be upheld, now that U 255's message shows that the emergency landing was simply due to compass trouble. If so, absence of aircraft will have far-reaching effects on the whole operation."

VII. Survey of the situation:

- (1) The two U-boats reported by Cape Jelaniya were probably U 255 (Harms) and U 629 (Bugs) which did not keep far enough from the coast on their hurried passage to the BV which made the forced landing.
- (2) The main refuelling boat was placed in charge of the search for the BV's landing place, as it has on board the officer-in-charge of operations and the Air Force ground radio operator and is in radio communication with the aircraft.
- (3) The deductions of Luftflotte 5 are exaggerated as the forced landing was due not to a fault in the flying boat but merely to the lack of a proper compass (sun compass).

(Signed) pp. Eckermann.

CONFIDENTIAL

13 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 360 AB 3523) both depth of sweep
U 713 AB 3568) 30 miles.
U 277 AG 7590.
U 737 AA 3325 standing on and off as
far as AH 9775.
U 703 AT 3278.
U 711 XA 73/81.
U 354 XA 58.
U 302 XA 59.

In port:

U 355 Hammerfest,
U 956 Harstad,
U 387, 601, 960 Narvik,
U 625 Trondheim,
U 212, 269, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from AF 7563 to AB 3825.
U 629 proceeding from AF 7956 to Narvik.
U 639 proceeding from the operational area
to Hammerfest.
1000 U 956 put out from Harstad.
1500 U 956 put in to Narvik.
1845 U 601 put out from Narvik for Tromsø.
U 255 proceeding from AF 7249 to Narvik.
U 737 en route from AH 9975 to AG 78.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak -
Bear Island - Spitsbergen as far as Ice Fjord,
nothing to report. Reconnaissance of Ice Fjord
prevented by weather.

Shipping reconnaissance of Fisher Peninsula by
4 FW 190, nothing to report.

Flicger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 FW 200 with explosives will probably take off at 0600 on 15 September from Trondheim - Vernes, to go to the assistance of the meteorological ship the "Coburg".

III. Reports on the enemy:

(a) By U-boats:

1242 Radio message 1029/706 received from U 277 (Lübsen):

"At 2258 on 12 September, surfacing British submarine type "Taku" sighted in AG 7588. Both submerged. At 0530 contact lost under water. Wind west, strength 5, sea 4, 1008 mbr., 75 cbm. fuel left."

(b) By air reconnaissance: None.

(c) By naval forces: None.

(d) By radio intercept service:

(1) Minesweeper No. 59 and the "Umscha" (unidentified vessel) put out from Jelaniya, AT 3273 at 2020 on 11 September, course northwards. Minesweeper No. 59 fired on 2 U-boats in AB 2305 and anchored again at 2400 in Jelaniya. Another U-boat was sighted at 0047 on 12 September in 76° 21-30' N., 51° 41-50' E. (AT 1280).

(2) A radio and signal station has been set up at Lagerni (AT 4624).

(3) Norwegian polar coast: some radio messages to submarines in the operational area.

(4) Belushya/Kara Sea area: guardship No. 75; minesweepers Nos. 31, 37, 57, 60, 63, 64, 108.

Archangel transmitted radio messages to all submarines in the operational area.

(e) 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:

2 boats in Bear Island passage, 1 boat off Ice Fjord, 2 boats operating with BV 138's off Novaya Zemlya, 3 boats in the Kara Sea.

1135 Radio message 1135/707 sent:

- "(1) U 307 (Herrle) to turn about, occupy attack area AB 3825, depth of sweep 30 miles. Join Group "Monsun".
- (2) U 737 (Brasack) to discontinue operation. Proceed to patrol of approaches to Ice Fjord, AG 78, south of 77° 50' N.
- (3) U 277 (Lübsen) is stationed to the north of this position."

Since the meteorological ship "Coburg" is stuck fast in the ice, a U-boat is not yet required to escort her on the return voyage.

2359 By order of Group North/Fleet radio message 2359/723 sent to "Lubsen".

"Attempt to approach Barentsberg unseen and attack enemy submarine suspected to be there."

0010 After the flying boat which made the forced landing had been found by U 307 (Herrle), U 255 (Harms) reported in radio message 2245/702:

"BV and crew taken on by "Herrle", my position, AF 7566. Intention: return flight from Franz Josef Land. Reconnaissance 2 broken off because of fog, compass trouble, causing deviation from course and forced landing."

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Thereupon radio message 0126/703 sent:

- "(1) Consent to "Harms"'s plans.
- (2) "Herrle" to proceed to AT 64, keep at a distance of 20 miles from Jelaniya.
- (3) "Lange" to report last three grid square numbers of ice limit at 90° E.
- (4) "Brünner" to remain at landing place."

(Meanwhile however, U 307 (Herrle) has been ordered back to Group "Monsun"; see above.)

1423 Radio message 1423/711 sent to Group "Wiking" and "Harms":

"Cape Jelaniya has several times reported German U-boats. Unnecessary exposure endangers current operations. Signal stations in particular should only be approached in the daytime while submerged."

2145 Radio message 1630/712 received from "Harms":

"Towing of aircraft became impossible. BV sunk after removal of important equipment. Grid square AF 7249, wind westsouthwest 5, sea 4, cloudy, rainy, 993 mb., falling."

2367 After Luftflotte 5's decision of 12 September radio message 2347/724 was sent:

- "(1) No more flying boat operations in the Kara Sea.
- (2) "Harms" to return Hammerfest - Tromsø - Narvik.
- (3) "Brünner" to report ice limit from 88° - 63° E. every 50 miles.

After that carry out ice and traffic patrol as far as 60 miles around Jelaniya."

(c) Special operations by single boats: None.

(d) Miscellaneous:

Sailing orders for U 601 and U 960, see Appendix II/3.

V. Reports of successes: None.

VI. (a) U-boat reports:

Short report from U 956 (Mohs), first operation, See Appendix III/5.

(b) Plans:

Radio message Group North/Fleet, Most Secret 3448 A1, dated 13 September:

- "(1) Naval Group North/Fleet intends to cancel operation "Wunderland" (operations of the "Lutzow" against Russian shipping on the West Siberian Sea route) probably as of 15 September, so that air reconnaissance for this purpose will no longer be required.
- (2) The loss of air reconnaissance for U-boats still operating in this area is regretted, as the lack of operational reconnaissance and the no longer complete knowledge of the development of the ice situation will have serious effects on operations.
- (3) A request will be made to ascertain whether, and to what extent, reconnaissance in this area could be undertaken by long-range land aircraft. The determination of the ice limit, especially north of Novaya Zemlya, in addition to reconnaissance of shipping traffic, would be of particular importance.
- (4) Judging by earlier experience, the U-boat operations will in any case have to come to an end by the end of September."

Radio message Group North/Fleet, Most Secret, S.O.s only 865/43 A1, dated 13 September, received:

- "(1) Patrol of approaches to Ice Fjord is to be increased by one more U-boat from Group "Monsun", in addition to "Brasack".
- (2) It is desirable to let "Lübsen" penetrate Ice Fjord to reconnoiter Barentsberg and to determine the possibility of attacking the British submarine reported there as soon as it attempts to establish communications with the shore, as it most probably will.

- (3) According to statements from prisoners, there is a radio station in Bellsund near Sveagruva. An examination is to be made to see whether it is possible for a U-boat to penetrate Bellsund and destroy the station. If necessary, a reconnaissance of ice conditions and landing possibilities will first be carried out by Westa aircraft (meteorological reconnaissance Staffel).

Additional note for Naval War Staff:

Now that Luftflotte 5 has ordered a reduction in air reconnaissance of the Iceland-Denmark Straits area (as reported in Most Secret, Reg. No. 03451 of 13 September) a weakening of Group "Monsun" is regarded as particularly unfavorable if convoys to Murmansk are to be expected. However, Group North believes that it would be permissible for a limited period."

Dispatch of teleprinter message from Admiral Northern Waters, Most Secret 600, S.O.s only A1, dated 13 September to Group North/Fleet:

"With reference to the considerations contained in your message S.O.s only 864, dated 12 September, and in the absence of further BV 138 reconnaissance, it is suggested, in agreement with Captain U-boats, that as from 15 September not only the state of readiness for "Husar" (operations of the "Lützow" against enemy merchant shipping along the West Siberian Sea route) be discontinued, but also that the U-boats be withdrawn and prepared for operations against convoys.

In our opinion the resumption of convoy traffic through Northern Waters is probable for the following reasons:

- (a) Reports received from G.I.S. stations.
- (b) The Russian offensive has not resulted in any strategic successes.
- (c) The situation in Italy is fundamentally different from what the British and Americans expected and here too no decisive success has been achieved.
- (d) Strong forces of the British Navy are no longer tied down in the Mediterranean.
- (e) The Russians' heavy losses in war materials will have to be replaced and in the absence of decisive successes of their own, the British and Americans will again be more willing to send supplies."

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VII. Survey of the situation:

- (1) One minesweeper and one patrol vessel or one submarine are stationed near Jelaniya apparently for reconnaissance.
- (2) No new boats are to be dispatched for operations in the Kara Sea as large-scale traffic cannot any longer be expected there. In order to be able to position a third boat off Ice Fjord, as ordered, U 307 (Herrle) has already been transferred to Group "Monsun".
- (3) The flying boat was apparently damaged by being towed off in seaway 4 and so was no longer capable of taking off. Otherwise the sinking would not be justifiable.
- (4) With the discontinuation of air reconnaissance, data on the ice situation will have to be obtained from reconnaissance by U 711 (Lange) and U 703 (Brünner) for the information of boats still in the east. These are to wait for possible westbound traffic which may still appear, until they have used up their supplies.
- (5) In view of the small amount of traffic in the Kara Sea, only the two Dikson operations of the second part of our minelaying operations seem now to be worth while. Because of the shortage of minelaying U-boats, the cancellation of the remaining minelaying operations in the Kara Sea in favor of the third part of the operations was therefore suggested to Group North/Fleet in teleprinter message, Most Secret, S.O.s only 106, dated 10 September, 1943.

(Signed) pp. Eckermann.

CONFIDENTIAL

14 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

U 360 AB 3523) both depth of sweep
U 713 AB 3568) 30 miles.
U 277 AG 7590.
U 703 ice reconnaissance east of Novaya Zemlya.
U 302 XA 59.
U 354 XA 58.
U 711 XA 73/81.

In port:

U 355 Hammerfest,
U 601 Tromsø,
U 387, 956, 960 Narvik,
U 625 Trondheim,
U 212, 269, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from AF 7563 to AB 3568.
U 737 proceeding from AH 9775 to AG 78.
U 713 proceeding from AB 3568 to AB 3523.
U 360 proceeding from AB 3523 to AG 78.
0800 U 601 put in to Tromsø from Narvik.
0930 U 960 put out from Narvik.
2215 U 960 put in to Tromsø.
U 639 proceeding from the operational area to Hammerfest.
U 629 proceeding from AF 7956 to Narvik.
U 255 proceeding from AH 9975 to Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - Ice Fjord. Almost exhaustive, enemy not sighted.

1 Ju 88 flew on exhaustive reconnaissance of coastal inshore waters as far as West Fairway.

10 FW 190 (fighter-bombers) on armed reconnaissance Fisher Peninsula - Kola inlet.

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Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance Trondheim - Jan Mayen - Banak, nothing to report.

III. Reports on the enemy:

(a) By U-boats:

1451 Radio message 0734/729 received from U 277 (Lübsen):

"Presence of enemy submarine again confirmed during night. From 2100 to 0600 hydrophone contact from AG 7588 to 7573. Weather: wind westsouthwest, sea 1, good visibility, 1016 mbr."

(b) By air reconnaissance:

1 freighter, 800 G.R.T., sunk in Eina Bay.
1 freighter, 1,200 G.R.T., severely damaged in Motka Bay.

(c) By naval forces: None.

(d) By radio intercept service:

(1) Green Harbor radio station (Spitsbergen) has been trying to establish radio contact with Murmansk since 1538 on 11 September. At 1043 on 12 September transmitted a broadcast radio message (emergency transmitter?).

(2) Belushya/Kara Sea area:
minesweepers Nos. 32, 37, 52, 59, 61, 63, 64, 68, 69, 81, 83; guardboat No. 505.

(3) Archangel transmitted radio messages to submarines in the operational area (probably northern Barents Sea or Kara Sea).

(4) At midday, one aircraft on reconnaissance of Barents Sea as far as AC 5538.

(c) 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:

2 boats in Bear Island passage,
1 boat off Ice Fjord, 1 boat on ice
reconnaissance north of Novaya Zemlya,
3 boats along the West Siberian Sea route.

1051 Radio message 1051/731 sent:

"(1) Patrol of approaches to Ice Fjord by
U 277 (Lübsen), U 737 (Brasack) and U 360
(Becker) in that order, between 78° 15' -
78° 00' - 77° 45' - 77° 30' N.

(2) New attack areas, depth of sweep 30 miles.
U 713 in AB 3523, U 307 in AB 3568."

In accordance with Group North/Fleet's orders
radio message 1907/734 sent:

"Group "Monsun" discontinued. Boats in Bear
Island passage to form Group "Eisenbart",
boats off Ice Fjord, Group "Spitsbergen"."

1354 In short signal 1328/732 U 711 (Lange)
reported the ice limit on 100° from
XA 4587. That is roughly the level
of the Wilkitzki Straits.

2200 Short signal 2108/735 received from U 354
(Herbschleb):

"No traffic, fog more than 50% of the time
during the last 6 days. Have 30-40 cbm.
fuel and food for one week."

The boats were informed in radio message
2307/738 of the Russian warships in position
off Cape Jelaniya.

(c) Special operations by single boats:

U 601 (Grau) and U 960 (Heinrich) are
taking on mines in Tromsø.

V. Reports of successes: None.

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VI. Plans:

Teleprinter message, Most Secret, S.O.s only 873/43 A3, dated 14 September received from Group North/Fleet:

"Reference Captain U-boats Norway, Most Secret, S.O.s only 106, dated 10 September, 43. Agree to carrying out of both Dikson operations and recommendation to cancel planned minelaying operations in the Kara Sea in favor of minelaying west of Novaya Zemlya."

VII. Survey of the situation:

- (1) After the destruction of the bases on Spitsbergen, the British submarine is apparently intended to carry out reconnaissance or prepare for the landing of fresh supplies.
- (2) As it is impossible to refuel U 354 (Herbschleb), he must be recalled.

(Signed) pp. Eckermann.

15 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523.
U 277 AG 7590.
U 737 AG 78.
U 360 AG 78.
U 703 ice reconnaissance north of Novaya Zemlya.
U 302 XA 59.
U 354 XA 58.
U 711 XA 73/81.

Atlantic:

U 309.
U 419.

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In port:

U 355 Hammerfest,
U 601, 960 Tromsø,
U 387, 956 Narvik,
U 625 Trondheim,
U 212, 269, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from AF 7563 to AB 3568.
2134 U 601 put out from Tromsø for the operational
area.
2134 U 960 put out from Tromsø for the operational
area.
U 639 proceeding from the operational area to
Hammerfest.
U 629 proceeding from the operational area to
Narvik.
U 255 proceeding from the operational area to
Hammerfest.
U 354 proceeding from the operational area to
Narvik.

II. Air reconnaissance:

1 Ju 88 meteorological reconnaissance Banak -
Bear Island - South Cape - Spitsbergen without
sighting enemy.

8 FW 190 on armed shipping reconnaissance
Fisher Peninsula - Kola inlet. No ships
identified.

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:

(1) Minesweepers Nos. 57 and 64, steamer
"Roschall", and guardboat No. 203
passed Cape Stolbovoi at 1800 on
14 September. Lost from sight to
northwest.

(2) Belushya/Kara Sea area:
minesweepers Nos 37, 61, 108.
On the morning of 15 September 2
radio messages from Archangel to
submarines in the operational area.

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- (3) Norwegian polar coast: moderate radio traffic to all submarines in the operational area.
- (4) From 0500 to 1700 on 15 September flight of 2 "MBR 2" and 1 "DB 3" planned from Belushya to an unknown destination.
- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

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

2 boats in Bear Island passage,
3 boats off Ice Fjord; 1 boat on
ice reconnaissance north of Novaya Zemlya,
3 boats along the West Siberian Sea route.

1511 Radio message 1511/748 sent to Group "Spitsbergen":

"Keep at least 2 miles from the limits of your allotted areas to prevent confusion with enemy submarines. Cross this limit only after enemy has been reported. Only open fire on a submarine if it has been definitely identified as an enemy boat."

U 354 (Herbschleb) received orders in radio message 1325/745 to return to Andfjord - Narvik.

- (c) Special operations by single boats:

U 601 (Grau) and U 960 (Heinrich) in Tromsø reported that they were ready. They received orders in radio message 1721/749 to sail on 15 September on minelaying operations "Seemove" and "Seeschlange".

V. Reports of successes: None.

VI. Survey of the situation:

The route from the Wilkitzki Straits to Andfjord amounts to about 1,500 miles. The saving on the great circle as opposed to a direct time course would amount to roughly 150 miles. But as U 354 (Herbschleb) must in any case go round Novaya Zemlya, he can save only about 40 miles.

(Signed) pp. Eckermann.

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APPENDIX II.

Sailing orders.

1. Sailing orders for U 307 (Herrle).
2. Sailing orders for U 713 (Gosejakob).
3. Sailing orders for U 601 (Grau) and U 960
(Heinrich).

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APPENDIX II/1.

COPY.

Captain U-boats, Norway. On board, 3 September, 1943.

MOST SECRET.

Sailing order for U 307 (Herrle).

- 1.) Put out from Narvik on morning of 4 September.
- 2.) Proceed via Ramsund (pistol testing) and through Tielsund to Andfjord, from Lodingen to Harstad with district pilot. Make for "landing place 3", keeping at a distance of 50 miles from the coast, to deliver mail to U 255 (Harms). If he is not met there, make for "landing place 1". Then on to operational area XA 71.
- 3.) Ice reconnaissance between 77° 30' N. and operational area. Report by short signal, if no risk of confusion, last three grid square numbers only.
- 4.) U-boat Northern Waters wave; best radio service for Kara Sea is "Ulli III".
- 5.) Further tasks and data as in Operational Order No. 6 and Supplement.

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APPENDIX II/2.

COPY.

Captain U-boats, Norway. On board, 8 September, 19

MOST SECRET.

Sailing order for U 713 (Gosejakob).

- 1.) Put out from Narvik on the evening of 8 September.
- 2.) Proceed via Tieldsund - Andfjord, from Lodingen to Harstad with district pilot. (No stop at Harstad.)
- 3.) At 1600 on 10 September relieve U 956 (Mohs) in attack area AB 2936, depth of sweep 30 miles.
- 4.) Group "Monsun": U 277 (Lübsen) in AB 2633.
(further) U 360 (Becker) in AB 2668.
U 737 (Brasack) in AA33 to meet the "Coburg".
- 5.) Boats in the Kara Sea:
Group "Wiking": U 302 (Sickel), U 354 (Herbschla
U 711 (Lange), U 307 (Herrle).
Refuelling boats: U 255 (Harms), U 703 (Brünner).
Special operations: U 629 (Bugs).
- 6.) Our own air operations:
Daily meteorological flights by Ju 88 to Spitsberg.
The presence of our own aircraft in the operational area and their reconnaissance wavelengths will be reported by radio message.
- 7.) Procedure according to Operational Orders for Northern Waters U-boats No. 1. Steer irregular courses in the attack area. The following are of tactical importance: reports of increased enemy air activity and the appearance of carrier-borne aircraft and enemy submarines.
- 8.) U-boat Northern Waters wave.

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APPENDIX II/3

COPY

Captain U-boats, Norway. On board, 13 September, 1943.

MOST SECRET

Sailing order for U 601 (Grau) and U 960 (Heinrich)

- 1) U 601 to put out from Narvik at 1800 on 13 September, U 960 at 0930 on 14 September.
- 2) Proceed via Tielsund - Finnsnesrennen to Tromsø, from Lødingen with district pilot. In Tromsø report at once to Al Admiral Polar Coast.
- 3) U-boats Northern Waters wave; watch to be maintained while in Tromsø.
- 4) Further according to Operational Order No. 13. Put out of Tromsø together, proceed via landing place 1 and execute tasks as nearly at the same time as possible. Make arrangements about this while at Tromsø.

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APPENDIX III.

Short reports.

1. Short report from U 960 (Heinrich), first operation (Seevogel I) from 19 August to 1 September, 1943.
2. Short report from U 269 (Hansen), first operation from 22 July to 4 September, 1943.
3. Short report from U 277 (Lübsen), first operation from 5 July to 17 August, 1943.
4. Short report from U 355 (La Baume), sixth operation from 16 August to 5 September, 1943.
5. Short report from U 956 (Mohs), first operation from 18 August to 13 September, 1943.

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APPENDIX III/1.

COPY

MOST SECRET.

By 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.
- 6) Admiral Northern Waters (copy).

Clear as multiple address message.

Most Secret. Short report from U960 (Heinrich) of first operation (Seevogel 1) from 19 August to 1 September, 1943.

- 19 August Put out from Tromsø, 1 September put in to Narvik. Proceeded via AC 4865 and 5295 to operational area AT 4610.
- 23 August At 0902 in AT 4614, alarm for 2 biplanes J 153 (?) at some distance away, no traffic.
- 28 August From 0200 to 0400 carried out minelaying operation "Seevogel I" submerged. Position exact. Returned via AC 6999, 4855 and AB 9555. No patrol vessels in western entrance to Matochkin Straits. Stolbovoi station is being further extended.

Drifting mines:

20 August in AC 4691, 21 August in AC 6185, 22 August in AC 6392, 31 August in AC 7114, AB 9361, AB 9535. Four of these German, without covers.

Captain U-boats, Norway.
Most Secret 2938 Ops.

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APPENDIX III/3.

COPY.

MOST SECRET.

By 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.
- 6) Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret: Short report from U 277 (Lübsen), first operation from 5 July to 17 August, 1943.

5 July Put out from Narvik; 17 August put in to Hammerfest.

7 July to 16 August Attack area AB 3852, depth of sweep 30 miles. No enemy sighted.

14 drifting mines sunk by gunfire; Mark 14 and 20, very rusty and overgrown.

7 August At 0918, land plane with several engines, 12,000 meters distant, height 500 meters, course 320°, twin fins and rudder. Russian? Flew towards us, submerged, no location.

16 August Started return passage.

Locations:

14 July at 2219 aircraft location 140 cm. Duration 2-3 mins. Strength 1-2. Period 7 seconds.

25 July at 2236, 142 cm., 2 minutes, strength 2-3, period 2 seconds.

14 August at 0929, aircraft location 138 cm., 6 minutes, period of audibility, 3 seconds, period 6 seconds. At 2022 138 cm., 7 minutes, period of audibility 20 seconds, period 8 seconds.

Captain U-boats, Norway,
Secret 2956, AOps.

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APPENDIX III/4.

COPY.

MOST SECRET.

By teleprinter message:

- 1) Immediate. Naval War Staff, 1st Div.
- 2) Immediate. Naval War Staff, 2nd Div. C-in-C
U-boats, Ops.
- 3) Immediate. Group North/Fleet.
- 4) Immediate. Admiral Commanding U-boats.
- 5) Immediate. For information 11th U-boat Flotilla.
- 6) Admiral Northern Waters (copy).

Yellow - Most Secret: Short report from U 355 (La Baume),
sixth operation. From 16 August
to 5 September, 1943.

16 August	Put out from Narvik, 5 September put in to Hammerfest.
19 August to 1 September	Attack area AB 3528, depth of sweep 30 miles.
30 August	Acted as escort for "Bassgeiger", not met before ice limit.
3 September	Started return passage. No special incidents.

Captain U-boats, Norway,
Most Secret 2983 AOps.

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APPENDIX III/5.

COPY.

MOST SECRET.

By 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.
- 6) Admiral Northern Waters (copy).

Clear as multiple address message.

Most Secret: Short report from U 956 (Mohs), first operation from 18 August to 13 September, 1943.

18 August	Put out from Narvik, 13 September put in to Narvik.
18 August	Drifting mine (very rusty) in AB 9534.
20 August to 3 September	Attack area AB 3896, depth of sweep 30 miles.
1 September	1201 in AB 3894, 2 mast tops of 2 fast vessels, sighted zig-zagging, lost from sight to the west.
3 September	New attack area AB 2936.
7 September	New attack area AB 2936. Nothing else sighted.
10 September	Started return passage.
12 September	Put in to Harstad.

Captain U-boats, Norway.
Most Secret 3052 AOps.

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APPENDIX IV.

Captain U-boats, Norway. On board, 31 August, 1943.

Most Secret. S.O.s only. - By hand of officer only.

Supplement to Operational Order No. 6.

State of operations in the Kara Sea at the beginning of
September, 1943.

Re III. Enemy situation:

(1) General:

Only slight air patrol was observed by our U-boats along the coast of Novaya Zemlya and as far as the Wilkitzki Straits. Russian submarines have not so far been encountered in the Kara Sea. Apart from about 20 Russian Northern Waters submarines, a number of older American submarines are believed to be available in northern Russian ports.

U 354 learnt while intercepting radio traffic that a short weather report, transmitted by him off Dikson, had been located by the enemy. After the successful attack on a Russian convoy from the east off the west Siberian coast, the presence of German U-boats there is known to the enemy.

(2) Shipping situation:

Since the middle of July traffic has been passing through the Yugorski Straits and probably through the Kara Straits as well. In mid-July the large ice-breakers "Sedov", "Kaganovich", "Mikoyan" and "Lenin" appeared in the Dikson area; on 1 August "Sedov" and a 2,000 G.R.T. steamer were lying in Dikson harbor. On 21 August, U 354 sighted 5 steamers off Wardrope Island and pursued as far as Russki Island. The U-boat's radio intercept group intercepted river and eastern traffic. On 27 August, the U-boat sank two steamers of a small eastbound convoy in AS 2722, on 28 August U 302 sank a third in XA 7542. The three remaining ships were escort vessels.

Westbound traffic may be expected until the beginning of October.

- (3) Bases: See Appendices 1 and 2 of this Supplement.

Dikson is believed to have 6 batteries. The intercept service group "Kenntmann" and Dr. Reichelt, the meteorologist, are on board U 354 (Herbschleb).

- (4) Sea patrol:

At the beginning of August three minesweepers, which had come from Belushya, were observed in the Kara Sea. On 26 August, minesweeper No. 32, with the S.O. of the White Sea Fleet, who was probably on an inspection tour of Dikson - Cape Sterlegova (120 miles northeast of Dikson) - Heiberga (Wilkitzki Straits) - Einsamkeit Island and Cape Jelaniya, put in to Amderma. Dikson reported an enemy submarine in that area on 27 July and another on 7 August. Minesweeping activity in the Belushya area has increased considerably since 25 August, perhaps as a result of mines laid by our U-boats. Small convoys through the Yugorski Straits have been escorted by one to two escort vessels. Small fishing vessels are to be expected off the coasts of Novaya Zemlya. Steam trawlers are believed to be used as minesweepers. On 27 August, U 711 unsuccessfully attacked a coastal patrol vessel, making for Yugorski Straits, in AT 6456 and was spotted. In view of the importance of the West Siberian Sea route, increased traffic will, it is expected, also mean a corresponding increase in patrols.

- (5) Air situation: See Appendix 2 of this Supplement.

Special attention is drawn to the presence at the seaplane base and airfield at Belushya of a squadron of MBR 2, several MBR 4 and single-engined biplanes (etc.). There is an auxiliary air base for flying boats making for Dikson at the Kara estuary (AT 8990); there may be similar ones at other points along the coast. On 11 August, five MBR 2 were transferred from Amderma to Dikson, possibly because of reports of German U-boats. Apart from the MBR types, Consolidated seaplanes may also be encountered.

- (6) Mine situation:

Nothing has become known about Russian minefields. However, flanking minefields to protect shipping routes must be reckoned with.

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In the Pechora Sea there are some of our own minefields. The Yugorski Straits have been mined at the eastern and western entrances south of 69° 50' N. and the western approaches to the Matochkin Straits east of 53° 50' E. Our minefields in the inner estuaries of the Ob and Yenisei lie south of 72° 30' N. Operations against Amderma are in progress (south of 69° 53' N., west of 62° E.).

(7) Ice and weather conditions:

The ice situation this year seems to be very favorable. Navigation of the Wilkitzki Straits was possible on 21 August and was impeded only by drift-ice. On 24 August the Straits were blocked up again by ice drifting from the north, which got as far as Russki Island. The further course of the ice limit ran from AS 21 - XA 4710 - AF 9286 - 6412 - 5598.

In the middle of August Dikson was fog-bound for more than half the time. Since 20 August no BV 138 has been able to fly to the refuelling U-boat because of unfavorable weather conditions. The meteorological squadron has been on reconnaissance for the BV 138's.

IV. Our own forces:

(1) U-boats:

The combat boats in the Kara Sea form "Group Wiking". U 703 (Brünner) has relieved U 601 as second refuelling boat and at the moment occupies Herbschleb's attack area. Present positions of "Group Wiking" are therefore:

U 711 (Lange) in AT 62, 64, 65.

U 703 (Brünner) in AS 42, 43.

U 354 (Herbschleb) in XA 74, 75.

U 302 (Sickel) on ice reconnaissance in the direction of Wilkitzki Straits.

U 255 (Harms) the main refuelling boat is at landing place 1:

Cape Spovi Navolok (AT 3278), or at landing place 2: Cape Konstantin (AT 3257), or at landing place 3: Cape Pinegina (AT 3148). After its flight there, the BV will operate twice, at most three times, from the refuelling boat's base and will fly back at the latest after 8 days.

(2) "Husar":

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.

The Captain of the "Lützow" is authorized to issue orders direct to combat boats in the Kara Sea on reaching the waiting position. In cases of emergency he may also use mine-laying 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 ordered by Captain U-boats.

The appearance of further naval forces will be notified by radio message.

V. Execution:

The meteorologist on U 354 will give short weather reports only on request. The radio intercept group will transmit information to Command in M-Freya code, with which the other boats are not equipped. Efforts are being made to let the minelaying boats on their return passage meet with the combat boats in order to transfer oil and provisions and to pick up interim reports.

Appendices to this Supplement:

- (1) Radio and signal stations and batteries on the Barents and Kara Seas.
- (2) Enemy air activity in the Eastern Barents Sea and in the Kara Sea.
- (3) For U 307 only: Operational Order No. 6 with Appendices 1 (Operational Order No. 5) and 3.

(Signed) pp. Eckermann.

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APPENDIX 1 OF THE SUPPLEMENT TO OPERATIONAL ORDER NO. 6.

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 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 Bugrino.
"	"	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.
"	"	AT 8465 signal station Chirachi Islet.
"	"	AT 8422 signal and radio station Cape Menshikova.

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 in Malie Karmakuli.
"	"	AT 4599 radio station name unknown (Sukhoi Nos).
"	"	AT 4624 radio station Matochkin Straits, western exit, Lagerni.
"	"	AT 4618 radio station Matochkin Straits, western exit, Stolbovoi.
"	"	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 Samoed Bight near approach point.
"	"	AT 7232 2 light batteries Rogacheva Bay.
"	"	AT 7238 heavy battery Belushya Bay, southeast point.

Two radio huts are being erected in Belushya.

Grid square	AT 7263	signal station Shadrovski.
"	"	AT 7314 signal station Sakhanin.

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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 coastal radio station Se - Yago.
"	"	AT 9761 coastal radio station Marrasale.
"	"	AT 9557 coastal radio station Tomboi.
"	"	AT 6534 coastal radio station Byeli Ostrov.
"	"	AS 4378 coastal radio station 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).

APPENDIX 2 OF THE SUPPLEMENT 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.
	Belushya AT 7232.
	Kildin AC 8891.
	Iokanka AW 2524.
	Naryan Mar AU 1532.
Seaplane base	Anderma AT 8836.
	Kara estuary AT 8990.

Auxiliary seaplane bases may be assumed to be in every moderate-sized anchorage.

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

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 because of the weather conditions).
10 July	2 MBR 2 Naryan Mar - Anderma.
13 July	2 flying boats Archangel - Anderma.
16 July	2 flying boats Archangel - Anderma.
28 July	1 RA 25 Archangel - Anderma, returned on 2 July via Khabarova.
29 July	5 MBR 2, 1 SB 2 Naryan Mar - Belushya - Anderma. 1 RA 1 Murmansk - Lakhta (Kara Straits) - and back.
5 August	2 MBR 2 convoy escort in Anderma area.
10 August	1 Douglas from Anderma to Archangel, via Moscow. Otherwise flying boat traffic on routes between Murmansk - Archangel - Belushya - Anderma and Dikson as usual.
11 August	5 MBR 2 Anderma - Dikson.

III. Aircraft at air bases according to air reconnaissance:

Photographic reconnaissance	22 June Naryan Mar 1 Consolidated 28, MBR 2, 1 flying boat (type not recognized).
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8 July Visual reconnaissance	1 He 111 reported: "2 flying boats taking off from Belushya."
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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 others,
4 RZ (single-engined landplanes).
26 July Belushya I 153 and I 53.
28 July Belushya 2 flying boats.

IV. U-boat reports:

- 23 July U 586 was attacked in AC 5490 by 2 Russian PB 100, 5 waves driven off (firing by aircraft guns, no bombs).
25 July U 629 reported aircraft only on routes linking airfields at about 0800 and between 1600 and 1800.
31 July U 703 off Belushya encountered strong air patrols of MBR 2 and single-engined bi-planes.
20 August U 302 reported air patrols on West Siberian Sea route.
25 August U 354 off Dikson encountered light stationary patrols.

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APPENDIX V.

Captain U-boats, Norway. On board, 13 September, 1943.

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

Operational Order No. 13.

Minelaying operation off Dikson Harbor.

I. Task:

Mining with TMB mines the northern approaches ("Seeschlange") and the southern approaches ("Seemöve") to Dikson Harbor. For further details see minelaying orders and minefield charts (Appendices 1 and 3 or 2 and 4 of this Operational Order).

II. Enemy situation:

(1) General:

Dikson Harbor is the best anchorage in the Yenisei estuary. Apart from having facilities for ships to lay up for the winter, it is of special importance for river and coastal traffic and also for the Siberian Sea route. Dikson has a large polar radio station and, according to reconnaissance reports, is protected by six batteries. Increased watchfulness must be expected as a result of the 1942 bombardment by the "Admiral Scheer".

Since the middle of July traffic has been passing through the Yugorski Straits and probably the Kara Straits as well. The large ice-breakers "Sedov", "Kaganovich", "Mikoyan" and "Lenin" appeared in the Dikson area in the middle of July. On 21 August U 354 sighted 5 steamers off Wardrope Island and pursued them as far as Russki Island. The U-boat's radio intercept group intercepted river and eastern traffic. On 27 August U 354 sank 2 steamers of a small eastbound convoy in AS 2722; on 28 August U 302 sank a third in XA 7542; the three remaining ships were escort vessels. On 31 August vessels were heard by radio intercept about 800 miles east of the Wilkitzki Straits. Westbound traffic may be expected until the beginning of October (see also Appendix 8 of this Operational Order).

(2) Sea patrol:

In the Belushya/Kara Sea area, the Russian Flotilla leader "Baku" with 2 more destroyers, 10 minesweepers and 5 escort vessels were observed at the beginning of September. Dikson reported an enemy U-boat on 27 July and another on 7 August. Belushya has been receiving radio messages for Russian submarines in the northern Barents Sea or Kara Sea since 8 September. Minesweeping activity in the Belushya area has increased considerably since 25 August, perhaps as a result of the mines laid by our U-boats. Small fishing vessels can be expected off the northern and eastern coasts of Novaya Zemlya. Steam trawlers are believed to be used as minesweepers. U 711 was observed on 27 August in AT 6456 by a coastal-guardboat making for the Yugorski Straits.

On 8 September, Belushya ordered subordinate stations to increase anti-submarine sea and air patrols. On 9 September, Einsamkeit Island radio station was asked to give details of radio traffic intercepted by it. On 12 September, Cape Jelaniya sighted an enemy vessel. Dikson received urgent radio messages from Moscow for transmission to 20 addresses, including Amderma and, presumably, ships. On 7 September, a minesweeper sailed south from Cape Jelaniya along the western coast.

(3) Air situation:

Special attention is drawn to the presence at the seaplane base and airfield at Belushya of a squadron of MBR 2, and several MBR 4 and single-engined biplanes. There is an auxiliary air base at the Kara estuary (AT 8990) for flying boats making for Dikson. On 11 August, 5 MBR 2 were transferred from Amderma to Dikson, probably to patrol the eastern sea route after the appearance of German U-boats. Air patrols were observed by our U-boats along the island of Novaya Zemlya and as far as the Wilkitzki Straits. Apart from the MBR types, Consolidated sea planes may also appear.

(4) Mine situation:

Nothing has become known about Russian minefields. In the summer of 1942, U 251 (Timm) suspected enemy mines in AT 6249. It is assumed that the Kara Straits have been mined. Flanking minefields to protect shipping routes must also be reckoned with.

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In the Pechora Sea there are some of our own minefields. The Yugorski Straits have been mined at the western and eastern entrances south of 69° 50' N., and the western exit of the Matochkin Straits east of 53° 50' E. Our minefields in the inner estuaries of the Ob and Yenisei are south of 72° 30' N., and off Amderma south of 69° 53' N., west of 61° 45' E.

- (5) Bases: See Appendices 5 and 6 of this Operational Order.

Attention is again drawn to the air and sea base at Amderma and to the Byeli Ostrov, Cape Leskina and Dikson signal stations. U 354 learnt while intercepting radio traffic that a short weather report, transmitted by him off Dikson, had been located by the enemy. The radio intercept group "Kenntmann" and Dr. Reichelt, the meteorologist, are on board U 354.

- (6) Ice, weather and current conditions: See Appendix 7 of this Operational Order.

The ice situation this year seems to be very favorable. Navigation of the Wilkitzki Straits became possible on 20 August and was impeded only by drift-ice. On 24 August, the Straits were blocked up again by ice drifting in from the north, and reaching as far as Russki Island. The further course of the ice limit ran from AS 21 - XA 4710 - AF 9286 - 6412 - 5598. On 2 September, U 302 was still encountering drift-ice in the southern part of the Straits and on 4 September, reported large ice fields north of 78° N. The BV 138 air reconnaissance on 5 September found no ice up to XA 7266.

In the second half of August, Dikson was fog-bound for more than half of the time. On 6 and 11 September the air reconnaissance also met with fog in the east.

III. Our own forces:

- (1) U-boats:

U 255 (Harms) and U 703 (Brünner), as refuelling boats for BV 138's operating in the Kara Sea, at landing place 1: Cape Spori Navolok (AT 3278), or landing place 2: Cape Konstantin (AT 3257), or landing place 3: Cape Pinegina (AT 3148).

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Group "Wiking": U 302 (Sickel) in KA 59,
U 354 (Herbschleb) in KA 58,
U 711 (Lange) in KA 73/81,
as combat boats on the West Siberian Sea route.
All three boats are equipped for emergency
refuelling of the BV 138.

Group "Monsun" in the Bear Island passage:
U 277 (Lübsen), U 307 (Herrle), U 360 (Becker),
U 713 (Gosejakob), U 737 (Brasack).

(2) Naval forces:

Operations by the cruiser "Lützow" in the
West Siberian Sea follow 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,
paragraph 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 tasks
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 from the fuelling
point will be reported by short signal of
day and time plus the addition "One" or "Two"
and on the return flight "Northern Base". "One"
means reconnaissance via Dikson to the west,
"Two" to the northeast. Important reconnaissance
messages will be transmitted on U-boat Northern
Waters wave.

If other Ju 88, BV 138 or FW 200 operate from
Norway, they are informed by radio of details
of the keyed reconnaissance wave.

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IV. Execution:

- (1) Proceed from Narvik to Tromsø when ordered by Captain U-boats; report there to Admiral Polar Coast. Radio watch to be maintained. No leave to be granted.
- (2) Take on mines at Mining and Barrage Command in Tromsø, who are informed of the arrival of the boat and the mines required. 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 codewords "Seeschlange" or "Seemove" plus date (eg. "Seemove" 15 September - sail on 15 September, as early as possible). Escort, after taking on mines, to be arranged directly with Al Admiral Polar Coast.
- (4) Proceed with escort on route "Schwarz", separate when off point SR 1. From there to the operational area via the northern tip of Novaya Zemlya. Remain undetected while approaching. Do not attack near the operational area before carrying out the task.
- (5) In order to lay mines effectively on the shipping route and in order to discover patrols or enemy routes clear 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 75° N. has been crossed to the north.
- (7) Return to Andfjord - Narvik via the northern tip of Novaya Zemlya. Opportunities for attack on the homeward passage are to be exploited. In order to safeguard the return passage, an ice reconnaissance north of the northern tip of Novaya Zemlya will be undertaken if necessary. The possibility of a premature recall must be taken into account.
- (8) In so far as it is possible to approach the coast unseen while surfaced, take photographs of the coast (panoramic) preferably with telephotographic lens.
- (9) Particular attention is to be paid to security, even after the operation has been completed.

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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 the task is completed; otherwise procedure in accordance with Communications Regulations of Captain U-boats, Norway.

VII. Appendices to this Operational Order:

- (1) Minelaying order "Seemöve" (not for U 960).
- (2) Minelaying order "Seeschlange" (not for U 601).
- (3) Minefield chart "Seemöve" (only for U 601).
- (4) Minefield chart "Seeschlange" (only for U 960).
- (5) Radio and signal stations and batteries on the Barents and Kara Seas.
- (6) Enemy air activity in the Eastern Barents Sea and Kara Sea.
- (7) Ice, weather and current conditions.
- (8) Information gained on 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 on board 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 1282.

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

(Signed) Eckermann.

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APPENDIX 1 TO OPERATIONAL ORDER NO. 13.

MOST SECRET.

Minelaying order for U 601 (Grau).

Second part of operation, sixth assignment ("Seemöve").

(1) Task: Laying of minefield.

(I) South of Dikson Harbor (Seemöve I).

73° 28.45' N. 80° 25.00' E.
73° 28.60' N. 80° 29.10' E.
73° 28.60' N. 80° 31.90' E.
73° 26.10' N. 80° 31.90' E.
73° 26.10' N. 80° 25.00' E.

Mines are to be laid on varying courses on the approach route in groups of 2 to 3 mines. Distances between mines in the individual groups to vary from 200 to 400 meters.

or (II) South of Dikson Harbor (Seemöve II).

Alternative area to I.

73° 28.45' N. 80° 25.00' E.
73° 28.45' N. 80° 18.00' E.
73° 25.70' N. 80° 18.70' E.
73° 26.10' N. 80° 25.00' E.

Mines are to be laid on varying courses in the approach sectors in groups of 3 to 4 mines. Distances between mines in the individual groups to vary from 200 to 500 meters. No mines are to be laid in water exceeding 25 meters in depth.

(2) Mining material:

24 TMB mines, including	8 blue x (M 1)	$\frac{10}{4-8}$
	8 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.

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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 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 patrols or shore observation do not permit minelaying while surfaced.

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APPENDIX 2 TO OPERATIONAL ORDER NO. 13.

MOST SECRET.

Minelaying order for U 960 (Heinrich).

Second part of operation, fifth assignment
("Seeschlange").

(1) Task: Laying of minefield.

(I) North of Dikson Harbor (Seeschlange I).

73° 32.10' N. 80° 27.00' E.
73° 32.40' N. 80° 32.00' E.
73° 31.10' N. 80° 31.50' E.
73° 30.70' N. 80° 30.10' E.
73° 31.20' N. 80° 29.50' E.
73° 31.30' N. 80° 26.60' E.

Mines are to be laid from south to north on varying courses in groups of 3 to 5 mines. Distances between mines in the individual groups to vary from 150 to 300 meters.

or (II) North of Dikson Harbor (Seeschlange II).

Alternative area to I.

73° 31.30' N. 80° 26.60' E.
73° 32.50' N. 80° 16.40' E.
73° 33.90' N. 80° 26.10' E.

Mines are to be laid from south to north on strongly varying courses in groups of 1 to 3 mines. Distances between mines in the individual groups to vary from 200 to 400 meters.

(2) Mining material:

24 TMB mines including	8 blue x (M 1)	$\frac{10}{4-8}$
	8 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.

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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 main thing is that the whole 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.

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APPENDIX 5 TO OPERATIONAL ORDER NO. 13.

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 2198	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 Svyetoi 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.
"	" AC 8857	coastal radio station Toros Island.
"	" AW 2647	coastal radio station Ostraya Ludka.

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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
Khabarova.
" " AT 8465 signal station
Chirachi Islet.
" " AT 8422 signal and radio station
Cape Menshikova.
" " AT 8823 signal and radio station.
" " AT 8465 signal station
Vormscov Nos.
" " AT 8541 signal station
Bolvanski Nos.

III. Novaya Zemlya, east and west coasts:

" " 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 exit. Lagerni.
" " AT 4618 radio station Matochkin Straits,
western exit. Stolbovi.
" " AT 2612 radio station
Russkaya.
" " AT 2659 radio station
Blagopoluchiya.
" " AT 5415) radio stations, Matochkin
" " AT 5416) Straits, eastern exit.
" " AT 4679 radio station
name unknown.
" " AT 3216 radio station
Cape Jelaniya.

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Grid square AT 7231 anti-aircraft battery in
Samoed Bay near approach point.
" " AT 7232 2 light batteries
Rogucheva Bay.
" " AT 7238 heavy battery Belushya Bay
southeast point.

Two radio huts are being erected at Belushya.

Grid square AT 7263 signal station
Shadrovski.

" " AT 7314 signal station
Sakhanin.

4 heavy anti-aircraft positions manned in Belushya.

Grid square AT 4836 1 heavy anti-aircraft
position Malie Karmakuli.

" " AT 7637 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
Anderma.

" " AT 8833 light battery
Anderma.

" " AT 9461 coastal radio station
Se - Yago.

" " AT 9761 coastal radio station
Marrasale.

" " AT 9557 coastal radio station
Tomboi.

" " AT 6534 coastal radio station
Byeli Ostrov.

" " AS 4378 coastal radio station
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 (Einsamkeit Island).

" " XA 5286 coastal radio station
Cape Olovianiya (Shokalskogo
Straits).

" " XA 7393 coastal radio station
"Pravdi".

" " XA 5943 coastal radio station
eastern Heiberger Islet.

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APPENDIX 6. TO OPERATIONAL ORDER NO. 13.

I. Enemy air activity in the Eastern Barents Sea.

(1) Airfields and seaplane bases:

Airfield	Shoina AW 3425
Airfield and seaplane base	Bugrino AW 3325
	Belushya AT 7232
	Kildin AC 8891
	Iokanka AW 2524
	Naryan Mar AU 1532
Seaplane base	Anderma AT 8836
	Kara estuary AT 8990.

Auxiliary seaplane bases may be assumed to be at every moderate-sized anchorage.

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

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 because 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.
28 July	1 RA 25 Archangel - Anderma, 29 July returned via Khabarova.
29 July	5 MBR 2, 1 SB 2 Naryan Mar - Belushya - Anderma. 1 RA 1 Murmansk - Lakhta (Kara Straits) and back.
5 August	2 MBR 2 convoy escort in Anderma area.
10 August	1 Douglas from Anderma via Archangel to Moscow. Otherwise, flying boat traffic on routes between Murmansk - Archangel - Belushya - Anderma and Dikson as usual.
11 August	5 MBR 2 Anderma - Dikson.
19 August	Flying boat Belushya.

III. Aircraft at airfields according to air reconnaissance:

Photographic reconnaissance 22 June Naryan Mar 1 Consolidated 28, 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.

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15 July Belushya 5 flying boats.
16 July Belushya 1 MBR 2, 1 KOR 2, 3 others,
4 RZ (single-engined)
26 July Belushya I 153 and I 53.
28 July Belushya 2 flying boats.

IV. U-boat reports:

23 July U 586 was attacked in AC 5490 by 2 Russian
PB 100, 5 waves driven off (firing by
aircraft guns, no bombs).
25 July U 629 reported aircraft only on routes
linking airfields at about 0800 and between
1600 and 1800.
31 July U 703 off Belushya encountered strong air
patrols of MBR 2 and single-engined
bi-planes.
20 August U 302 reported air patrols on West Siberian
Sea route.
25 August U 354 off Dikson encountered light stationary
patrols.

APPENDIX 5 TO OPERATIONAL ORDER NO. 11.

SECRET.

Ice, weather and current conditions in the 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 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 theebb tide 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.

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 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 around 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 the rate of approximately 0.5 mph. The Southwest Stream moves at roughly the same rate. South of Bear Island it is deflected eastwards at a rate of about 0.2 mph., and north of Bear Island it is deflected westwards at about 0.3 mph.

II. The Barents Sea.

Ice:

The last available report, dated 7 July, 1943, stated 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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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 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 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.

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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 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, 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 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. were free of ice as far as visibility extended.

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:

11 September in Novaya Zemlya,
21 September in Matochkin Straits and North Kara Sea,
1 October in Kara Straits, Yugorski Straits and
southern Kara Sea.

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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 meters.

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,

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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".

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APPENDIX 8 TO OPERATIONAL ORDER NO. 13.

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 Service 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 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.

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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.

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WAR DIARY

OF

CAPTAIN U-BOATS, NORWAY.

CAPTAIN PETERS.

16 - 30 September, 1943.

PG/31843.

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16 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 737 AG 78.
U 360 AG 78.
U 703 ice reconnaissance north of Novaya
Zenlya.
U 302 XA 59.
U 711 XA 73/81.

Atlantic:

U 309.
U 419.

In port:

U 355 Hammerfest,
U 387, 956 Narvik,
U 625 Trondheim,
U 212, 269, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 307 proceeding from AF 7563 to AB 3568.
0830 U 601 put in to Hammerfest from Tromsø.
1735 U 601 put out from Hammerfest for the operational
area.
0830 U 960 put in to Hammerfest from Tromsø.
1735 U 960 put out from Hammerfest from the
operational area.
U 255 proceeding from the operational area
to Narvik.
1715 U 629 put in to Harstad from the operational
area.
U 354 proceeding from the operational area
to Narvik.
U 639 proceeding from the operational area to
Hammerfest.
U 302 proceeding from the operational area to
Narvik.

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II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on photographic reconnaissance of Archangel and Molotovsk. Exhaustive.

Armed reconnaissance of shipping and attack of 12 FW 190 on shipping reported in Kola inlet. No successes.

Meteorological reconnaissance Banak - Bear Island - Hornsund, nothing to report, not exhaustive.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 FW 200 made special reconnaissance for operation "Bassgeiger". Nothing to report.

Westa (meteorological reconnaissance "Staffel") made the usual triangular flight (from Trondheim course 310° as far as 8° W. - Banak).

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

At Archangel: 4 destroyers, 1 ice-breaker, 1 special service vessel, 11 freighters totaling 47,200 G.R.T., 2 tankers, together 9,000 G.R.T.

At Molotovsk: 2 small naval vessels, 6 freighters totaling 18,400 G.R.T., 3 freighters beached together 8,300 G.R.T.

(c) By naval forces: None.

(d) By radio intercept service:

(1) At 1925 on 14 September, one minesweeper and one freighter passed an unknown signal station in the Novaya Zemlya area on a southerly course.

(2) Belushya/Kara Sea area: minesweepers Nos. 39, 59.

(3) Norwegian polar coast: moderate radio traffic to submarines in the operational area.

(e) 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:
 - 2 boats in the Bear Island passage,
 - 3 boats off Ice Fjord,
 - 1 boat on ice reconnaissance north of Novaya Zemlya,
 - 2 boats along the West Siberian Sea route.

0030 Receipt of short signal 0006/753 from U 302 (Sickel):

"Intend to commence return passage on 16 September, have provisions for one week and 30 - 40 cbm. fuel."

0044 Dispatch of radio message 0044/756 to "Sickel":

"Return to Andfjord - Narvik by great circle route."

(c) Special operations by single boats:

~~The two minelaying boats U 601 (Grau) and U 960 (Heinrich) have put out from Hammerfest.~~

V. Reports of successes: None.

VI. Plans:

Instructions received from Group North/Fleet for the first two minelaying operations of the third part of operations:- "Eisbär" and "Eisvogel".

14 September Teleprinter message dispatched to Group North/Fleet:

"Most Secret S.O.s only, in reply to your No. 865/43 of 13 September:

Re 1) and 2): In process of execution.

Re 3): Not possible for U-boat to execute alone.

- (a) According to Norwegian chart 503, the distance is too great for shelling. Boats available at present no longer have guns.
- (b) A landing party made up from the U-boat's crew would have to cover 4 or 5 kilometers to reach the radio station. They are neither trained nor equipped for this.

(c) According to our reports the station is manned; it must therefore be presumed that it is guarded and will be defended, so that a successful operation would require specially trained troops. Judging from a previous photographic reconnaissance of the terrain between Skanorodde and the radio station, it looks as though a landing by an army assault detachment and an advance overland to the radio station might be possible. The matter will be examined.

(d) Admiral Northern Waters is of the same opinion."

VII. Survey of the situation:

In order to secure the adequate patrol of the Bear Island passage for the future, the boats off Ice Fjord will soon have to be withdrawn, since those returning from the Kara Sea will probably need a considerable time in dock, and several meteorological and minelaying operations are due at the same time.

(Signed) pp. Eckermann.

: 17 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713	AB 3523	) depth of sweep
U 307	AB 3568	) 30 miles.
U 277	AG 7590.	
U 737	AG 78.	
U 360	AG 78.	
U 703	ice reconnaissance north of Novaya Zemlya.	
U 711	XA 73/81.	

Atlantic:

U 309.
U 419.

In port:

U 355 Hammerfest,
U 629 Harstad,
U 387, 956 Narvik,
U 625 Trondheim,
U 212, 269, 636, 586, 470, 426 Bergen,
U 420 Lorient.

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(b) U-boats homeward and outward bound:

U 601 proceeding from Hammerfest to AF 88.
U 960 proceeding from Hammerfest to AF 88.
U 302 proceeding from the operational area
to Narvik.
U 354 proceeding from the operational area to
Narvik.
U 639 proceeding from the operational area
to Hammerfest.
1000 U 255 arrived Hammerfest from the operational
area.
1600 U 629 arrived Narvik from Harstad.

II. Air reconnaissance:

Flieger Fuehrer North (East):

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

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

Meteorological reconnaissance Trondheim - 10° W. -
Banak. Nothing to report.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Good visibility over Spitsbergen. While
over Barentsberg, fire from two 2 centimeter
anti-aircraft guns placed in the center of the
town. Coal heaps at Barentsberg and
Longyearby still burning.

(c) By naval forces: None.

(d) By radio intercept service:

(1) At 0920 on 16 September, Cape Cherni
(AT 7378) reported 1 minesweeper on
bearing of 70° proceeding on westerly
course; at 1155 minesweeper No. 39
on course 275° which at 1839 anchored at
Belushya.

Minesweeper No. 104 put out from Belushya
at 1125 on 16 September.

- (2) At 1331 Yugorski Straits reported one minesweeper to the northwest on westerly course.
- (3) Belushya/Kara Sea area: minesweepers Nos. 34, 63.
- (4) Dikson area: minesweepers Nos. 37, 42, 57, 59, 60, 61, 63, 108, 109, 110. Guardship No. 75.
- (5) Norwegian polar coast: small amount of radio traffic to submarines in the operational area.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

- 2 boats Bear Island passage,
- 3 boats off Ice Fjord,
- 1 boat on ice reconnaissance north of Novaya Zemlya,
- 1 boat West Siberian Sea route.

U 277 (Lübsen) was requested to report results of his reconnaissance of Barentsberg in radio message 1437/799.

1740 Receipt of radio message 1347/703 from "Lübsen":

"Lay in Ice Fjord from 14 to 16 September. Approached Barentsberg. No sign of enemy submarine. No traffic. Weather, good visibility. Still have 65 cbm. fuel."

One of the boats off Ice Fjord was withdrawn with the consent of Group North/Fleet.

2225 Dispatch of radio message 2225/717:

- "(1) "Brasack" to return to Hammerfest via SR 1.
- (2) "Becker" to occupy "Brasack"'s attack area."

(c) Special operations by single boats: No reports.

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V. Reports of successes: None.

VI. U-boat reports:

Short report from U 629 (Bugs), seventh operation (see Appendix III/1).

VII. Plans:

With reference to the plan to raid the radio station at Sveagruva (Bellsund), Lt. Cdr. La Baume, in a teleprinter conversation with A Operations, said that he had seen the radio station during his reconnaissance of the fjord, but believed it to be unmanned. A landing from a U-boat would be possible there.

VIII. Survey of the situation:

(1) The Norwegians scattered at Barentsberg seem to have re-grouped themselves and have at least a few light anti-aircraft guns in operation.

(2) Teleprinter message Most Secret 3085 of 17 September was dispatched to Group North/Fleet:

"A.1) Boats at sea and their endurance at sea (including reserves for convoy operations):

(a) Bear Island and Spitsbergen:

"Becker" until 23 September,
"Lübsen" until 27 September,
"Herrle" until 5 October,
"Gosejakob" until 8 October.

(b) Minelaying boats:

"Grau" and "Heinrich" until
17 October.

(c) Kara Sea:

"Lange" until 26 September,
"Brünner" until 30 September.

2) Boats on return passage, due for lengthy overhauls the exact period of which is not yet certain:

"Harms", "Herbschleb", "Sickel", "Bugs",
"Brasack".

3) Boats set aside for meteorological duties:

"Büchler", "La Baume".

4) Boats under repair and ready for operations on:

"Mohs"	23 September, Narvik,
"Vogler"	4 October, Bergen,
"v.d. Esch"	about 10 October, Bergen,
"Benker"	18 October, Trondheim,
"Hildebrandt"	21 October, Bergen,
"Hansen"	30 October, Bergen.

- B. It will thus only be possible to maintain four boats in the Bear Island area, if "Mohs", who is intended to carry out the first task of the third part of our minelaying operations, is used as a replacement for the formation in the Bear Island passage. It will not be possible to relieve "Lübsen" and "Herrle" at the scheduled time. The boats can remain in position longer although it would be at the cost of their reserves of endurance at sea in case of the approach of a convoy. Request decision as to whether the Bear Island passage formation should be reduced to three boats for the sake of the minelaying operation (Mohs)."

(Signed) pp. Eckermann.

18 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713	AB 3523	) depth of sweep
U 307	AB 3586	) 30 miles.
U 277	AG 7590.	
U 360	AG 78.	
U 703	ice reconnaissance north of Novaya Zemlya.	
U 711	XA 73/81.	

Atlantic:

U 309.
U 419.

In port:

U 255, 355 Hammerfest,
U 387, 629, 956 Narvik,
U 625 Trondheim,
U 212, 269, 636, 586, 426, 470 Bergen,
U 420 Lorient.

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(b) U-boats homeward and outward bound:

U 601 proceeding from Hammerfest to AF 88.
U 960 proceeding from Hammerfest to AF 88.
U 302 proceeding from the operational area to Narvik.
U 354 proceeding from the operational area to Narvik.
U 737 proceeding from the operational area to Hammerfest.
U 639 proceeding from the operational area to Hammerfest.
0510 U 255 put out from Hammerfest for Narvik.
1830 U 629 put out from Narvik for Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - Ice Fjord and back. Lap only partly covered on account of weather conditions.

6 FW 190 on armed shipping reconnaissance along the coast of Fisher Peninsula and Kola inlet.

2 BF 109 on meteorological reconnaissance over Murmansk. Nothing special to report.

Flieger Fuehrer Lofoten:

Increased anti-submarine patrol in Nordkyn area and anti-submarine patrol within a radius of 30 miles around SR 1 for operation "Schatzgräber". No enemy sighting.

Flieger Fuehrer North (West):

1 FW 200 successfully executed the fuelling of "Bassgeiger" at 1420. In difficult weather conditions the "Coburg" was found with the assistance of radio D/F bearings and supplied with 500 demolition charges. The ship was in an unbroken field of ice about 1.5 by 1.5 kilometers in area.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

M.T.B. base at Pummanki and one coastal freighter attacked.

(c) By naval forces: None.

(d) By radio intercept service:

- (1) Minesweeper No. 104 coming from Belushya passed Cape Greben at 1030 and anchored in Verneka Bay at 1146.
- (2) Belushya/Kara Sea area: guardship No. 75.
- (3) During night of 18 September Archangel repeated a radio message addressed to all submarines in the operational area (presumably the Barents Sea or Kara Sea).
- (4) Norwegian polar coast: small amount of radio traffic to submarines in the operational area.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

- 2 boats in the Bear Island passage,
- 2 boats off Ice Fjord,
- 1 boat on ice reconnaissance north of Novaya Zemlya,
- 1 boat Kara Sea.

0024 Dispatch of radio message 2358/723:

- "(1) 'Herrle' to hand over mail to 'Brasack' in AB 3568.
- (2) 'Brasack' to report arrival at rendezvous by time short signal."

U 737 (Brasack), on return passage from Ice Fjord, thereupon reported arrival at 1500 by short signal 0605/732.

In short signals 1042/738 and 1310/743 and radio message 1921/756, U 703 (Brünner) reported ice limit running from AF 9379 - 9242 - 6762 - 6445 - 5961 - 8319 - 8523 - 8493 and then northwestwards.

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In radio message 1325/974 he received orders to proceed to landing place 1 as another BV operation was possible.

2130 He then reported in radio messages 1510/747 and 1921/756:

- "(1)
- (2) No aviation spirit.
- (3) Nine days' provisions, replenishment requested. Fuel 62 cbm."

1845 U 711 (Lange) also reported in short signal 1814/751:

"Have 30-40 cbm. fuel left, provisions for one week."

(c) Special operations by single boats:

No reports from the outward-bound minelaying boats U 601 (Grau) and U 960 (Heinrich).

(d) Miscellaneous:

Sailing orders for U 387 (Büchler), see Appendix II/1.

V. Reports of successes: None.

VI. Plans:

(1) Receipt of teleprinter message Naval High Command, Naval War Staff H 1960/43 W Chief of Naval Communications Service 6, Most Secret:

"Subject: automatic meteorological transmitters. It is planned to operate the following additional transmitters:

- (1) Meteorological shore transmitter on Hope Island (according to calculations of U 703 (Brünner) 76° 34' N., 25° E.).
- (2) One meteorological buoy in position 70.5° N., 8.5° W. (Jan Mayen), depth of water less than 300 meters.
- (3) One meteorological buoy in position 73° N., 35° E. (Barents Sea), depth of water less than 300 meters.

The transmitters are expected to be ready at Travemünde on 1 October and ready to be taken to sea at the jumping-off point about the middle of October. The Chief of Naval Communications Service requests names of jumping-off points. Transport from Germany to jumping-off points will be arranged by the Naval High Command."

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- (2) In reply to Most Secret 3085 on 17 September from Captain U-boats, Norway, the following teleprinter message, Most Secret 3497, was received from Group North/Fleet:

"Reduction of Bear Island passage formation for the sake of minelaying operation approved."

VII. Survey of the situation:

- (1) Due northwest of Cape Jelaniya the ice limit is only about 80 miles distant. This is the narrowest point of the ice-free passage around the north of Novaya Zemlya. It is imperative that a boat should take over the ice patrol there until U 601 and U 960 will return from the Kara Sea. U 703 (Brünner) is therefore to be refuelled from the two outward-bound boats, so that he will also be able to take off the remainder of the men on Hope Island, as planned.
- (2) U 711 (Lange) is to be refuelled at the same time, so that there will be at least one more boat at operational readiness until the conclusion of operation "Husar".
- (3) Even though "Brünner" has no more aviation spirit, he has the Air Force crew on board, and from the point of view of personnel as well as material, is quite capable of implementing a reconnaissance flight by the BV.

(Signed) pp. Eckermann.

19 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713	AB 3523	) depth of sweep
U 307	AB 3568) 30 miles.
U 277	AG 7590.	
U 360	AG 78.	
U 703	AT 3278.	
U 711	XA 73/81.	

Atlantic:

U 419.

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In port:

U 355 Hammerfest,
U 956 Narvik,
U 309, 625 Trondheim,
U 212, 269, 426, 470, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 601 proceeding from Hammerfest to AF 88.
U 960 proceeding from Hammerfest to AF 88.
U 302 proceeding from the operational area
to Narvik.
U 354 proceeding from the operational area
to Narvik.
U 737 proceeding from the operational area
to Hammerfest.
0500 U 387 proceeding from Tromsø to the
operational area.
U 629 proceeding from Narvik to Bergen.
1500 U 255 put in to Narvik.
U 711 proceeding from the operational area
to AT 3278.

II. Air reconnaissance:

Flieger Fuehrer North (East):

Meteorological reconnaissance Banak - Bear Island -
Ice Fjord - 5° E. - Banak. Nothing to report.

6 FW 190 on armed shipping reconnaissance as far
as Kola inlet.

Flieger Fuehrer Lofoten:

Anti-submarine patrol for operation "Schatzgräber",
nothing to report.

Flieger Fuehrer North (West):

No reconnaissance in the operational area.

III. Reports on the enemy:

(a) By U-boats:

1950 Receipt of radio message 1635/775 from U 711
(Lange):

"Destroyed "Pravdi" radio station by shelling
on 18 September. Battery, radio station and
eight houses on eastern tip of Nansen Island.
Air patrol. Echo-sounder out of order."

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- (b) By air reconnaissance: None.
- (c) By naval forces: None.
- (d) By radio intercept service:
 - (1) Signal station 379 on Cape Vikhodnoi (73° 12' N, 56° 40' E) started operating at 1800 on 17 September.
 - (2) Belushya/Kara Sea area: destroyer "Uritski", guardship No. 75, minesweepers Nos. 37, 57, 59, 61, 75, 104, 107, 109.
 - (3) Steam trawlers have been informed by Archangel that Russian submarines have put to sea and are proceeding on the surface.
 - (4) Norwegian polar coast: a small amount of radio traffic to submarines in the operational area.
- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:
 - 2 boats in Bear Island passage,
 - 2 boats off Ice Fjord,
 - 1 boat operating with BV 138's north of Novaya Zemlya
 - 1 boat West Siberian Sea route.

1052 Dispatch of radio message 1052/973:

- "(1) "Lange" to make for AT 3278 for refuelling.
- (2) "Grau" and "Heinrich" are each to supply "Brünner" with 25 cbn. fuel and provisions for ten days.
- (3) "Brünner" to supply "Lange" for a further eleven days, and then to report "Lange"'s fuel reserves by short signal."

In radio message 2307/785 the boats were informed of a Russian submarine sighted by "Harms" north of Novaya Zemlya on 24 August, and of Russian naval vessels recently observed in the Belushya/Kara Sea area.

(c) Special operations by single boats:

In radio message 2315/784 the returning boats were informed of the sailing of U 387 (Büchler) with "Schatzgräber" from Hammerfest.

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(d) Miscellaneous:

Receipt of teleprinter message Secret 9707 A 5 of 19 September from Naval War Staff, C-in-C U-boats Operations:

"U 639 (Wichmann) declared missing, one star, with effect from 2 September, 1943. The boat sailed from Tromsø on 12 August, and was last heard of on 21 August after passing 74° N. Fate of crew not known. Cause of loss may have been a mine."

V. Reports of successes:

On 18 September, U 711 (Lange) destroyed the "Pravdi" radio station by shelling.

VI. U-boat reports:

- (1) Short report from U 255 (Harms), seventh operation (see Appendix III/2).
- (2) Short report from U 355 (La Baume), special operation (see Appendix III/3).

VII. Plans:

Receipt of teleprinter message Most Secret 3493 of 18 September from Group North/Fleet:

"Subject : air reconnaissance for "Husar".

Reference: Group North/Fleet Most Secret 3448 of 13 September.

Contrary to the date (15 September) given in the previous reference, Group North/Fleet now intends to prolong the operation "Husar" until 23 September. In view of the present favorable ice situation, it is considered possible to operate U-boats until the end of the month. Group North/Fleet therefore requests that air reconnaissance be recommenced in this area, and to report plans."

VIII. Survey of the situation:

The two minelaying boats cannot operate on the West Siberian Sea route until they have completed their tasks, that is, not before 23 September at the earliest. Moreover U 711 (Lange) could not be back in the east, after being refuelled, until the date on which Group North/Fleet plans to conclude operation "Husar".

(Signed) pp. Eckermann.

20 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523)
U 307 AB 3568) depth of sweep 30 miles.
U 277 AG 7590.
U 360 AG 78.
U 703 AT 3278.

Atlantic:

U 419.

In port:

U 355 Hammerfest,
U 255, 956 Narvik,
U 625, 309 Trondheim,
U 212, 269, 426, 470, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 601 proceeding from Hammerfest to AF 88.
U 960 proceeding from Hammerfest to AF 88.
U 387 proceeding from Tromsø to the operational
area (AC 4830).
U 302 proceeding from the operational area
to Narvik.
U 354 proceeding from the operational area
to Narvik.
U 711 proceeding from the operational area
to AT 3278.
U 629 proceeding from Narvik to Bergen.
1015 U 737 put in to Hammerfest from the operational
area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 meteorological and shipping reconnaissance
Banak - Ice Fjord - 5° E. - Banak. Nothing to report.
Not exhaustive.

Reconnaissance by 1 BV 138 for "Schatzgräber"
according to plan. Rendezvous with "Schatzgräber"
at 0630 in AC 4837. Finally reconnaissance to north
and east. No enemy sighting.

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Flieger Fuehrer Lofoten:

No sea reconnaissance:

Flieger Fuehrer North (West):

1 Ju 88 on photographic reconnaissance of Lervik.

Meteorological reconnaissance, Trondheim -
10° W. - Banak according to plan. No enemy
sighting.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Ships in Lervik harbor according to oblique
photograph: 2 freighters about 2,000 G.R.T.,
6 fishing vessels.

(c) By naval forces: None.

(d) By radio intercept service:

(1) The motor boat "PS 49" is in the Naryan
Mar area.

(2) On the morning of 19 September, mine-
sweeper No. 105 passed Cape Greben
(AT 8819) from east to west. At 1740
on 20 September, a convoy consisting of
minesweepers Nos. 32, 61, 102, 104, 5
motor vessels and two further vessels
passed Cape Greben on an easterly course.

(3) On afternoon of 19 September, one vessel
(minesweeper type) passed to the west of
Cape Stolbovoi (AT 4613) on southerly
course.

(4) On morning of 20 September, one minesweeper
west of Yugorski Straits signal station
(AT 8820) on southerly course.

(5) On 18 September, fishing was permitted
in Area 17 (Kolguev area).

(6) Belushya/Kara Sea area: the destroyer
"Uritski", minesweepers Nos. 55, 61,
107, 109, guardship No. 75.

At 1845 on 19 September, minesweeper
No. 39 dropped anchor 5.3 miles west of
Belushya near guardboat No. 505.

(7) Norwegian polar coast: small amount of
radio traffic to submarines in the
operational area. "S 103" mentioned by
name. This submarine appeared for the first
time on 19 September in the operational
area off the Norwegian polar coast.

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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:

2 boats in Bear Island passage,
2 boats off Ice Fjord,
1 boat operating with BV 138's north of Novaya
Zemlya,
1 boat in the Kara Sea.

(c) Special operations by single boats:

For operation "Schatzgräber", which is proceeding under the direction of U 387 (Büchler), a daily reconnaissance is to be flown which will be communicated to the U-boat in each case.

No reports from the minelaying boats U 601 (Grau) and U 960 (Heinrich).

(d) Miscellaneous:

U 629 (Bugs), at present on passage to Bergen, was informed of traffic on the Swedish route in radio message 1125/600.

V. Reports of successes: None.

VI. Plans:

1633 Receipt of radio message 1501/195 from Luftflotte 5, Battle Staff I a:

"Reference: Captain U-boats Norway Most Secret 3093 of 18 September ("Operation of U 703 (Brünner) with BV 138 in the Kara Sea possible for a short period.")

- (1) Operations of BV 138 from refuelling U-boats to lapse.
- (2) Admiral Northern Waters has already been informed of other air reconnaissance operations in connection with "Husar" in teleprinter message 4782/43 Most Secret of 18 September from Luftflotte 5, Battle Staff I a."

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VII. Survey of the situation:

- (1) U 703 (Brünner) will have to remain north of Novaya Zemlya on ice reconnaissance until the minelaying boats return, even though the BV 138 operations have been cancelled.
- (2) U 956 (Mohs), whom Group North/Fleet had agreed to release for the first task of the third part of the minelaying operations, will after all have to act as a relief boat for the Bear Island passage formation, as with the present U-boat situation there is no other way of maintaining even 3 boats in the Bear Island passage.

The waiting about of U-boats on meteorological duties for the arrival of meteorological apparatus or vessels has caused a lot of time to be wasted in port - an extremely regrettable state of affairs considering the present shortage of U-boats.

Thus "Büchler" has lain a whole week at operational readiness waiting for the arrival of the "Schatzgräber" transmitter, and it is feared that the same will happen in the case of "La Baume".

Far greater care and efficiency on the part of the Naval Meteorological Service in organizing meteorological operations are required.

(Signed) pp. Eckermann.

21 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713	AB 3523) depth of sweep
U 307	AB 3568) 30 miles.
U 277	AG 7590.	
U 360	AG 78.	
U 703	AT 3278.	

Atlantic:

U 419.

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In port:

U 355, 737 Hammerfest,
U 255, 956 Narvik,
U 309, 625 Trondheim,
U 212, 269, 426, 470, 636; 586 Bergen,
U 420 Lorient.

- (b) U-boats homeward and outward bound:

U 601 proceeding from AF 88 via AT 3278 to AS 40.
U 960 proceeding from AF 88 via AT 3278 to AS 40.
U 387 proceeding from Tromsø to the operational
area.
U 711 proceeding from AT 3278 to AT 60.
U 703 proceeding from AT 3278 to AS 40.
2130 U 302 put in to Harstad from the operational
area.
1745 U 354 put in to Harstad from the operational
area.
1300 U 629 put in to Bergen from Narvik.

II. Air reconnaissance:

Flieger Fuehrer North(East):

Meteorological and shipping reconnaissance with
1 Ju 88. Route: Banak - Bear Island - Ice Fjord -
Kongsfjord - 75° N., 10° E. - Banak. Only partially
covered owing to bad weather. At 0955 in AG 7548
the aircraft was fired on by U 277 (Lübsen) (light
anti-aircraft fire, range 200 meters). The flying
route had to be altered on account of damage to
the engine.

1 BV 138 flew sea reconnaissance for operation
"Schatzgräber" with radar. Contrary to yesterday's
report, "Schatzgräber" was not intercepted by radar.

1 Ju 88 on shipping reconnaissance, Banak - Vardö -
Kara Straits - Iokanka - Banak. Lap only partially
covered by visual reconnaissance, exhaustively by
radar.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance as far
as 10° W. - Banak. No enemy sighting.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

At the northern approaches to the White Sea 8 probable patrol vessels, on minesweeping operations. One of the boats began to flash signals when approached.

(c) By naval forces: None.

(d) By radio intercept service:

- (1) At 1500 guardboat No. 506 lay off Cape Greben. On 21 September at 1222 minesweepers Nos. 104, 107 and one freighter coming from the Yugorski Straits passed west of Cape Greben at a distance of 18 miles and disappeared from view on westerly course.

Note: Minesweeper No. 104 is apparently stationed at the western approaches to the Yugorski Straits (Khabarova), since in the last few days it has repeatedly been found leaving and re-entering the Yugorski Straits.

- (2) At 0430 on 20 September Yugorski Straits (AT 8820) sighted one minesweeper to the west on southerly course. At 0347 on 20 September minelayer No. 94 off Morjovets weighed anchor and proceeded on a northerly course.

- (3) Belushya/Kara Sea area: minesweepers Nos. 34, 39 (Subatka), 59, 104; guardship No. 77. Minesweeper No. 64 anchored in Belushya at 0300 on 20 September.

Belushya area: afternoon of 20 September one aircraft. At 0412 on 21 September minesweeper No. 64 left Belushya for Archangel.

- (4) Morning of 20 September, 1 aircraft (30 X) on flight to Naryan Mar.

- (5) Norwegian polar coast: moderate amount of radio traffic to submarines in the operational area; "Schtsch 404" mentioned by name.

(e) 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:

2 boats in Bear Island passage,
2 boats off Ice Fjord,
2 boats in the Kara Sea.

When the German Air Force reported that the meteorological aircraft had been fired on off Ice Fjord by a U-boat, the "Spitsbergen" group was requested to report in radio message 1235/715; U 277 (Lübsen) then reported in short signal 1555/717 that he had fired on the aircraft. Groups "Spitsbergen" and "Eisenbart" were then once again given exact details concerning route and approximate time of arrival of the daily meteorological plane in radio message 1759/719.

The boats in the Kara Sea were informed of the 7 vessels and 4 minesweepers which passed Cape Greben on an easterly course on 20 September in radio message 0927/71.

1739. In radio message 1739/718 U 711 (Lange) received orders to return to Hammerfest, since, after re-fuelling, he would not be in time to operate along the West Siberian Sea route before the planned date for the conclusion of the operation.

However, he reported in short signal 2009/720 that after re-fuelling he had 50-60 cbm. fuel, and he seems to be operating against the convoy reported off Beli Island.

2142 Receipt of short signal 2142/723 from U 703 (Brünner):

"74, AS 40."

(c) Special operations by single boats:

No reports concerning operations "Seemöve" (U 601), "Seeschlange" (U 960), and "Schatzgräber" (U 387).

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V. Reports of successes: None.

VI. Survey of the situation:

It took considerable time to decipher the short signal from U 703 (Brüner). The boat had orders to report 'Lange''s reserves after re-fuelling of this boat. However as U 711 (Lange) reported his own reserves and position first, it must be assumed that "Brüner"'s report refers to himself. Both boats are thus apparently operating on the reported convoy. However, it seems that this consists only of small vessels which do not justify upsetting the operational area of the two minelaying boats and neglecting the ice patrol north of Novaya Zemlya.

(Signed) pp. Eckermann.

22 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713	AB 3523	) depth of sweep
U 307	AB 3568	) 30 miles.
U 277	AG 7590.	
U 360	AG 78.	
U 703	AS 40.	

Atlantic:

U 419.

In port:

U 355, 737 Hammerfest,
U 354, 302 Harstad,
U 255, 956 Narvik,
U 309, 625 Trondheim,
U 212, 269, 426, 470, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 601 proceeding from AT 3278 to AS 40.
U 960 proceeding from AT 3278 to AS 40.
U 387 proceeding from Tromsø to the operational area.
U 711 proceeding from AT 60 to Narvik.
1000 U 302 put out from Harstad.
1530 U 302 put in to Narvik.
1045 U 354 put out from Harstad.
1530 U 354 put in to Narvik.
U 703 proceeding from AS 40 for ice reconnaissance north of Navaya Zemlya.
U 360 proceeding from the operational area to Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 He 111 on meteorological reconnaissance and reconnaissance for "Schatzgräber", route Banak - Bear Island - South Cape - Hope Island - Banak. Nothing special to report. Not exhaustive.

Flieger Fuehrer Lofoten:

1 BV 138 equipped with radar made reconnaissance of area in a 100 mile radius of grid square AC 7436. No enemy sighting.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance, Trondheim - on course 310° to 10° W. - Banak. No enemy sighting.

1 Ju 88 on night photographic reconnaissance of Moray Firth.

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:

(1) At 1359 on 21 September 2 vessels passed Cape Greben (AT 8819) on an easterly course.

At 2222 on 21 September the Russian mine-sweepers Nos. 104 and 107, and one freighter coming from the Yugorski Straits, passed west of Cape Greben at a distance of 18 miles on a westerly course. No. 104 is apparently stationed at the western approaches to the Yugorski Straits.

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- (2) Norwegian polar coast: moderate amount of radio traffic to 7 submarines in the operational area.
 - (3) Belushya/Kara Sea area: the destroyer "Uritski"; guardship No. 77; minesweepers Nos. 37, 42, 61, 64, 107; guardboat No. 505.
- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:
 - 2 boats in Bear Island passage,
 - 2 boats off Ice Fjord,
 - 2 boats in the Kara Sea.

U 360 (Becker), who has already been five weeks at sea, received orders to return to Hammerfest in radio message 1155/734.

As it was assumed that "Brünner"'s report yesterday referred to U 711 (Lange), radio message 0519/730 was dispatched to U 703 (Brünner):

- "(1) Short signal deciphered; according to this "Lange" left landing place with 74 cbm. fuel and proceeded to AS 40.
- (2) Report in sea miles, with bearing, the shortest distance between Cape Jelaniya and the ice limit, in case less than 60 miles."

Since it was probable that both boats were operating southwards,

1151 radio message 1151/735 was dispatched to group "Wiking":

- "(1) The convoy reported does not warrent disturbance of "Grau"'s operation. Do not give away presence unnecessarily in AS 40 if you are operating there.
- (2) Ice reconnaissance north of Novaya Zemlya is more important for "Brünner".
- (3) "Lange" to commence homeward passage on 23 September at the latest - not to Hammerfest, but to Andfjord - Narvik."

(c) Special operations of single boats:

The two minelaying boats may have reached the operational area by now. "Schatzgräber" should also be approaching his operational area.

(d) Miscellaneous:

Sailing orders for U 956 (Mohs) (see Appendix II/2).

V. Reports of successes: None.

VI. U-boat reports:

- (1) Short report from U 737 (Brasack), first operation from 8 August to 20 September, 1943, see Appendix III/4.
- (2) Short report from U 302 (Sickel), fifth operation from 31 July to 22 September, 1943, see Appendix III/5.
- (3) Short report from U 354 (Herbschleb), fifth operation from 4 August to 22 September, 1943, see Appendix III/6.

VII. Plans:

1350 Dispatch of teleprinter message Captain U-boats, Norway, Most Secret 3143 A Ops. 22 September addressed to Group North/Fleet:

- "(1) U 360 (Becker) on return passage from Ice Fjord according to plan. Owing to shortage of boats, no relief at present available. There remain: U 277 (Lübsen) off Ice Fjord, U 713 (Gosejakob) and U 307 (Herrle) in the Bear Island passage.
- (2) Owing to "Mohs"'s unsuitable torpedo mine equipment, "Vogler" will have to carry out his task.

VIII. Survey of the situation:

- (1) The commanders of both the boats which have just returned from the West Siberian Sea believe, and are supported in this by the radio intercept group Kenntmann, that a large number of merchant vessels have collected east of the Wilkitzki Straits, somewhere in the vicinity of the Lena estuary. It is possible that after the appearance of our U-boats in the Wilkitzki Straits, the Russians are holding back their traffic from the east until the ice blocks the way for our U-boats around the north of Novaya Zemlya; the steamers could then travel without danger along the ice-free coastal strip as far as the Yugorski Straits. It is also presumed that the Kara Straits, which are more difficult to patrol, have been blocked with minefields.

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- (2) The radio intercept group aboard U 354 (Herbschleb) has found out that, apart from a considerable increase in Russian minesweeping activity, vessels on the Yenisei river have been issued with exact routing instructions and orders to sail only with escort. Apart from taking this to be a precautionary measure against minefields laid by us, it must also be regarded as an indication of existing Russian minefields, a fact to be taken into account by our minelaying boats operating there.

(Signed) pp. Eckermann.

23 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 703 ice reconnaissance north of Novaya
Zemlya.
U 601 AS 40.
U 960 AS 40.
U 387 Franz Joseph Land.

Atlantic:

U 419.

In port:

U 355, 737 Hammerfest,
U 255, 302, 354, 956 Narvik,
U 309, 625 Trondheim,
U 212, 269, 426, 470, 629, 636, 586 Bergen,
U 420 Lorient.

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(b) U-boats homeward and outward bound:

- U 711 proceeding from operational area to Narvik via TF 88.
U 360 proceeding from the operational area to Hammerfest.
1130 U 956 put out from Narvik for the operational area.
1800 U 302 put out from Narvik for Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance and westerly patrol for "Schatzgräber" on route Banak - Bear Island - South Cape - Ice Fjord - Northeastland - Hope Island - Banak. Not exhaustive, nothing to report.

One FW 200 flew reconnaissance for operation "Kreuzritter".

1 Ju 88 and 2 BF 109 on meteorological reconnaissance area Murmansk and Kandalaksha. No enemy sighting. Two armed reconnaissances carried out by 7 FW 190 of Fisher Peninsula and Kola inlet.

Flieger Fuehrer Lofoten:

No report of operations.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance Banak - 10° W. - Trondheim. Nothing to report.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

One merchant ship of 800 tons and 3 patrol vessels in Motka Bay.

(c) By naval forces: None.

(d) By radio intercept service:

(1) At noon on 22 September, 1 freighter and 2 other vessels off Cape Cherni (AT 7378) entered the Kostin Straits.

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

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- (3) Belushya/Kara Sea area: the destroyer "Uritski", minesweepers Nos. 37, 39, 42, 53, 56, 57, 59, 61, 64, 107; guardships Nos. 73, 75 and 77.

At 1140 on 22 September minesweeper No. 39 anchored in Belushya.

- (4) Dikson area: destroyer "J", minesweepers Nos. 108, 109 and 110.

- (5) On 22 September a radio message from Polyarno was addressed to the Senior Officer, Russian Destroyer Flotilla on board the "Baku", the destroyer "E" in the Murmansk area, the destroyers "Uritski" in the Belushya/Kara Sea area and "J" in the Dikson area.

- (6) Receipt of teleprinter message from 8th German Air Force Signals Company 5, 294/43 Most Secret:

"On 20 September, 1943 between 1145 and 2200 repeated reports of sightings and attacks on submarines in unknown grid positions. The sightings were made by three aircraft on convoy patrol, but the position of the convoy is not known. At 1613 on 20 September D/F bearings gave the rough position of one of the escorting aircraft as 62.22° N., 01.02° W."

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

IV. Current U-boat operations:

- (a) Convoy operations: None.

- (b) Operational measures to intercept enemy traffic:

2 boats in Bear Island passage,
1 boat off Ice Fjord,
1 boat on ice reconnaissance north of Novaya Zemlya,
1 boat in the Kara Sea.

1750 Receipt of short signal 1736/746 from U 711 (Lange):

"My position is AT 60, have commenced return passage."

(c) Special operations by single boats:

- The two minelaying boats off Dikson were informed in radio message 1513/744, that according to a report from Kenntmann Russian minefields were also to be expected off the Yenisei.

(d) Miscellaneous:

Transfer orders for U 302 (Sickel):

- (1) Put out from Narvik at 1800 on 23 September.
- (2) Passage through Westfjord, keeping 50 miles distant from the coast to HA 1 - Trondheim.
- (3) Radio wave "Anton" and Northern Waters very long wave."

V. Reports of successes: None.

VI. Survey of the situation: No comments.

(Signed) pp. Eckermann.

24 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 703 ice reconnaissance north of Novaya Zemlya.
U 601 AS 40.
U 960 AS 40.
U 387 Franz Joseph Land.

Atlantic:

U 419.

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In port:

U 355, 737 Hammerfest,
U 255, 354 Narvik,
U 309, 625 Trondheim,
U 212, 269, 426, 470, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 711 proceeding from the operational area to
Narvik via AF 88.
1410 U 360 put in to Hammerfest.
U 956 proceeding from Narvik to the operational
area.
U 302 proceeding from Narvik to Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak -
Bear Island - South Cape - Ice Fjord - 75° N.,
0° - Banak. Sea area not exhaustively covered,
photographic reconnaissance of Barentsberg and
Longyearby.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance Trondheim -
on course 310° as far as 10° W. - Banak. Nothing
to report.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

2 submarines on westerly course, AC 8588.

12 FW 190 with 32 BF 109 as escort attacked
the submarine base at Polyarno, scoring
direct hits.

(c) By naval forces: None.

(d) By radio intercept service:

(1) On the morning of 23 September
minesweeper No. 39 proceeded from Bolushya
to Cape Cherni: (AT 7378).

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(2) Cape Cherni sighted a minesweeper at 0508 to the southwest, on a northwesterly course. One minesweeper each passed Yugorski Straits (AT 8823) at 1035 and 1745 on course southwest. At 1210 the first was off Cape Greben with one other vessel, where at 1310 two guardboats were also reported.

(3) At midday on 23 September, Yugorski Straits signal station was ordered to increase both sea and air patrols.

(4) Norwegian polar coast: very little radio traffic to submarines in the operational area.

(5) Belushya/Kara Sea area: minelayer No. 94, destroyer "Uritski", minesweepers Nos. 53, 59, 64, 107, 109, guardships Nos. 72, 75, guardboats Nos. 506, 508, 512, motor minesweeper No. 411.

(6) On 24 September before 0300 in the Sokoli Point area (69° 51' N, 60° 53' E.), up to as many as 30 red and white star signals at 6 second intervals were fired from the mainland. The scout force sent out has not yet returned. The signal station at Yugorski Straits (AT 8823) is at war readiness.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in Bear Island passage,
1 boat off Ice Fjord;
1 boat ice reconnaissance north of Novaya Zemlya.

0027 Dispatch of radio message 0027/748 to U 703 (Brünner):

"Report ice limit between 60 and 70° E."

(c) Special operations by single boats:

No reports concerning the operations "Schatzgräber", "Seemove", and "Seeschlange".

V. Reports of successes: None.

CONFIDENTIAL

VI. Plans:

On 24 September teleprinter message Most Secret 03545 received from Group North/Fleet:

"Subject: operation of BV's for reconnaissance in the Kara Sea.

Reference: Naval War Staff Most Secret 26624 of 22 September.

- (1) Operation of the BV's after the withdrawal of "Stange" from the Northern area, and with only two minelaying U-boats in the Kara Sea, is no longer worth while.
- (2) After the completion of the minelaying operation, reconnaissance for the U-boats will be carried out by the FW 200 which are at present employed on reconnaissance for the meteorological operation "Kreuzritter", and which are here considered sufficient.
- (3) Considering the lateness of the season, no further operations by U-boats in the Kara Sea are intended."

VII. Survey of the situation:

Teleprinter message from Admiral Northern Waters Most Secret 3050 A I, 24 September to Group North/Fleet:

"From the interception of about 100 call-signs in the area west of the Wilkitzki Straits, the radio intercept group Kenntmann deduced that an east-west convoy is assembling there which will not be sailing until after the U-boats are forced to withdraw from the operational area Kara Sea/Wilkitzki Straits on account of the ice hindrance to be expected north of Novaya Zemlya. This view is not considered very probable. Previously, it has always been possible to supply a strong air or naval escort which has enabled the sailing of east-west convoys when of particular importance to the enemy."

Teleprinter message 03550 of 24 September was then received from Group North/Fleet:

"Concur with Admiral Northern Waters. Sailing of east-west convoy still possible at any time. Radio traffic observed does not however provide conclusive evidence. The question of leaving the minelaying U-boats to carry out further operations if the ice situation is favorable and if more detailed information becomes available, will be considered, and if necessary, arranged."

(Signed) pp. Eckermann.

CONFIDENTIAL

25 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 703 ice reconnaissance north of Novaya Zemlya.
U 601 AS 40.
U 960 AS 40.
U 387 Franz Joseph Land.

Atlantic:

U 419.
U 309.

In port:

U 355, 360, 737 Hammerfest,
U 255, 354 Narvik,
U 625 Trondheim,
U 212, 269, 426, 470, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 711 proceeding from the operational area to
Narvik via AF 88.
U 956 proceeding from Narvik to the operational
area.
1305 U 302 arrived Trondheim.
U 601 proceeding from AS 40 to AT 3278.
U 960 proceeding from AS 40 to AT 3278.

II. Air reconnaissance:

Flieger Fuehrer North (East):

Meteorological reconnaissance Banak - Bear Island -
Ice Fjord - Kongsfjord - Banak. Not exhaustive,
nothing to report.

1 FW 200 on ice reconnaissance and reconnaissance
for operation "Kreuzritter".

Flieger Fuehrer Lofoten:

No sea reconnaissance.

CONFIDENTIAL

Flieger Fuchrer North (West):

1 Ju 88 on meteorological reconnaissance Banak - 100° W. - Trondheim. Only partially covered over sea area. Nothing to report.

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:

(1) At 1550 on 24 September 3 minesweepers passed Yugorski Straits on a northeasterly course.

(2) Norwegian polar coast: very little radio traffic to submarines in the operational area.

(3) Belushya/Kara Sea area: guardships Nos. 72, 73, 75, minesweepers Nos. 53, 64, 107 and 109.

(4) "RA 25" flying boat on morning of 24 September in the Dikson area.

(5) From several radio messages, it would appear that, after Belushya, the most important base in the Novaya Zemlya area is Khabarova (AT 8827). From here a daily situation report is sent to Belushya and Archangel, and here are the Harbor Defense (OHR) and Coastal Defense (OWR) headquarters of the area, which are in command of the patrol forces. On 22 September guardboat No. 610 was in patrol position 9. On 22 September the following were in Khabarova: the destroyer "Uritski", minesweepers Nos. 32, 42, 61, 104, guardboats Nos. 510, 512 and one other, motor minesweepers Nos. 402, 411 and one other, and about 3 other vessels. On 22 September minesweeper No. 37 carried out minesweeping duties in the Khabarova area.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in Bear Island passage,
1 boat off Ice Fjord,
1 boat ice reconnaissance north of Novaya Zemlya.

U 711 (Lange) on return passage, reported his position as AF 88 in radio message 2202/765:

When the two minelaying boats have finished their task in the Kara Sea, they are to proceed to the West Siberian Sea route together with U 703 (Brünner). Radio message 2311/766 was therefore dispatched:

"(1) Group "Grau" to remain at Point 1.

(2) "Brünner" to report at once estimated time of arrival there after ice reconnaissance."

(c) Special operations by single boats:

2100 Receipt of radio message 1155/764 from U 960 (Heinrich) and U 601 (Grau):

"Task 1 executed. We are making for Point 1.

Question: Where do we meet "Brünner"?"

V. Reports of successes:

(1) U 960 and U 601 reported minelaying operations "Seeschlange" and "Seemove" executed.

(2) U 711 (Lange) reported in radio message 2202/765:

"On 24 September radio station and meteorological station at Blagopoluchiya destroyed by shelling...."

VI. Survey of the situation:

Group North/Fleet is planning a further operation for the two minelaying boats in the Kara Sea. As a result of previous arrangement they carried out their tasks roughly at the same time. U 703 (Brünner) is to be supplied by these two at landing place 1, so that he will be able to carry out one more ice reconnaissance and the passage to Hope Island.

(Signed) pp. Eckermann.

26 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 956 AG 78.
U 703 ice reconnaissance north of Novaya
Zemlya.
U 601 AT 3278.
U 960 AT 3278.
U 387 Franz Joseph Land.

Atlantic:

U 419.
U 309.

In port:

U 355, 360, 737 Hammerfest,
U 255, 354 Narvik,
U 625, 302 Trondheim,
U 212, 269, 426, 470, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 711 proceeding from AF 88 to Narvik.
U 601 proceeding from AS 40 to AT 3278.
U 960 proceeding from AS 40 to AT 3278.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak -
Bear Island - Ice Fjord - Kongfjord - Banak.
Lap only partially covered in the sea area, over
Ice Fjord exhaustive.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance Trondheim -
10° W. - Banak. Nothing to report.

2 Ju 88 on sea reconnaissance of Faeroes.

CONFIDENTIAL

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Anti-aircraft defense at Barentsberg comprises 3 machine guns and one light anti-aircraft gun about 10 kilometers northnorthwest of Barentsberg.

One submarine partially submerged in AF 4887. Also one two-master sailing vessel was sighted in position AE 6775 on course 30°.

(c) By naval forces: None.

(d) By radio intercept service:

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

(2) Belushya/Kara Sea area: minesweepers Nos. 59, 107, guardship No. 73.

(3) In Khabarova (AT 8827) on 22 September, the destroyer "Uritski", minesweepers Nos. 32, 42, 61, 104, 3 guardboats, 3 motor minesweepers as well as 3 other vessels.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in Bear Island passage,
2 boats off Ice Fjord,
1 boat ice reconnaissance north of Novaya Zenlya.

0115 Receipt of radio message 2347/767 from U 277
(Lübsen):

"Made another approach to Barentsberg. Two guns (5-7 cm.) and crews were observed. There is probably a temporary radio station there. Otherwise no traffic. Weather, good visibility. Fuel 45 cbm."

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Message was passed on to Naval War Staff 1st Division, and Group North/Fleet.

0230 In short signal 0210/769 U 703 (Brünner) reported ice limit - ~~AT~~ 8173 - 8277 - 5951; further that he would be at Landing Place 1 at 0600 on 27 September.

The position of the ice limit reported is sufficiently favorable to allow "Brünner" to operate against the Siberian Sea route for a short while.

1107 Dispatch of radio message 1107/770:

- "(1) "Grau", "Heinrich", "Brünner" to form group "Wiking".
- (2) "Brünner" has sufficient supplies to last until 6 October; divide supplies among you so that each boat will have an equal endurance at sea.
- (3) Then proceed to position line I from AT 3655 - 3633 in the above order.
- (4) "Grau" to report arrival at position line and the boats' period of endurance."

1115 Dispatch of radio message 1115/- 72 to group "Wiking":

"From position line I movement to line -
II grid squares AS 1975 - 1928,
III grid squares AS 2755 - 2711,
IV grid squares XA 7376 - 7262 is planned.
Times to follow."

(c) Special operations by single boats:

No report concerning operation "Schatzgräber".

V. Reports of successes: None.

VI. Survey of the situation:

For the period that there are no U-boats north of Novaya Zemlya, the ice patrol will be taken over by a FW 200.

(Signed) pp. Eckermann.

CONFIDENTIAL

27 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 956 AG 78.
U 703 AT 3278.
U 601 AT 3278.
U 960 AT 3278.
U 387 Franz Joseph Land.

Atlantic:

U 309.

U 419.

In port:

U 355, 360, 737 Hammerfest,
U 255, 354 Narvik,
U 302, 625 Trondheim,
U 212, 269, 426, 470, 629, 636 586 Bergen.
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 711 proceeding from AF 88 to Narvik.
U 601) proceeding from AT 3278 to position line I
U 703) AT 3655 to AT 3633.
U 960)

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance and reconnaissance of Sveagruva, course Banak - Bear Island - South Cape - Ice Fjord - 75° N., 5° E. - Banak.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance Trondheim - on course 310° as far as 10° W. - Banak. Nothing to report.

CONFIDENTIAL

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

1 Ju 88 of the meteorological reconnaissance "Staffel" which was on meteorological reconnaissance in the Faeroe Island sea area, reported that at 0805 in AE 9965 there were 15 merchant ships, each of over 5,000 G.R.T., with escort. In AE 9689 the aircraft sighted an aircraft carrier on a northerly course, speed 10 knots.

7 Ju 88, some with radar, have been sent to re-intercept this formation.

(c) By naval forces: None.

(d) By radio intercept service:

(1) At 0700 on 26 September Yugorski Straits (AT 8823) sighted 2 minesweepers in the southwest on a northeasterly course.

Minesweepers Nos. 42 and 61 were among the 3 minesweepers which passed Yugorski Straits on 24 September at 1550.

(2) Belushya/Kara Sea area: guardship No. 73, minesweepers Nos. 102 and 107.

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

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in Bear Island passage,
2 boats off Ice Fjord,
3 boats on the West Siberian Sea route,

In short signal 1715/783 U 601 (Grau) reported from landing place 1 that all three boats had provisions until 11 October and that they would be in position line I at 2300 and in position line IV at 1700 on 29 September.

(c) Special operations by single boats:

U 387 (Büchler) engaged on operation "Schatzgräber".

Meteorological ship No. 3, the "K.J. Busch", has arrived in Narvik for operation "Kreuzritter". It will be escorted from Hammerfest by U 355 (La Baume).

(d) Miscellaneous:

Sailing Orders for U 355 (La Baume), (see Appendix II/3).

V. Reports of successes: None.

VI. U-boat reports:

(a) Short report from U 360 (Becker), first operation from 17 August to 24 September, 1943 (see Appendix III/7).

(b) Plans:

(1) Ice reconnaissance north of Novaya Zemlya: According to orders from Group North/Fleet the 3 U-boats in the Kara Sea are to carry out a search from landing place 1 to Dikson, and from there to the Nordenshelda Island via four position lines. Meanwhile the ice reconnaissance north of Novaya Zemlya will be taken over by the German Air Force. A request was made for three reconnaissance flights by a FW 200 on 29 September, 1 October and 3 October. But on account of fuel shortage and in agreement with Captain U-boats, one of the flights has been cancelled, and two flights have been arranged for 29 September and 2 October.

On 28 September Luftflotte 5 transferred one FW 200 to Nauszi. However Petsamo is intended to be the jumping off point. Both flights will be accompanied by Regierungsrat Müller from the meteorological station at Kirkenes, who will act as ice meteorologist.

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- (2) Supplying operation "Bassgeiger":
The flight arranged for 27 September, to supply the meteorological ship "Coburg" which is stuck fast in the ice, was cancelled because of the weather conditions. On 28 September, 1 FW 200 is to take off with about 500 demolition charges for "Bassgeiger". Professor Schulz, senior technical advisor, will take part in the flight as ice meteorologist.

VII. Survey of the situation:

- (1) Owing to the many delays in connection with the start of the third meteorological operation "Kreuzritter", U 355 is being held up in port for about 10 days.
- (2) Since the ice reconnaissance north of Novaya Zemlya has been taken over by the German Air Force, U 703 (Brünner) will be able to remain on the West Siberian Sea route for a number of days.

(Signed) pp. Eckermann.

28 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 956 AG 78.
U 601) proceeding from position line I,
U 703) AT 3655 to AT 3633, to position line II,
U 960) AS 1975 to AS 1928.
U 387 Franz Joseph Land.

Atlantic:

U 309.
U 419.

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In port:

U 355, 360, 737 Hammerfest,
U 255, 354 Narvik,
U 302, 625 Trondheim,
U 212, 269, 426, 470, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 711 proceeding from AF 88 to Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Bear Island - Ice Fjord - Kongfjord - Sveagruva - Hope Island - Banak. Photographic reconnaissance of Sveagruva not possible on account of weather conditions. Two men were observed in the vicinity of hut 2 on the east side of Hope Island.

A single photographic reconnaissance of Murmansk and Kandalaksha area carried out by 2 Ju 88 and 4 BF 109 produced pictures of Polyarno, Gryasnaya Bay and Ura Bay.

Flieger Fuehrer Lofoten:

No operations.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance Trondheim - on course 310° as far as 10° W. - Banak. Nothing to report.

1 Ju 88 on meteorological reconnaissance of Faeroes area.

1 FW 200 on special operation for "Bassgeiger". The aircraft found the meteorological ship stuck fast in the ice in position AA 2323. 10 containers with demolition charges were dropped, two of them were smashed.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance: None.

(c) By naval forces: None.

CONFIDENTIAL

(d) By radio intercept service:

- (1) The signal station at Vikhodnoi (AT 5419), Cape Cherni (AT 7378), Loginova Shoal (AT 8427), Cape Greben (AT 8819) and one further place in North Novaya Zemlya were ordered to increase their vigilance as regards activities at sea. Some unit or radio station (G00) was located by direction finder several times on 335° at 1900 on 27 September. Five signal stations on the west coast of Novaya Zemlya were ordered to increase vigilance as regards activities at sea, at 0137 on 28 September. It is possible there was some connection.
- (2) Norwegian polar coast: very little radio traffic to submarines in the operational area.
- (3) Belushya/Kara Sea area: guardships Nos. 28, 73; minesweepers Nos. 61 and 107.
- (4) Archangel broadcast a message to submarines in the operational area (presumably northern Barents Sea or Kara Sea).
- (5) The British radio station at Green Harbor on Spitsbergen is again transmitting normal routines to Murmansk.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in Bear Island passage,
2 boats off Ice Fjord,
3 boats on the West Siberian Sea route.

2309 Dispatch of radio message 2309/710 addressed to group "Wiking":

"After reaching position line IV, occupy following attack areas with depth of sweep 30 miles:

"Grau" 5869, "Heinrich" 5837, "Brünner" 5857, all XA. Report ice hindrance."

(c) Special operations by single boats:

U 387 (Büchler) engaged on meteorological operation "Schatzgräber".

CONFIDENTIAL

V. Reports of successes: None.

VI. Plans:

(1) Receipt of teleprinter message from Naval War Staff, 2nd Division, C-in-C U-boats, Operations, Most Secret 6213 A 2, of 28 September:

- "(1) The C-in-C of the Navy has ordered nine of the twenty-one boats operating in Northern Waters to be withdrawn for operations in the Atlantic. In future twelve boats will remain under the command of Captain U-boats, Norway.
- (2) Captain U-boats is to suggest at once nine boats which can be transferred, and six others from which a choice can be made.
- (3) Following to be reported for all boats at present under the command of Captain U-boats, Norway.
- (a) Date of operational readiness, if boat is at present in dock.
- (b) Regarding all other boats, the extent of repairs considered necessary before the next operation, and the repair bases suggested for this purpose."

Thereupon teleprinter message Most Secret 3220 was dispatched:

"In reply to your Most Secret 6213 A 2 of 28 September the following are proposed:

- (1) The nine boats: U 269, 277, 307, 355, 387, 629, 713, 956 and 960.
- (2) For selection: U 302, 354, 360, 703, 711 and 737.
- (3) Dates of operational readiness will follow separately."
- (2) The Liaison Officer of Luftflotte 5 inquired in a teleprinter message on 27 September whether it would be possible for a U-boat to transport a German Air Force meteorological station with crew to Hope Island in the second half of October.

CONFIDENTIAL

VII. Survey of the situation:

- (1) All the boats suggested for handing over do not belong to the 13th U-boat Flotilla.
- (2) For selection, boats of the 13th U-boat Flotilla were suggested which do not possess minelaying equipment so that as many as possible of the minelaying operations planned can still be carried out.
- (3) Dispatch of teleprinter message Most Secret 3224 A1:

"The withdrawal of U-boats from Northern Waters announced in Most Secret 6213 A 2 of 28 September from Naval War Staff 2nd Division, C-in-C U-boats, Operations, will make it necessary to cut down on operations planned. Request instructions as to whether patrol of Ice Fjord is to be discontinued, or limited to one U-boat.

It is doubtful whether the third part of the minelaying operations can be carried out in its entirety, and if so only if it is spread over a very long period of time. Request decision as to whether in view of the changed situation, it is possible to reduce the minelaying operations. Every effort will be made to maintain a patrol of three boats in the Bear Island passage (if necessary one of these off Ice Fjord). Ability to do this will depend largely on the time needed for repairs in dock - at present not determinable. It will be possible to execute meteorological tasks only as a subsidiary task of boats bound for the Bear Island passage.

(Signed) pp. Eckermann.

29 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 956 AG 78.
U 601) proceeding from position line II,
U 703) AS 1975 to AS 1928, via position line III
U 960) AS 2755 to AS 2711, to position line IV,
XA 7376 to XA 7262.
U 387 Franz Joseph Land.

Atlantic:

U 309.
U 419.
U 470.

In port:

U 355, 360, 737 Hammerfest,
U 255, 354 Narvik,
U 302, 625 Trondheim,
U 212, 269, 426, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 711 proceeding from AF 88 to Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

2 Ju 88 on meteorological reconnaissance Banak - Bear Island - South Cape - Ice Fjord - 9° E. - Banak. Not exhaustive.

One FW 200 on meteorological and ice reconnaissance between 60° and 70° E.

During the morning 2 Ju 88 carried out shipping reconnaissance and reconnaissance of mine sweeping activity along the Kola coast - Kolguev - Kara Straits - Yugorski Straits. The route was covered exhaustively with the help of radar over a 30 mile wide strip. No minesweeping activity was observed.

Flieger Fuehrer Lofoten: No sea reconnaissance.

Flieger Fuehrer North (West):

No reconnaissance in the operational area.

CONFIDENTIAL

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

In AT 8825 the following were sighted lying stopped:-

1 merchant ship of 4,000 tons, 2 merchant ships of 1-2,000 tons, and 2 escort vessels. In AT 7925 one merchant ship of 1,500 tons had apparently run aground. 4 FW 190 on armed shipping reconnaissance sighted 2 coastal freighters (about 300 tons) and 2 S-boats in Motka Bay.

(c) By naval forces: None.

(d) By radio intercept service:

(1) On the morning of 28 September 1 mine-sweeper off Yugorski Straits.

(2) Norwegian polar coast: very little radio traffic to submarines in the operational area.

(3) Dikson area: minesweepers Nos. 55, 59 and 61.

Message from Harbor Defense Commandant Khabarova (AT 8827) at 1540 on 28 September to Belushya and Archangel. Sailing of convoy "AB - (6?)" has been postponed until the weather improves.

(4) Belushya/Kara Sea area: guardships Nos. 28 and 73.

(5) Archangel broadcast one radio message to submarines in the operational area (presumably northern Barents Sea or Kara Sea).

(6) On 27 September a British unit or radio station was located by direction-finder in 335° from Kirkencs while sending four immediate 5-figure cipher messages (of nine groups each) between 1856 and 1940; they were repeated by Cleethorpes on 36/19 meter wave. It is possible this was a call to the midget submarines which were destroyed, from British submarines or some other unit, lying in waiting position off the coast.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord,
3 boats on the West Siberian Sea route.

In radio message 1119/716 group "Wiking" was informed of the results of the ice reconnaissance north of Novaya Zemlya carried out by a "Condor" aircraft.

In radio message 2252/723 the order to switch over to group frequency "U I" should radio communication with control break down, was repeated.

(c) Special operations of single boats:

U 387 (Büchler) on meteorological operation "Schatzgräber".

V. Reports of successes: None.

VI. Plans:

In reply to yesterday's message Most Secret 3224 A1, the following teleprinter message was received from Admiral Northern Waters, Most Secret 3146 A1:

"Decision with regard to operational tasks for U-boats in Northern Waters will be given as soon as certain boats have been definitely named for transfer, making it possible to review the state of readiness of the boats remaining."

VII. Survey of the situation:

If all the U-boats of the 13th U-boat Flotilla are allowed to remain in Northern Waters, the state of readiness of Northern Waters boats will be comparatively favorable.

(Signed) pp. Eckermann.

CONFIDENTIAL

30 September, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep
U 307 AB 3568) 30 miles.
U 277 AG 7590.
U 956 AG 78.
U 601 XA 5869)
U 960 XA 5837) depth of sweep
U 703 XA 5857) 20 miles.
U 387 Franz Joseph Land.

Atlantic:

U 309.
U 419
U 470.

In port:

U 355, 360, 737 Hammerfest,
U 255, 354 Narvik,
U 302, 625 Trondheim,
U 212, 269, 426, 629, 636, 586 Bergen,
U 420 Lorient,

(b) U-boats homeward and outward bound:

1700 U 711 put into Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East) and Flieger Fuehrer Lofoten:

No sea reconnaissance on account of weather conditions.

Flieger Fuehrer North (West):

One meteorological reconnaissance of Faeroe Islands area. No enemy sightings.

The flight Benak - Spitsbergen did not take place on account of weather conditions.

CONFIDENTIAL

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:
 - (1) Norwegian polar coast: moderate radio traffic to submarines in the operational area. "K 1", "S 104" and "Schtsch 402" mentioned by name.
 - (2) Belushya/Kara Sea area: Senior Officer Destroyer Flotilla on flotilla leader "Baku", destroyer "E", "Uritski", "G", "H" and "J", guardships Nos. 28, 30, minesweepers Nos. 57, 59, 107, 108 and 110, 1 ice-breaker (0438).
 - (3) At 0330 on 30 September, guardships Nos. 57 and 73 and the freighter "Yenisei" (2,139 G.R.T.) put out from Belushya. At 1012 on 30 September convoy was off Cape Cherni (AT 7378) on southerly course - making for Archangel. Guardship No. 73 had mail from Belushya on board.
- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:
 - 2 boats in the Bear Island passage,
 - 2- boats off Ice Fjord,
 - 3 boats West Siberian Sea route.

In radio message 1937/731 group "Wiking" was given details of Russian naval forces in the Kara Sea. According to the report from the "Condor" there is no change in weather conditions north of Novaya Zemlya.

CONFIDENTIAL

(c) Special operations by single boats:

U 387 (Büchler) engaged on meteorological operation "Schatzgrüber".

Meteorological ship 3 is on its way to Hammerfest, and the start of the meteorological operation "Kreuzritter" with U 355 (La Baume), is therefore planned for 2 October.

V. Reports of successes: None.

.VI. Plans:

Receipt of teleprinter message from Liaison Officer Luftflotte 5:

"It was the intention of Luftflotte 5 to place a meteorological station with personnel on Hope Island by means of a special aircraft. For various reasons this is not now possible.

Luftflotte 5 therefore intends, after having secured the approval of the A.O.C-in-C Luftflotte, to ask the Navy if they can place a U-boat at its disposal. Details: 3 men (1 meteorologist, 1 medical officer, 1 radio operator). About 5-6 tons of gear packed in crates weighing up to 50 kilograms.

Operation must take place between 11 and 25 October with Billfjord as jumping-off place. If possible landing to be made in the Harbukden area on Hope Island by means of a rubber dinghy. This preliminary request is being made to save time, because of the short notice given. Luftflotte 5 will present an official request as soon as the A.O.C-in-C Luftflotte has made his decision. Captain Müssel, Liaison Officer at C-in-C of the Air Force's headquarters, has been informed.

VII. Survey of the situation:

Receipt of teleprinter message from Group North/Fleet:

"Group North/Fleet assumes that the proposed withdrawal of U-boats takes into account the present unfavorable state of readiness of the Northern Waters U-boats, and is only intended when execution of the most important tasks in Northern Waters has been assured. For this at least six boats are necessary - three off Bear Island, one off Ice Fjord and two for meteorological and minelaying tasks. In placing boats thus, reserves for attacks on convoys and offensive operations in the Barents Sea will have to be sacrificed.

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The suggestions for transfers made by Captain U-boats, Norway in Most Secret 3220, include, among others, seven boats at present engaged on operations, that is, two off Bear Island, two off Ice Fjord, two on meteorological operations and one on offensive operations in the Kara Sea. It will only be possible to replace these boats gradually one at a time with boats becoming operational between 3 and 31 October."

Dispatch of teleprinter message from Captain U-boats, Norway:

"The transfer proposals were made with a view to retaining all boats belonging to the 13th U-boat Flotilla in Northern Waters. The other six proposed for selection are boats which though belonging to the 13th U-boat Flotilla have no minelaying equipment, so that all of the minelaying boats of the 13th U-boat Flotilla will remain in Northern Waters."

(Signed) pp. Eckermann.

CONFIDENTIAL

APPENDIX II

Sailing orders.

- No.1. Sailing order for U 387 (Büchler).
No.2. Sailing order for U 956 (Mohs).
No.3. Sailing order for U 355 (La Baume).
-

APPENDIX II/1.

COPY

Captain U-boats, Norway.

On board, 16 September, 45.

Sailing order for U 387 (Büchler).

1. Put out from Narvik at noon on 18 September.
2. Proceed through Tjeldsund to Harstad. After taking on supplies, continue through Finnsnesrennen to Tromsø, from Lødingen with district pilot.
3. Continue passage at 0500 on 19 September with the meteorological ship "Kehdingen" with escort as far as point SR 1. U 387 will be in command. From SR1 proceed to 79° N, 37° E. Then according to Operational Order "Schatzgräber" (appended *).
4. Execution of escort task in accordance with standing War Orders, C-in-C U-boats, 176. (The "Kehdingen" has a copy).
5. Our own forces:
 - a) Group "Eisenbart": U 713 (Gosejakob) in AB 3525,
U 307 (Herrle) in AB 3568.
 - b) Group "Spitsbergen": U 277 (Lübsen)) off West
U 737 (Brasack)) coast of
U 360 (Becker)) Spitsbergen.
 - c) U 703 (Brünner) on ice reconnaissance north of
Novaya Zemlya,
U 711 (Lange) Kara Sea,
U 354 (Herbschleb)) both on return passage around
U 302 (Sickel)) northern Novaya Zemlya.
6. U-boat Northern Waters Wave (see attached communication order *).

* Note: Not included in the War Diary.

APPENDIX II/2.

Captain U-boats, Norway. On board, 22 September, 1943.

Sailing orders for U 956 (Mohs).

1. Put out from Narvik on afternoon of 23 September.
2. Proceed via Tjeldsund - Andfjord, with district pilot from Lodingen to Harstad.
3. Make for attack area $\bar{A}G$ 78 north of $77^{\circ} 45' N$, proceeding via AB 3480.
4. Task: patrol of the approaches to Ice Fjord together with U 277 (Lübsen), forming group "Spitsbergen". As a result of our recent destruction of the enemy's bases (Barentsberg), re-occupation and supplies from Britain are to be expected.
5. British submarine of the "Taku" class was sighted by U 277 in the period 12 to 14 September, between $\bar{A}G$ 7588 and 7573.
6. Our own forces:

U 277 (Lübsen) $\bar{A}G$ 75 south of $78^{\circ} 15' N$.

Group "Eisenbart": U 713 (Gosejakob) AB 3523) depth
U 307 (Herrle) AB 3568) of sweep
30 miles

U 703 (Brünner) on ice reconnaissance north of Novaya Zemlya.

U 387 (Büchler) on special operation "Schatzgräber",

U 601 (Grau) operation "Seemöve",

U 960 (Heinreich) operation "Seeschlange".

On return passage: U 360 (Becker) via AB 3480 to Hammerfest.

U 711 (Lange) via $\bar{A}F$ 88 to Andfjord.

A daily meteorological reconnaissance will be carried out by one Ju 88 at about 1000 in the Ice Fjord area. Any further air reconnaissance in the operational area will be announced by radio message, giving details of the reconnaissance wave to be used.

7. U-boat Northern Waters wave. Reports concerning carrier-borne aircraft and enemy submarines are also of tactical importance.
8. Comply with Operational Order No.1 for U-boats in Northern Waters.

(Signed).

APPENDIX II/3.

COPY

Captain U-boats, Norway.

Sailing order for U 355 (La Baume)

1. Put out from Hammerfest with meteorological ship "3" (the "K.J. Busch") after taking on meteorological gear. Proceed in convoy as far as SR
2. Execution of meteorological operation "Kreuzritter" and escort duty in accordance with Standing War Order 176. The "K.J. Busch" has a copy.
3. Proceed via 76° 35' N, 6° E, and 79° 45' N, 2° 10' E, after that as far as possible out of sight of the coast. Further in accordance with Operational Order "Kreuzritter" (appended *).
4. Our own forces:
 - a) U-boats:

Group "Spitsbergen" in AG 75 - 78:	U 277 (Lübsen),
	U 956 (Mohs).
Group "Eisenbart" in the Bear Island passage:	U 713 (Gosejakob),
	U 307 (Herrle).
Group "Wiking" in the Kara Sea:	U 601 (Grau),
	U 960 (Heinrich),
	U 703 (Brünner).
Special operation "Schatzgräber":	U 387 (Büchler).
 - b) German Air Force:

Patrol of your route will be carried out daily by a BV 138 equipped with radar. Each day the aircraft will approach the position of "Kreuzritter", confirm position by means of visual signals and then fly northwards ahead of the route of advance. On the return flight it will patrol a 60 kilometer wide strip west of the route. The reconnaissance east of the route will be carried out in conjunction with the daily meteorological reconnaissance over Ice Fjord (1 Ju 88). Frequencies, call-signs and estimated time at which the aircraft will fly over the boat will be communicated in good time by radio message. The daily meteorological aircraft will fly on its return from Ice Fjord to 5° E, 76° N - Banak; it will cross the route of operation "Kreuzritter" at approximately noon.

*Note: Not included in War Diary.

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5. The boat is not to operate directly on receipt of an enemy report, but to wait for orders to attack. (Operational Order No.1).
6. U-boat Northern Waters Wave. See also Communication Regulations for "Kreuzritter" in appendix *.

(Signed) p.p. Eckermann.

*Note: Not in this War Diary.

CONFIDENTIAL

APPENDIX III/2

Teleprinter message:

1. Emergency Naval War Staff, 1st Div.
2. Emergency Naval War Staff, 2nd Div., C-in-C U-boats, Ops.
3. Emergency Admiral Commanding U-boats,
4. Emergency Group North/Fleet.
5. Emergency for information, 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Yellow - Most Secret.

Short report from U 255 (Harms), seventh
operation from 20 July to 17 September, 1943

- 20 July Put out from Tromsø. Proceeded via AC 61 and AT 23, made ice reconnaissance north of Novaya Zemlya, then via AF 85, 86 to AT 32. Made search for landing place on northeast coast of Novaya Zemlya.
- 27 July At 1800 sank the Russian survey ship "Akademic Schokalski" (about 300 tons) by gunfire in AT 3513.
- 2 August At 1700 in AT 3277 a "Catalina" flying boat passed over the anchorage at a range of 2,000 meters, but made no attack.
- 4 August Lay camouflaged in Spori Navolok bay as main fuelling boat. Seven flights were made by three BV 138 against the West Siberian Sea route. Ice reports. No enemy sighting.
- 24 August Proceeded via AT 3230 and AF 89 to AT 3147.
- 24 August At 2045 sighted what was apparently a Russian submarine in AF 8889.
- 25 August Took on provisions from "Hildebrandt".
- 28 August Returned to AT 3277.
- 11 Sept. Proceeded to AF 7566 via AF 89, and took in tow the BV which had made a forced landing.
- 13 Sept. In AF 7249 we sank the BV, which could no longer be towed.
Return passage via AF 76, AC 32 and AC 46.
- 17 Sept. Put in to Hammerfest.
- 19 Sept. Entered Narvik.

Captain U-boats, Norway, Most Secret 3123 A Ops.

CONFIDENTIAL

APPENDIX III

Most Secret

Short Reports

- No.1. Short report from U 629 (Bugs) seventh operation
(Seeadler 1).
No.2. Short report from U 255 (Harms) seventh operation.
No.3. Short report from U 355 (La Baume) special
operation.
No.4. Short report from U 737 (Brasack) first operation.
No.5. Short report from U 302 (Sickel) fifth operation.
No.6. Short report from U 354 (Herbschleb) fifth
operation.
No.7. Short report from U 360 (Becker) first operation.

APPENDIX III/1

Teleprinter message.

COPY

1. Emergency Naval War Staff, 1st Div.
2. Emergency Naval War Staff, 2nd Div., C-in-C U-boats,
Operations.
3. Emergency Group North/Fleet.
4. Emergency Admiral Commanding U-boats.
5. Emergency for information, 11th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message

Yellow - Most Secret

Short report from U 629 (Bugs), seventh operation
(Seeadler 1), from 26 August to 16 September, 1943.

- 26 August Put out from Hammerfest.
Proceeded via AC 4856, AF 8863, AT 3619
to AT 83.
- 1 - 5 Sept. Took up waiting position there on account
of the enemy situation.
- 5 Sept. Carried out minelaying operation while
submerged in AT 8832 (Amderna roads) with
TMC mines.
- 10 Sept. Refuelled "Brünner" in AT 3278
(landing place 1).
- 12 Sept. Return passage via AT 3348 and AF 8863.
Searched between AF 7956 and 8794 for the
BV 138. Then to AT 1182 and AC 7117.
- 16 Sept. Put in to Harstad.
- 17 Sept. Entered Narvik. Continued passage to
Bergen. No enemy sighting. No location.
Drifting mines sighted in AC 4687, AT 3514
(Russian - new, spherical, small, with horns),
and AC 7151.

Captain U-boats Norway. Most Secret 3087.

CONFIDENTIAL

APPENDIX III/3

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/Flect.
4. Emergency Admiral Commanding U-boats.
5. Emergency for information 11th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 355 (La Baume), special operation.

- | | | |
|---|-----------|---|
| 6 | September | Put out from Hammerfest. |
| 7 | September | Landed the meteorological transmitter "Dietrich" in the northern harbor of Bear Island. |
| 9 | September | Put in to Hammerfest.
No enemy sighting. |

Captain U-boats, Norway, Most Secret 3120 A Ops.

CONFIDENTIAL

APPENDIX III/4

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 15th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 737 (Brasack), first operation, from 8 August to 20 September, 1943.

8 August	Put out from Hammerfest.
9 -	Landing party worked on the meteorological transmitter "Robert" on Bear Island.
10 August	Broke off operation on account of weather.
10 August	Broke off operation on account of weather.
12 August	Return passage.
14 August	Put in to Hammerfest at 0725.
15 August	Put out of Hammerfest at 1400.
16 August	Relieved U 277 (Lübsen) in attack area AB 3852, depth of sweep 30 miles.
3 September	Moved to AB 2936.
8 September	Proceeded to rendezvous with meteorological operation "Bassgeiger".
9 -	Rendezvous position AA 3325 to FH 9775, without sighting meteorological ship.
13 September	Proceeded to Ice Fjord.
13 September	Proceeded to Ice Fjord.
14 -	In position off Ice Fjord. Nothing of interest to report.
17 September	of interest to report.
18 September	At 0000, commenced return passage.
20 September	At 1015, put in to Hammerfest.
	No experiences of special interest.

Captain U-boats, Norway, Most Secret 3149 A Ops.

CONFIDENTIAL

APPENDIX III/5

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 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message

Yellow - Most Secret

Short report from U 302 (Sickel), fifth operation,
from 31 July to 22 September, 1943.

31 July	Put out from Narvik.
22 September	Put in to Narvik.
6 - 20 Aug.	In operational area XA 74 and 75.
17 August	Alarm on account of two Russian bi-planes.
19 August	Alarm on account of two Russian "MBR 2".
21 - 24 Aug.	Off Wilkitzki Straits. Returned to XA 74 and 75 on account of ice.
28 August	At 0015 enemy sighting: One steamer of 3,000 tons, "Dikson" class, with two escort vessels ahead and one astern. At 1116 in XA 7542 fired a fan of four torpedoes at the steamer at a range of 3,000 meters, angle on the bow 100° and speed 6 knots. A loud explosion was heard after two minutes 56 seconds. Nothing was observed because the boat dipped. 22 depth charges were dropped at a depth of A minus 30. No damage sustained. We were located by hydro- phones by the 3 escort vessels until 1400, and every half hour on the search gear: a whining, whimpering noise. Pursuit abandoned because of fog.
3 - 15 Sept.	Off Wilkitzki Straits.
15 September	At 1157 alarm on account of Russian aircraft "Consolidated 28".
16 September	Return passage.

Drifting mines in:

AB 9647 - 9641 - 9618 - 9366.
AC 7141 - 4788 - 4795 - 4872 - 4858 -
4918 - 4919 two mines.
AC 4926 - 6169 - 6237 two mines -
6316 two mines - 6321 two mines.
AT 1777 - 1919, observed to be round, with
four lateral horns, metal circlet on top,
overgrown.

Captain U-boats, Norway, Most Secret 3160, A Ops.

CONFIDENTIAL

APPENDIX III/6

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 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Yellow - Most Secret.

Short report from U 354 (Herbschleb), fifth operation, from 4 August to 22 September 1943.

4 August Put out from Narvik.
22 September Put in to Narvik.
Proceeded via AF 88.
12 -
29 August Attack area AS 42 and 43.
21 August Sighted small convoy on northeasterly course in AS 4345.
27 August Sighted 6 vessels on northeasterly course in AS 4331. Sank one 4000 ton and one 5000 ton vessel. Rest of convoy was lost in fog.
28 August - XA 74 and 75.
7 September
2 September Hunted in XA 7292, easterly course, speed 14 knots.
8 September In XA 58.
15 September Return passage via AF 88.

Aircraft:

24 August Two "MBR 2".
26 August "Consolidated 28" en route to Dikson.

Drifting mines:

6 August In AB 6932, four lateral horns, half circlet of metal on top, elliptical shape, heavily overgrown; sank by gunfire.
17 September In AF 9743, as above, well preserved.

Location:

12 August At 1200 in AS 2772, one hour after transmission of short weather report, 174 centimeters, continuous pitch 300 cycles. More than 50% fog over the West Siberian Sea.

Captain U-boats, Norway, Most Secret 3158 A Ops.

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APPENDIX III/7

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 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret

Short report from U 360 (Becker), first operation, from 17 August to 24 September, 1943

17 August	Put out from Hammerfest.
24 August	Put in to Hammerfest.
19 August	Relieved U 387 (Büchler) in AB 3584.
19 August -	Stood on and off in attack area as ordered.
3 September	
3 September	Moved attack area 70 miles, on course 280°.
12 September	Moved attack area to AB 3523.
14 September	Moved attack area in order to patrol approaches to Ice Fjord.
18 September	Attack area AG 78, north of 77° 45' N.
22 September	Commenced return passage to Hammerfest. No special incidents or experiences.

Captain U-boats, Norway, Most Secret 3206 A Ops.

CONFIDENTIAL

WAR DIARY
OF
CAPTAIN U-BOATS, NORWAY
1 - 15 SEPTEMBER, 1943
PG/31842

CONFIDENTIAL

1 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523)
U 307 AB 3568) depth of sweep 30 miles.
U 277 AG 7590
U 956 AG 78.
U 601 XA 5869)
U 960 XA 5837) depth of sweep 20 miles.
U 703 XA 5857)

Atlantic:

U 309, 419, 470.

In port:

U 355, 360, 737 Hammerfest,
U 255, 354, 711 Narvik,
U 302, 625 Trondheim,
U 212, 269, 426, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 387 proceeding from Franz Joseph Land
to Hammerfest.

II. Air reconnaissance:

Flieger Fuehrer North (East):

One Ju 88 on meteorological reconnaissance
and reconnaissance of Hope Island, route
Banak - Bear Island - South Cape - Ice Fjord -
Hope Island - Banak.
At Longyearby two thin columns of smoke rising
from coal heaps, one fishing smack off Longyearby
proceeding in the direction of the harbor.
Two men and a medium-sized hut on Hope Island.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

One Ju 88 meteorological reconnaissance from
Trondheim on course 310° as far as 10° W -
Banak. Nothing to report.
One Ju 88 of the meteorological reconnaissance
'Staffel' on meteorological reconnaissance of
Faeroes area.

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III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

At 0830 in AE 9594 (Thorshavn) 10 small merchant ships lying at anchor, also in AE 9597 one merchant ship of 5,000 G.R.T. and one destroyer, course 270°. At 0925 in AE 2145 a convoy consisting of 1 cruiser, 2 large merchant ships of over 5,000 G.R.T., two destroyers and 3 escort vessels, course 300°.

(c) By naval forces: None.

(d) By radio intercept service:

1. At 1455 on 30 September 3 minesweepers and 1 motor vessel passed east of Cape Greben on a southwesterly course.
2. At 1038 on 30 September 1 minesweeper, and at 1130 1 destroyer at Khabarova from the direction of the Barents Sea.
3. Norwegian polar coast: little radio traffic to submarines in the operational area. "S 104" mentioned.
4. Belushya/Kara Sea area: guardship No. 73, minesweepers Nos. 32, 39, 104?, 107, 110.
5. Dikson area: minesweepers Nos. 30, 31, 37, 40, 42, 54, 55, 59 and 63.
6. What is presumed to be a radio station (callsign GQO) in the direction of Spitsbergen was located by direction finder from Kirkenes a number of times. It has been working with Cleethorpes since 26 September.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord,
3 boats on the West Siberian Sea route.

Groups "Spitsbergen" and "Eisenbart" were informed in radio message 1057/741 that according to radio traffic a supply convoy for Barentsberg is possible.

CONFIDENTIAL

1935 Receipt of radio message 1730/744 from U 601 (Grau):

"Is completed, am being hunted."
As this message is unintelligible, repeat has been requested.

2135 Receipt of radio message 1745/748 from U 960 (Heinrich):

"F.A.T. warning."

(c) Special operations by single boats:

U 387 (Büchler) on return passage from the meteorological operation "Schatzgräber" with the meteorological ship "Kehdingen".

V. Reports of successes: None.

VI. (a) U-boat reports:

Short report from U 711 (Lange), third operation, from 22 July to September 1943 (see Appendix II/1).

(b) Plans:

"Receipt of teleprinter message from Luftflotte Command 5:

Luftflotte 5 requests that a U-boat be placed at their disposal on 15 October 1943 for the shipment of fixed meteorological station from Tromsø to Hope Island. The personnel will probably consist of 3 to 4 men.

Weight of gear $7\frac{1}{2}$ to 8 tons, packed in portable boxes of 80 - 90 kilograms. The transmission of weather reports has been ensured. Request that Captain U-boats, Norway negotiate directly with 'Luftgau' Command Norway I in connection with preparations and execution of the operation."

VII. Survey of the situation:

Group "Wiking" seems to have made contact with the enemy. Only fragments have been picked up here from the group wave.

(Signed) pp. Eckermann.

2 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523)
U 307 AB 3568) depth of sweep 30 miles.
U 277 AG 7590.
U 956 AG 78.

Atlantic:

U 309, 419, 470.

In port:

U 355, 360, 737 Hammerfest,
U 255, 354, 711 Narvik,
U 302, 625 Trondheim,
U 212, 269, 426, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 601 proceeding from the operational area to
Narvik.
U 703 proceeding from the operational area to
Narvik.
U 960 proceeding from the operational area to
Narvik.
U 387 proceeding from Franz Joseph Land to
Hammerfest.
1600 U 711 put out from Narvik for Trondheim.
1920 U 355 put out from Hammerfest for operation
"Kreuzritter".

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance and simultaneous patrol to the east of "Kreuzritter"'s route of advance. Route Banak - Bear Island - Ice Fjord - Edge Island - Banak. Lap only partially covered. Sea reconnaissance, nothing to report.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

Meteorological reconnaissance, route Trondheim - on course 310° as far as 10° W - Banak, and two Ju 88 on meteorological reconnaissance over the Faeroes, nothing to report.

III. Reports on the enemy:

(a) By U-boats: None.

CONFIDENTIAL

(b) By air reconnaissance:

Reconnaissance of Sveagruva: no radio or signal station detected, nor any ships at Sveagruva anchorage. Landing is possible at Skanbrodde, also advance northwards, no road seen. Soil: rubble moraines and tundra. Photographing not possible on account of weather.

(c) By naval forces: None.

(d) By radio intercept service:

1. At 0700 on 1 October minesweeper No. 59 came into sight northwest of Yugorski Straits signal station, and at 0730 disappeared from sight to eastnortheast, course 80°. At 0715 two minesweepers to the west of Yugorski Straits, course southwest.
2. At 0850 on 1 October one minesweeper and the freighter "Rosehal" (1,427 G.R.T.) north of signal station 341 (presumably west coast of Novaya Zemlya), on southerly course.
3. On 10 October the trawler "Kim" put out from Naryan Mar.
4. Norwegian polar coast: small amount of radio traffic to submarines in the operational area. "K1" mentioned by name.
5. Dikson area: minesweepers Nos. 37, 40, 53, 54, 59 and 110.
6. Amderma area: minesweeper No. 32, guardship No. 28.
7. Belushya/Kara Sea area: minesweepers Nos. 39, 42, 107, 108, minelayers Nos. 90 and 92, guardships Nos. 19 and 30, guardboat No. 505.
8. Archangel broadcast a few radio messages to submarines in the operational area (presumably in the northern Barents Sea or Kara Sea).

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord,
3 boats on the West Siberian Sea route.

0030

Receipt of radio message 2233/753 from Group "Wiking":

"Request permission to return. The group has sunk about 15,000 G.R.T. Position north of Sverdrup Islands. Maximum fuel reserve 40 cbm. Heinrich has expended all torpedoes."

Radio message 0107/754 was thereupon dispatched to Group "Wiking":

"Return passage Andfjord - Narvik. "Brünner" to fetch rest of the crew from Hope Island."

In radio message 2040/759 U 601 (Grau) was requested to report in more detail when occasion offered.

(c) Special operations by single boats:

U 355 (La Baume) outward bound on meteorological operation "Kreuzritter".
U 387 (Büchler) homeward bound after meteorological operation "Schatzgräber".

(d) Miscellaneous:

1. Transfer order for U 711 (Lange):

- "1. Put out from Narvik at 1600 on 2 October.
2. Proceed through inner leads with convoy from Bodø to Trondheim.
3. Radio service "Anton" and Northern Waters very long wave."

2. Sailing order for U 737 (Brasack):

- "1. Put out from Hammerfest on 4 October.
2. Proceed via AB 3450 to relieve U 277 (Lübsen) at 1200 on 7 October in AG 75 off Ice Fjord.
Attack supplies bound for Barentsberg.
3. Group "Spitsbergen": U 277 and U 956 (Mohs) AG 78. Group "Eisenbart": U 713 (Gosejakob) AB 3523, U 307 (Herrle) AB 3568.
Group "Wiking" on return passage: U 601 (Grau) U 960 (Heinrich) to Narvik, U 703 (Brünner) via Hope Island.
"Kreuzritter": U 355 (La Baume) North Spitsbergen.

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4. One Ju 88 will carry out daily meteorological reconnaissance over Ice Fjord.
5. Operational Order No. 1, U-boat Northern Waters wave."

V. Reports of successes:

Group "Wiking" reported approximately 15,000 G.R.T. sunk. No details have yet been received.

VI. Survey of the situation:

1. Results of reconnaissance show that a landing at Sveagrava for the purpose of raiding the radio station there, which is supposed to be still manned, would not be worth while.
2. Judging by the position of group "Wiking" when the sinking report was sent, they seem to have attacked an east-west convoy.
3. As we are now going to set up our own meteorological station (manned) on Hope Island, the remaining shipwrecked men are to be taken off from there.

(Signed) pp. Eckermann.

3 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep 30 miles.
U 307 AB 3568)
U 277 AG 7590.
U 956 AG 78.

Atlantic:

U 309, 419, 470.

In port:

U 360, 737 Hammerfest,
U 255, 354 Narvik,
U 302, 625 Trondheim,
U 212, 269, 420, 629, 636, 586 Bergen,
U 420 Lorient.

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(b) U-boats homeward and outward bound:

- U 601 proceeding from the operational area to Narvik.
- U 960 proceeding from the operational area to Narvik.
- U 703 proceeding from the operational area to Narvik via Hope Island.
- U 387 proceeding from Hammerfest to Narvik.
- U 711 proceeding from Narvik to Trondheim.
- U 355 proceeding from Hammerfest to the operational area ("Kreuzritter").

II. Air reconnaissance:

Flieger Fuehrer North (East):

One Ju 88 on meteorological reconnaissance, route Banak - Bear Island - AB 2334 - Ice Fjord - Edge Island - Hope Island - Banak. Not exhaustive. Simultaneous patrol for "Kreuzritter" to the eastward. No enemy sighting.

Flieger Fuehrer Lofoten:

Escort was provided by two BV 138 to the west of "Kreuzritter"'s route of advance. Aircraft equipped with radar, no locations or sighting reports. Area covered to about 200 miles west of the outward route.

Flieger Fuehrer North (West):

- 1 Ju 88 on meteorological reconnaissance of Faeroes area.
- 1 He 111 on meteorological reconnaissance, route Vaernes - AA 9662 - Banak. Nothing of interest.

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:
 - 1. On 28 September minesweeper No. 59 and the freighter "Unsha" (1,432 G.R.T.) went from Naryan Mar to Khabarova. The "Unsha" was still at Khabarova on the morning of 2 October.
 - 2. The following stations will commence radio beacon activity in the near future:-
Signal stations Kostin Straits, Cape Cherni (AT 7378), Belushya (AT 7234), Stolbovoi (AT 4613), Kara Straits Loginova Shoal (AT 8427), Cape Greben (AT 8819), Yugorski

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Straits (AT 8823), Vikhodnoi (AT 5419), and one other, No. 341.

3. Norwegian polar coast: moderate radio traffic (but many repetitions to submarines in the operational area; "Schtsch 402" mentioned).

4. Belushya/Kara Sea area: minelayer No. 90, minesweepers Nos. 31, 32, 37, 39, 42, 54, 59, 63, 107, 108 and 110. Little radio traffic to submarines in the operational area (presumably northern Barents Sea). Submarine "K1" is presumably in the northern Barents Sea. Guardboats Nos. 610, 618, 621 and 624.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord,
3 boats in the Kara Sea.

Groups "Eisenbart" and "Spitsbergen" were informed in radio message 1008/767 of the approach of the meteorological operation "Kreuzritter" with U 355, and attendant air patrol.

(c) Special operations by single boats:

U 355 (La Baume) on meteorological operation "Kreuzritter".

U 387 (Büchler) returning from meteorological operation "Schatzgräber".

U 703 (Brünner) engaged in rescue of shipwrecked men on Hope Island.

V. Reports of successes: None.

VI. Plans:

Receipt of teleprinter message from Group North/Fleet: "The Naval High Command, Chief of Naval Meteorological Service, has agreed to the setting up of a meteorological station for the German Air Force on Hope Island. Our own station will be cancelled. You are instructed to communicate with Luftlotte 5 on this matter, to make the necessary preparations for the operation, and to arrange for the transport and erection of the station."

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VII. Survey of the situation:

No comments.

(Signed) pp. Eckermann.

4 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep 30 miles.
U 307 AB 3568)
U 277 AG 7590.
U 956 AG 78.

Atlantic:

U 309, 419, 470.

In port:

U 360, 737 Hammerfest,
U 255, 354 Narvik,
U 302, 625 Trondheim,
U 212, 269, 426, 629, 636, 586 Bergen,
U 420 Lorient.

(b) U-boats homeward and outward bound:

U 601 proceeding from the operational area to Hammerfest.
U 960 proceeding from the operational area to Hammerfest.
U 703 proceeding from the operational area to Narvik via Hope Island.
U 355 proceeding from Hammerfest to the operational area ("Kreuzritter").
U 711 proceeding through inner leads from Narvik to Trondheim.
1300 U 387 put in to Narvik from operation "Schatzgräber".
2130 U 387 put out from Narvik for AF 3750.
1900 U 737 put out from Hammerfest for AG 7590.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance, course Banak - Bear Island AB 3114 - Ice Fjord - Hope Island - Banak. Not exhaustive. 2 BF 109 on meteorological reconnaissance from Vardø eastwards. Nothing to report.

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1 Ju 88 provided escort to the east of "Kreuzritter"'s route of advance.

Flieger Fuehrer Lofoten:

Escort for "Kreuzritter" was provided by 2 BV 138. "Kreuzritter" not located. 2 Ju 88 and 1 He 115 flew a strip reconnaissance in search of enemy naval formation, in view of the morning's air attacks.

Flieger Fuehrer North (West):

2 Ju 88 on sea reconnaissance from west coast of Norway as far as 5.45° W and 63.5° N. Reconnaissance of sea and coastal inshore waters by 3 Ju 88, nothing special apart from ships sighted on fire southwest of Bodø. One aircraft of the meteorological reconnaissance "Staffel" on meteorological reconnaissance to the Faeroes and Trondheim - Banak. Nothing to report.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

It was reported on 4 October that 28 enemy aircraft were approaching from the area southwest of Bodø, later the report was altered to 21 aircraft.

At 0930 Flieger Fuehrer North (West) reported that he was on exhaustive air patrol in the sea area off the west coast of Norway as far as the Arctic Circle since it was likely that the aircraft were carrier-based.

Sighting report of 17 naval vessels in AF 2596, 120 miles west of Westfjord.

Formation steering course 90°, one aircraft carrier sighted.

(c) By naval forces: None.

(d) By radio intercept service:

1. At 1215 on 2 October one naval vessel and one freighter passed Yugorski Straits to the northwest on unknown course.
2. Norwegian polar coast: small amount of radio traffic to submarines in the operational area. "Schtsch 402" mentioned.
3. Belushya/Kara Sea area: submarine "K1" (presumably northern Barents Sea) received radio messages from Belushya, Archangel and Polyarno. Guardships Nos. 28 and 30, minesweepers Nos. 37, 57 and 59, guardboat No. 501.

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4. Amdorma area: minesweeper No. 107.
5. Minesweeper No. 57 and the freighter "Rosehal" (1427 G.R.T.) left Krestovaya Bay (AT 4337) on 4 October at 1025, course south. At 1300 on 5 October minesweeper No. 57 and freighter "Rosehal" anchored in Belushya.
6. From 5 October radio beacons will operate at the signal stations Yugorski Straits (AT 8823), Loginova Shoal (AT 8427) and Belushya or Cape Cherni (AT 7378).

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

- 2 boats in the Bear Island passage.
- 2 boats off Ice Fjord.

1837 Dispatch of radio message 1837/784:

"1. It is assumed that the aircrew has been transferred from "Brünner" to "Grau".

2. "Grau" and "Heinrich" to return to Hammerfest - Tromsø - Narvik.

3. "Brünner" Hope Island - Andfjord. "Grau" will bring equipment from Hammerfest with him."

(c) Special operations by single boats:

1118 Dispatch of radio message 1118/780 to U 703 (Brünner):

"Last sighting by aircraft on 1 October, two men near a medium-sized hut. Nobody is to be left behind."

U 355 (La Baumc) engaged on operation "Kreuzritter".

(d) Miscellaneous:

1. Teleprinter message received from Naval War Staff, 2nd Division, C-in-C U-boats, Ops.:

"1. In view of the general situation, 9 boats out of those at present operating under the command of Captain U-boats, Norway will be withdrawn for service in the Atlantic.

2. The following will remain under the command

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of Captain U-boats, Norway:
U 703, U 277, U 307, U 713, U 601,
U 387, U 737, U 360, U 255, U 354,
U 636, U 711.

3. Captain U-boats, Norway therefore retains six boats at present at sea, five boats which will be ready for operations during October, and one boat whose date of readiness is not yet definite.
 4. The following are to be withdrawn for service in the Atlantic:
U 212, U 586, U 625, U 269, U 960,
U 956, U 302, U 355 and U 629.
 5. Details concerning flotilla allocation and dates of departure for Atlantic boats will follow separately."
2. On receipt of report concerning the enemy carrier formation off Westfjord, the U-boat base was again speedily dispersed. U 387, which had put in to Narvik, and U 255, in the act of fitting out, were ordered to put to sea and occupy attack areas off Westfjord.

Sailing orders for U 255 (Harms) and U 387 (Buchler):

- "1. Put out from Narvik after speeding up operational readiness. Limited supplies.
2. Proceed through Westfjord at high speed and make for attack areas;
U 255 AF 3730, U 387 AF 3750.
3. According to air reconnaissance carrier formation consisting of 17 naval vessels in AF 2568 at 1300 on 4 October. Air raid on Bodø.
4. Operational Order No.1, U-boat Northern Waters wave.
5. Increased vigilance for carrier-borne aircraft and enemy submarines."

V. Reports of successes:

1710 Receipt of radio message 1138/782 from Group "Wiking":

- "1. 30 September convoy in XA 49 to 2 October position AS 27.
2. Following sunk: "Grau" one steamer 5100 G.R.T.
"Brünner" one steamer 4200 G.R.T.
and two explosions.
"Heinrich" one escort vessel, two steamers 8900 G.R.T.

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3. One ice-breaker and two escort vessels escaped.

4."

VI. (a) U-boat reports:

Short report from U 387 (Büchler), second operation, "Schatzgräber", from 18 September to 4 October, 1943 (see Appendix II/2).

(b) Plans:

The following teleprinter message was sent in reply to the order from Naval War Staff, 2nd Division, C-in-C U-boats, Ops. for the re-allocation of Northern Waters boats:

"With reference to message Most Secret 6298 of 4 October from Naval War Staff, 2nd Div., C-in-C U-boats, Ops., of the boats allocated for operations in Northern Waters, only two, U 601 and U 636, are equipped with minelaying gear. As the number of minelaying operations in Northern Waters is likely to be increased, particularly in the absence of convoys or single ship traffic, we propose that U 212 and U 586 should be retained in Northern Waters and U 360 and U 737 be transferred to the Atlantic instead."

(On 5 October this proposal was strongly supported by Group North/Fleet but rejected by Naval War Staff, 2nd Div., C-in-C U-boats, Ops.).

VII. Survey of the situation:

1. 17 warships seem to be too large a formation merely as escort for an aircraft-carrier. The type of carrier-borne aircraft employed have a sufficient range to attack Narvik from the present position of the formation. Renewed dispersal of U-boats has therefore been ordered until the daylight gets shorter.
2. The convoy attacked by Group "Wiking" apparently consisted of 4 to 6 medium-sized steamers, one ice-breaker and three escort vessels coming from the east. Probably it was only coastal traffic. A total of 18,200 G.R.T. and one escort vessel have been sunk by Group "Wiking".
3. Among the boats to be retained by Captain U-boats, Norway 8 belong to the 13th U-boat Flotilla, while four are to be exchanged for inexperienced boats. Only two, U 601 and U 636, have minelaying equipment, of which the next to be ready for operations will be U 636, on 21 October.

(Signed) pp. Eckermann.

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5 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523)
U 307 AB 3568) depth of sweep 30 miles.
U 277 AG 7590.
U 956 AG 78.
U 387 AF 3750.

Atlantic:

U 309, 419, 470.

In port:

U 360 Hammerfest,
U 255, 354 Narvik,
U 302, 625 Trondheim,
U 212, 269, 426, 629, 636, 586 Bergen,
U 420 Brest.

(b) U-boats homeward and outward bound:

U 355 proceeding from Hammerfest to the operational area ("Kreuzritter").
U 737 proceeding from Hammerfest to the operational area AG 7590.
U 387 proceeding from Narvik to AF 3750) and
U 255 proceeding from Narvik to AF 3730) and return passage to Narvik.
U 601 proceeding from the operational area to Hammerfest.
U 960 proceeding from the operational area to Hammerfest.
U 703 proceeding from the operational area to Narvik via Hope Island.
1300 U 711 arrived Trondheim from Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Banak - Ice Fjord.
3 BF 109 on meteorological and photographic reconnaissance in Murmansk sector.

Flieger Fuehrer Lofoten:

3 aircraft reconnaissance of enemy naval formation. Reconnaissance area: north of a line from Mo to Jan Mayen. No enemy sighted.

Flieger Fuehrer North (West):

Reconnaissance Mo - Jan Mayen - northeast coast of Iceland - Shetlands - south coast of Norway, in search of reported enemy naval formation. Two FW 200 in area between Jan Mayen and Iceland - no enemy sighting.

Meteorological reconnaissance, route Trondheim - 8° W - Banak. Nothing to report.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Coal dumps on fire at Longyearby. One Ju 88 in sea area northeast of the Faeroes sighted one aircraft-carrier, one cruiser and five destroyers at 0925 in AF 7179, course 140°. At 0945 a Ju 88 sighted one aircraft carrier, one battleship, two cruisers and five destroyers in 9394, course 200°.

(c) By naval forces: None.

(d) By radio intercept service:

1. At 1100 on 26 September one motor minesweeper, two motor vessels and one other vessel put out on a salvage mission, making for the spot where guardboat No. 510 was lying in distress (Khabarova area, AT 8827).
2. At 0300 on 4 October minesweepers Nos. 104 and 107 left Khabarova for fairway 11 (western approaches to the Yugorski Straits) on mine-sweeping duty.
3. On the morning of 4 October one guardship and two vessels off Yugorski Straits (AT 8823).
4. Norwegian polar coast: a few messages to submarines in the operational area. "Schtsch 402" mentioned.
5. Dikson area: minesweepers Nos. 54, 59, 60, 61, 62. Guardships Nos. 19 and 80.
6. Amderma area: minesweeper No. 110.
7. Belushya/Kara Sea area: submarine "K1" (presumably northern Barents Sea or Kara Sea) received at 0500 on 4 October repetitions of radio messages, from Amderma as well as other stations. Minesweeper No. 57, guardship No. 73.

(e) 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:

2 boats in the Bear Island passage,
2 boats off Ice Fjord,
2 boats off Westfjord.

0202 Dispatch of radio message 0202/788:

"Attack areas to be occupied on 5 October:
U 387 (Büchler) AF 3750, U 255 (Harms)
AF 3730."

After it had been established by air
reconnaissance that the two carrier formations
were on the return passage, radio message
1333/799 was dispatched:

"Harms" and "Büchler" return to port.
"Harms" to Skjomen to complete fitting-
out and supply. "Büchler" for overhaul
at Huasearan. Report passing "V 2"
by time short signal."

(c) Special operations by single boats:

U 355 (La Baume) on meteorological
operation "Kreuzritter". U 703
(Brünner) at Hope Island.

(d) Miscellaneous:

Sailing order for U 360 (Becker):

"1. Put out from Hammerfest on afternoon
of 6 October.

2. At 1200 on 8 October relieve U 307
(Herrle) in AB 3568, depth of sweep
30 miles. Bear in mind U 601 and
U 960 on return passage.

3. Group "Spitsbergen": U 737 (Brasack)
and U 956 (Mohs) off Ice Fjord.

Group "Eisenbart": U 307 and U 713
(Gosejakob) AB 3523.

U 703 on passage Hope Island - Andfjord.
"Kreuzritter": U 355 (La Baume) North
Spitsbergen.

4. Forenoon daily meteorological flight
by one Ju 88 in the operational area.

5. Operational Order No.1, U-boats Northern
Waters wave."

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V. Reports of successes: None.

VI. Survey of the situation:

No comments.

(Signed) pp. Eckermann.

6 October, 1943.

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523)
U 307 AB 3568) depth of sweep 30 miles.
U 277 AG 9590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U 309, 419, 426, 470.

In port:

U 360 Hammerfest.
U 255, 354 Narvik.
U 302, 625, 711 Trondheim,
U 212, 269, 629, 636, 586 Bergen,
U 420 Brest.

(b) U-boats homeward and outward bound:

U 737 proceeding from Hammerfest to AG 7590.
U 601 proceeding from the operational area
to Hammerfest.
U 960 proceeding from the operational area
to Hammerfest.
U 703 proceeding from the operational area
to Narvik via Hope Island.
0030 U 255 put in to Narvik from special operation.
0930 U 387 put in to Narvik from special operation.
1715 U 360 put out from Hammerfest for the operational
area.

II. Air reconnaissance:

Flieger Fuehrer North (East):

One Ju 88 on meteorological reconnaissance, course Banak -
Bear Island - Ice Fjord - 75° N, 5° E - Banak.
Nothing to report. Sea area covered almost exhaustively.
One Ju 88 flew on reconnaissance and special mission
from Mezen Gulf to Solza.

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Flieger Fuehrer Lofoten:

No sea reconnaissance:

Flieger Fuehrer North (West):

One Ju 88 on course Banak - Jan Mayen - Vaernes.
No enemy sighting. One Ju 88 reconnaissance of
Faeroes area. Nothing to report.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Three freighters of 1,000 G.R.T. each in Mezen
harbor. One freighter of 2,000 G.R.T. on
southwesterly course was sighted in AW 2295.

(c) By naval forces: None.

(d) By radio intercept service:

1. Norwegian polar coast: very little radio
traffic to submarines in the operational
area.
2. Archangel: very little radio traffic to
submarines in the operational area,
(presumably northern Barents Sea or Kara
Sea).
3. Belushya/Kara Sea area: submarine "K1"
(presumably northern Barents Sea or Kara
Sea), guardships Nos. 28, 30 and 73.
4. At 1608 on 6 October guardship No. 30,
minesweeper No. 104 and freighter "Wytegra"
(1398 G.R.T.) passed to the south of Cape
Geben course 230°.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.

2239

Radio message 2239/759 dispatched:

- "1. U 737 (Brasack) will relieve U 277 in
AG 75 on October at 1200.
2. U 560 (Becker) will relieve U 307 in
AB 3568 on 3 October at 1200.

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3. Boats which have been relieved are to report immediately by short signal whether overhaul at Hammerfest will suffice. "Lübsen" to return via AB 3490.
4. When task is completed, "Brünner" to report time and return passage."

(c) Special operations by single boats:

U 355 (La Baume) engaged on meteorological operation, "Kreuzritter".
U 703 (Brünner) picking up shipwrecked men on Hope Island.

(d) Miscellaneous:

U 255 reported engine failure, and will have to return to dock.

Transfer order for U 255 (Harms):

- "1. Sail Narvik 0700 on 7 October. Radio wave "MC" (base frequency) and Northern Waters very long wave.
2. Hand in torpedoes in Ramsund and take on four electric torpedoes. Report time of departure by short signal, after repetition switch to wave "A" and Northern Waters very long wave.
3. Proceed through Westfjord and with convoy through inner leads from Bodø to Trondheim."

V. Reports of successes: None.

VI. Survey of the situation:

No comments.

(Signed) Peters.

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7 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern waters:

U 713 AB 3523)
U 307 AB 3568) depth of sweep 50 miles.
U 277 AG 7590.
U 737 AG 7590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U 309, 419, 426, 470.

In port:

U 387, 354 Narvik,
U 302, 625, 711 Trondheim,
U 212, 269, 629, 636, 586 Bergen,
U 420 Brest.

(b) U-boats homeward and outward bound:

U 737 proceeding from Hammerfest to
AG 7590.
U 360 proceeding from Hammerfest to
AB 3568.
U 703 proceeding from the operational
area to Narvik via Hope Island.
1415 U 601 put in to Hammerfest from the
operational area.
1415 U 960 put in to Hammerfest from the
operational area.
0700 U 255 put out from Narvik, 1800 put
out from Ramsund for Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

No operations on account of weather conditions.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

One Ju 88 on meteorological reconnaissance
of Faeroes area - nothing to report.
One Ju 88 on meteorological reconnaissance
route Trondheim - Jan Mayen - Banak. No
enemy sighting.

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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:
 - 1. Norwegian polar coast: little radio traffic to submarines in the operational area.
 - 2. Belushya/Kara Sea area: submarine "K1" (presumably in northern Barents Sea or Kara Sea) received radio messages from Polyarno and Archangel. Guardship No. 73.
 - 3. Amderma area: guardship No. 28.
- (e) By G.I.S. stations: None.

IV. Current U-boat operations:

- (a) Convoy operations: None.
- (b) Operational measures to intercept enemy traffic:
 - 2 boats in the Bear Island passage,
 - 2 boats off Ice Fjord.

1135 Radio message 1135/764 dispatched:

"When relieved, U 277 to make for Andfjord - Narvik, U 307 Hammerfest."

(c) Special operations by single boats:

U 355 (La Baume) on meteorological operation "Kreuzritter".

In radio message 1909/769 U 703 (Brünner) reported that he had picked up the rest of the shipwrecked crew of the Russian steamer "Dekabrist" from Hope Island, whose captain he had already picked up on an earlier occasion. He was now on return passage to Andfjord.

V. Reports of successes: None.

VI. Survey of the situation:

No comments.

(Signed) Peters.

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8 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523)
U 360 AB 3568) depth of sweep 30 miles.
U 737 AG 7590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U. 309, 419, 426, 470.

In port:

U 387, 354 Narvik,
U 302, 625, 711 Trondheim,
U 212, 269, 629, 636, 586 Bergen,
U 420 Brest.

(b) U-boats homeward and outward bound:

U 277 proceeding from AG 7590 to Narvik.
U 307 proceeding from AB 3568 to Hammerfest.
U 703 proceeding from Hope Island to Narvik.
0400 U 601 put out from Hammerfest, put in to
Tromsø at 1525.
0400 U 960 put out from Hammerfest, put in to
Tromsø at 1525.
U 255 proceeding from Narvik to Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

One Ju 88 on meteorological reconnaissance,
route Banak - Bear Island - Ice Fjord -
75° N, 10° E. - Banak, nothing to report.
Lap only partially covered, Ice Fjord
exhaustively covered.
Two FW 200 on shipping and airfield reconnaissance
over Fisher Peninsula - Kela inlet. Nothing
to report.

Flieger Fuehrer Lafoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

One Ju 88 on meteorological reconnaissance
of Faeroes area. Nothing to report.
One Ju 88 meteorological reconnaissance Banak -
Jan Mayen - Vaernes, without event.
2 Ar 196 flew on extended coastal reconnaissance
from Bergen in search of shipping targets which
had been located. No enemy sightings.

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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:

1. Presumably there are still destroyers in the Amderma/Dikson area, since both stations have been ordered to broadcast radio messages to destroyers on 720 meters and one other wave simultaneously.
2. At 0935 on 7 October two vessels off Cape Greben, bearing 80° , course 100° .
3. Norwegian polar coast: very little radio traffic to submarines in the operational area.
4. Dikson area: guardship No. 28.
5. Belushya/Kara Sea area: guardboat No. 601.
6. British radio station "GQO" working with Cleethorpes located by direction finder from Kirkenes at 0927 in 332° , and at 1848 in 336° .

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.

(c) Special operations of single boats:

U 355 (La Baume) on meteorological operation "Kreuzritter".

V. Reports of successes: None.

VI. U-boat reports:

From a special report from U 387 (Büchler) it appears that the meteorological operation "Schatzgräber" was inefficiently prepared, not executed with sufficient care, and that the officer in charge of the weather detachment Dr. Drewe did not possess the requisite qualities of leadership or organizational ability. The proper erection of the station within the allotted time was mainly due to the intervention of the U-boat commander and his crew to whom belongs most of the credit for the operation.

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VII. Survey of the situation:

No comments.

(Signed) Peters.

9 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep 30 miles.
U 360 AB 3568)
U 737 AG 7590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U 309, 419, 426, 470.

In port:

U 601, 960 Tromsø,
U 387, 354 Narvik,
U 302, 625, 711 Trondheim,
U 212, 369, 629, 636, 586 Bergen,
U 420 Brest.

(b) U-boats homeward and outward bound:

1330 U 703 put in to Harstad from the operational area.
0815 U 307 put in to Hammerfest from the operational area.
1200 U 601 put out from Tromsø, put in to Harstad at 1940.
2100 U 255 put in to Trondheim from Narvik.
U 277 proceeding from the operational area to Narvik.

II. Air reconnaissance:

Flieger Fuehrer North (East):

One Ju 88 on meteorological reconnaissance route Banak - Ice Fjord - 76° N, 9° E - Banak. Not exhaustive, nothing to report. Four FW 190 on armed shipping reconnaissance, Fisher Peninsula - Kola inlet. No shipping targets sighted.

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Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

One Ju 88 on meteorological reconnaissance of Faeroes area, nothing to report.

One He 111 meteorological reconnaissance, Trondheim - Jan Mayen - Banak.

One He 111 meteorological reconnaissance - Trondheim AF 4299 - Trondheim, nothing to report.

Two Arado 196 on reconnaissance in search of reported enemy M.T.B.s in the coastal area off Bergen. No enemy sighting.

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:

1. At 0615 on 8 October guardship No. 73 and a minesweeper of the "Tam" class passed southwest of Yugorski Straits on a north-easterly course; at 0645 guardboat No. 506 to the northeast on a westerly course.
2. At 1727 the motor vessel "Polyarnik" put out of Belushya Bay.
3. Norwegian polar coast: very little radio traffic to submarines in the operational area.
4. Belushya/Kara Sea area: guardships Nos. 10, 30, minesweepers Nos. 60, 104 and 107.
5. Dikson area: guardships Nos. 19, 28, 80, minesweepers Nos. 31, 32, 37, 39, 40, 54, 55, 61 and 63.
6. "GQO" on bearing 332/335° from Kirkenes; during the day a number of radio messages were sent to Cleethorpes.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.

No reports.

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(c) Special operations by single boats:

U 355 (La Baum.) on meteorological operation "Kreuzritter".

(d) Miscellaneous

Admiral Commanding U-boats' allocation of boats no longer operating in Northern Waters to the western flotillas, has been received.

According to this the 11th U-boat Flotilla does not retain a single boat.

V. Reports of successes: None.

VI. Survey of the situation:

1. With the allocation of the boats of the 11th U-boat Flotilla to western flotillas, the operational command of Captain U-boats, Norway will henceforth be limited to the 12 boats of the 13th U-boat Flotilla. The 11th U-boat Flotilla will retain its duties in connection with the base, above all with regard to the sailing of boats for the Atlantic.
2. The heavy minesweeping activities in the Dikson area must be connected with the minefields we have laid there.

(Signed) Peters.

10 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep 30 miles.
U 360 AB 3568)
U 737 AG 7590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U 309, 410, 420, 425, 470.

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In port:

U 307 Hammerfest,
U 277, 601, 703, 960 Harstad,
U 387, 354 Narvik,
U 255, 302, 625, 711 Trondheim,
U 212, 269, 629, 636, 586 Bergen.

(b) U-boats homeward and outward bound:

0900 U 601 put out from Harstad, put in to Narvik
at 1430.
0900 U 703 put out from Harstad, put in to Narvik
at 1430.
0900 U 960 put out from Harstad, put in to Narvik
at 1430.
1015 U 277 put in to Harstad, put in to Narvik
at 1800.

II. Air reconnaissance:

Flieger Fuehrer North (East):

One Ju 88 on meteorological reconnaissance Spitsbergen,
route Banak - Bear Island - AB 3625 - 75° N, 5° E -
Banak. Nothing to report, not exhaustive.

Flieger Fuehrer Lofoten:

No operational reports.

Flieger Fuehrer North (West):

One Ju 88 on meteorological reconnaissance west
of the Faeroes, nothing to report.
One He 111 flew on meteorological reconnaissance,
route Banak - 8° E - Vaernes, no enemy sighting.
One Ju 88 on meteorological reconnaissance, route
Trondheim - Jan Mayen - Trondheim.

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:

1. A minesweeper of the "Tam" class, which at 0615 on 8 October was sighted with guardship No. 73 southwest of Yugorski Straits on a northeasterly course, returned during the course of the day to Khabarova (AT 8827). On morning of 9 October one minesweeper and one motor minesweeper standing off and on off Yugorski Straits.
2. Norwegian polar coast: little radio traffic to submarines in the operational area.

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3. Belushya/Kara Sea area: minesweepers Nos. 105 and 107 (according to direction finder the latter in the direction of Nikolskoi - Timanski coast at 1648). Guardboat No. 603.

4. Dikson area: guardship No. 23, 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:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.
No reports.

(c) Special operations by single boats:

U 355 (La Baume) on meteorological operation "Kreuzritter".

(d) Miscellaneous:

1. Short report from U 601 (Grau)
(see Appendix II/3).

2. Short report from U 703 (Brünner)
(see Appendix II/4).

3. Short report from U 960 (Heinrich)
(see Appendix II/5).

4. Short report from U 277 (Lübsen)
(see Appendix II/6).

V. Reports of successes: None.

VI. Plans:

Teleprinter message received from Group North/Fleet which states that, in view of the small number of U-boats available and the lack of boats at present at operational readiness, the planned U-boat operation against the radio station at Svcaarua is to be abandoned as only a minor success could be expected.

VII. Survey of the situation:

No comments.

(Signed) Peters.

CONFIDENTIAL

11 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 AB 3523) depth of sweep 30 miles.
U 360 AB 3568)
U 737 AG 7590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U 309, 419, 420, 426, 470.

In port:

U 307 Hammerfest,
U 277, 354, 387, 601, 703, 960 Narvik,
U 255, 302, 625, 711 Trondheim,
U 212, 269, 629, 636, 586 Bergen.

(b) U-boats homeward and outward bound:

1000 U 255 put out from Trondheim for Bergen.

II. Air reconnaissance:

Flieger Fuehrer North (East):

One Ju 88 on meteorological and ice reconnaissance for operation "Kreuzritter", route Banak - Bear Island - South Cape - 81° N, 9° E - Banak. Exhaustive as far as South Cape and in the area 8° to 10°, north of Spitsbergen. Rest of lap not covered on account of bad weather. "Kreuzritter" not sighted. No ice at 81° N between 8° and 10° E. Armed shipping reconnaissance of Fisher Peninsula, nothing to report.

Flieger Fuehrer Lofoten:

No operations reported.

Flieger Fuehrer North (West):

One Ju 88 on meteorological reconnaissance, route Trondheim - AA 9652 - Banak, - no enemy sighting. One Ju 88 on meteorological reconnaissance of the Faeroes area and to the westward.

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:

1. Norwegian polar coast: little radio traffic to submarines in the operational area.
2. Dikson area: guardship No. 13, minesweepers Nos. 32, 55 and 61. Morning of 11 October, 2 aircraft.
3. Belushya/Kara Sea area: minesweeper No. 107, minelayer No. 94, guardships Nos. 30, 72, 75, 1 probable ice-breaker (0459).
4. At 2008 on 10 October "G00" located by direction finder on bearing 334°.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.
No reports.

(c) Special operations by single boats:

U 355 (La Baume) on meteorological operation "Kreuzritter".

(d) Miscellaneous:

Transfer orders for U 601 (Grau) and U 703 (Brünner):

1. Put out from Narvik on 12 October. U 703 to report on the port wave time of sailing from Ramsund after loading torpedoes.
2. Passage through Westfjord, via AF 3745 and 5622 to HA 1 - Trondheim.
3. Radio service "Anton" and Northern Waters very long wave."

V. Reports of successes: None.

VI. Survey of the situation:

1. The reappearance of Russian ice-breakers in the operational area is due to the time of year; they may be returning from the east, perhaps together with merchant ships.

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2. The British radio station located by direction finder by Kirkenes to the northwest is most probably a transmitter which has been put into operation again by the garrison at Sarensberg, Spitsbergen.

Teleprinter message has been dispatched to Admiral Commanding U-boats with reference to the transfer of all the boats of the 11th U-boat Flotilla and their allocation to western flotillas. See Appendix III.

(Signed) Peters.

12 October, 1945

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 713 (AB 3523) depth of sweep 30 miles.
U 360 (AB 3568)
U 737 (AG 7590).
U 956 (AG 78).
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U 212, 309, 419, 420, 426, 470.

In port:

U 307 Hammerfest.
U 277, 354, 387, 601, 703, 960 Narvik,
U 302, 625, 711 Trondheim,
U 269, 629, 636, 586 Bergen.

(b) U-boats homeward and outward bound:

1730 U 601 put out from Narvik for Trondheim.
1730 U 703 put out from Narvik for Trondheim.
U 255 arrived Bergen from Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

One Ju 38 on meteorological reconnaissance. On account of loss of oil flew along route Banak - Bear Island - Ice Fjord - 77°N, 12° E - Banak. Not exhaustive.

12 FW 190 on shipping reconnaissance Fisher Peninsula - Kola inlet.

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Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

One He 115 on meteorological reconnaissance, Banak - Jan Mayen - Trondheim, no enemy sighting.

One Ar 196 on reconnaissance against enemy blockade runners off Swedish coast, no enemy sighting.

Flight for "Bassgeiger" has been postponed until 14 October on account of weather conditions.

III. Reports on the enemy:

(a) By U-boats. None.

(b) By air reconnaissance:

The merchant ship of 4500 G.R.T. attacked in Toros harbor on 6 October is now lying below the surface.

One patrol vessel on southerly course in Kola inlet.

One merchant ship of 800 G.R.T. in Motka Bay.

Four submarines tied up alongside the landing-stage, Olenya Bay.

Two aircraft attacked a submarine in Olenya Bay.

The submarine sank at once. Three hours later there was a large patch of oil and a number of small vessels where the boat sank.

(c) By naval forces: None.

(d) By radio intercept service:

1. Chief of Communications Service Belushya reported that the construction of the central power plant and receiving station of the new radio station in Belushya had been completed.

2. The motor vessel "Polyarnik", sailed from Belushya at 1927 on 8 October for Karmakuli (AT 4839), where she will load tractor spare parts, chains etc. and take them to Rogacheva (AT 7235).

3. Between 0925 and 1145 on 11 October Cape Greben reported one minesweeper and one freighter southeast to southwest on easterly course.
At 0600 Yugorski Straits (AT 8823) reported a minesweeper of the "Tam" class standing off and on.

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4. Norwegian polar coast: the flotilla leader "Baku" (with Chief of Destroyer Flotilla).
5. Belushya/Kara Sea area: the destroyer "H", minesweepers Nos. 55 and 61.
6. Amderma area: guardships Nos. 72 and 73, minesweeper No. 63.
7. Dikson area: one flying boat (RA 25) in the morning.
8. "GQO" located by direction finder on bearing 335° by Kirkenes at 2025 on 11 October.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.

1333 Dispatch of radio message 1333/720:

- "1. From 13 October group "Eisenbart" to carry out mobile patrol of the Bear Island passage.
2. Commence transfer of operational areas at 0000 on 13 October, as follows:
U 360 from AB 3568 to 3973, U 713 from AB 3523 to 3917. Varying courses, uniform speed of advance. Arrival scheduled for 0000 on 14 October. Depth of sweep 30 miles.
3. At 0000 on 15 October return to previous attack areas, arrival 16 October, and so on every four days."

(c) Special operations by single boats:

U 355 (La Baume) on meteorological operation "Kreuzritter".

V. Reports of successes: None.

VI. U-boat reports.

Short report from U 307 (Herrle), second operation, from 4 September to 9 October, 1943 (see Appendix II/7).

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VII. Survey of the situation:

It is more probable that the British will proceed to supply Barentsberg to make good the destruction by our battle group of the installations and stores there, rather than run Murmansk traffic through the Bear Island passage in the near future. The two boats off Ice Fjord are therefore to remain there for another two or three weeks. If single ships should again be sent through the Bear Island passage under cover of darkness, it would be easy for them to slip past the two boats still stationed there, especially if a successful reconnaissance has first been made by enemy submarines. The continuous shifting of operational areas, as ordered, is intended to make this more difficult.

(Signed) Peters.

13 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 360 proceeding from AB 3568 to AB 3973.
U 713 proceeding from AB 3523 to AB 3917.
U 737 AG 7590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U 212, 309, 419, 420, 426, 470.

In port:

U 307 Hammerfest,
U 277, 354, 387, 960 Narvik,
U 302, 625, 711 Trondheim,
U 269, 629, 636, 586 Bergen.

(b) U-boats homeward and outward bound:

U 601 proceeding from Narvik to Trondheim.
U 703 proceeding from Narvik to Trondheim.
2230 U 255 put in to Bergen from Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance, route

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Banak - Storffjord - Hinlopen Straits - Reindeer Peninsula - 81°30' N, 14° E - South Cape - Banak, nothing to report. Not exhaustive. No ice detected as far as 81° N. In connection with reconnaissance for "Kreuzritter", at 1140 unloading point was sighted in 79° 41' N, 13° 05' E; 6 - 8 men on the beach with a large quantity of gear consisting mainly of wooden crates, no huts were seen in the vicinity. About 500 meters to the southward a small German freighter with sailing boat alongside. German U-boat sighted 10 kilometers north of Biskayerbuk, at high speed on southerly course. 8 FW 190 on armed shipping reconnaissance of Fisher Peninsula - Kola inlet.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance Vaernes - Jan Mayen - Banak, no enemy sighting.
1 Ju 88 on meteorological reconnaissance in the Faeroes area, no enemy sighting.

III. Reports on the enemy:

(a) By U-boats:

1540 Receipt of radio message 1458/731 from U 713 (Gosejakob):

"Request short signal from "Becker" as to whether he "hammered" while submerged yesterday, otherwise enemy submarine in AB 3611."

(b) By air reconnaissance:

2 He 115 and 2 SC 250 carried out attack without depth charges on the presumed position of the enemy submarine, roughly 10 kilometers east of Makaur. One merchant ship (700 tons) probably sunk in Motka Bay.

(c) By naval forces: None.

(d) By radio intercept service:

1. At 1300 on 4 October minesweeper No. 59 and motor minesweeper No. 441 proceeding from Khabarova to Varneka Bay with damaged guardboat No. 510 in tow.
2. Norwegian polar coast: very little radio traffic to submarines in the operational area.
3. Belushya/Kara Sea area: destroyers "A" and "B", minesweepers Nos. 33, 35, 38, guardboat No. 505.

4. A Russian destroyer (Northern Waters) was informed at 2145 on 12 October that the freighter "Mariya Riskova" was damaged and lay stopped in 70° 25' N, 49° 00' E (AT 7453).

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.

1730 In reply to message from U 713 (Gosejakob),
U 360 (Becker) sent radio message 1620/732:

"Submerged yesterday between 1430 and 1545,
position 3568 - no. Today between 1100
and 1230, position 3911 - yes. Weather,
good visibility, 11 cbm."

He was therefore submerged during these
times, but only "hammered" today.

1818 Dispatch of radio message 1818/733:

1. "Gosejakob" to report by time short
signal exact period during which
"hammering" was heard.
2. "Becker" to report by short signal
whether he "hammered" at this time
while surfaced, which can be heard over
a considerably greater distance than
a Diesel."

"Gosejakob" then reported in short signal
1910/734 that "hammering" was heard
between 1530 and 2230, while "Becker"
reported in short signal 1926/735 that he
had not "hammered", even on the surface,
during this period.

(c) Special operations by single boats:

U 355 (La Baume) on meteorological operation
"Kreuzritter" was sighted by meteorological
aircraft. Apparently the operation is going
according to plan.

V. Reports of successes: None.

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VI. Plans:

Receipt of teleprinter message from Naval High Command, Naval War Staff Meteorological Division, Chief of Naval Meteorological Service 6:

"Subject: Installation of automatic meteorological transmitters.

Reference: Naval War Staff H 1960/43 W, Most Secret of 18 September, 1943.

1. Meteorological buoys for Jan Mayen and the Barents Sea, referred to in the above reference, will leave Stettin for Narvik in the steamer "Feodosia" at about 12 October. Inspector Duecker will be in charge of them. Estimated time of arrival 25 October.
2. "Regierungsrat" Neumann will arrive in Narvik for the operation on 25 October. A 750 ton U-boat with three upper deck containers will be required for the two meteorological buoys.
3. The shore transmitter No. 29 will be taken along with the steamer "Feodosia" to Narvik as substitute for the shore transmitter on Bear Island. Time of operation depends on the ice situation, probably end of November or beginning of December."

VII. Survey of the situation:

1. The ice situation north of Spitsbergen seems to continue favorable for "Kreuzritter".
2. The damage to the guardboat in the Yugorski Straits may be due to one of our mines.

(Signed) Peters.

14 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 360 AB 3973) depth of sweep 30 miles.
U 713 AB 3917)
U 737 AG 7590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

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Atlantic:

U 212, 309, 419, 420, 426, 470.

In port:

U 307 Hammerfest,
U 277, 354, 387, 960 Narvik,
U 302, 625, 711 Trondheim,
U 255, 269, 629, 636, 586 Bergen.

(b) U-boats homeward and outward bound:

1625	U 601 put in to Trondheim from Narvik.
1625	U 703 put in to Trondheim from Narvik.
0400	U 387 put out from Narvik for Harstad.
1810	U 387 put in to Narvik.
1830	U 960 put out from Narvik for Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 on meteorological reconnaissance, route Ice Fjord - Banak - Bear Island - South Cape - Ice Fjord - 75° N, 5° E - Banak, nothing to report. Flying route and Ice Fjord not covered exhaustively.
4 FW 190 on armed shipping and airfield reconnaissance of Fisher Peninsula and Kola inlet.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 Ju 88 meteorological reconnaissance Vaernes - AA 9610 - 9860 - AE 3140 - Vaernes, no enemy sighting.
1 FW 200 on special operation for "Bassgeiger". Aircraft crashed while taking off, one member of the crew (Dr. Brunner) was killed. Rest of the crew slightly wounded.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

Smoke screen in Lotka Bay, probably one merchant ship of 1000 - 1500 G.R.T. alongside the jetty. Attack carried out on 20 - 25 fishing boats in the Chan Ruchi fishery station. 15 B.M.E. destroyed.

(c) By naval forces: None.

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(d) By radio intercept service:

1. At 2145 on 12 October the destroyer "A" was informed that the freighter "Mariya Raskova" was damaged and lay stopped in AT 7453.
2. At 0800 on 13 October the motor vessel "Polyarnik" sailed from Karmakuli (AT 4839) for Belushya - due to arrive on night of 14 October. Lights are to burn from midnight.
3. Norwegian polar coast: little radio traffic to submarines in the operational area.
4. Belushya/Kara Sea area: destroyers "Uritski" "A", "B", "H", minesweepers Nos. 33, 35 and 38.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.

(c) Special operations by single boats:

In radio message 1115/753 U 355 (La Baume) was informed that no ice was sighted by the German Air Force on 13 October from Reindeer Peninsula to 81° N, 40° E, and that the ice limit was presumed to be 82° N.

(d) Miscellaneous:

Sailing order for U 960 (Heinrich):

- "1. Put out from Narvik on the evening of 14 October. Report departure from Bogen by time short signal on frequency "MC".
2. Proceed through Westfjord at a distance of 50 miles from the coast to HA 1 - Trondheim.
3. Radio wave "Anton" and Northern Waters very long wave."

V. Reports of successes: None.

VI. Plans:

Dispatch of teleprinter message to Naval High Command, Naval War Staff, Meteorological Division, Chief of Naval Meteorological Service 6:

"In reply to your Most Secret 2118 of 13 October:

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1. Only 500 ton U-boats are available in Northern Waters for operation with meteorological buoys. It is intended to use either U 387 or U 277, both in Narvik.
2. It is requested that "Regierungsrat" Neumann should make preparations in accordance with Naval War Staff's message Most Secret H 1332/43, Chief of Naval Meteorological Service 6, for the construction of an auxiliary chute by the repair ship "Kamerun" (Narvik, Skjomenfjord)."

VII. Survey of the situation:

Dispatch of teleprinter message to Group North/Fleet:

"U-boat situation Northern Waters, October 1943:

1. The following boats in the operational area are due for relief:
U 713 by 636, U 956 by 387, U 737 by 307,
U 360 by 277.
2. U 355, at present engaged on operation "Kreuzritter", will be transferred to the Atlantic after overhaul.
3. Following intended for meteorological tasks:
U 354 Hope Island. Afterwards intended for relief of minelaying boat U 636 (approximately 1 November).
U 387 will take out meteorological buoys while on its way to relieve U 956.
4. Boats at operational readiness:
5 on 15 October, 6 on 1 November, 5 on 15 November, 7 on 1 December. Owing to the lengthy periods in dock required by the boats after the summer operations, it will take until the beginning of December before two-thirds of the number available will again be at operational readiness at one and the same time.
5. U 636 will not become free for minelaying operations until 1 November, unless a further boat is withdrawn from before Ice Fjord or the Bear Island passage before that date. The second remaining minelaying boat, U 601, will not be ready until the beginning of December. This suggests that the third part of the minelaying operations be abandoned because the operational area begins to freeze at the beginning of November.

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6. Admiral Northern Waters has been informed and is in agreement."

(Signed) Peters.

15 October, 1943

I. U-boat positions and alterations of position:

(a) Positions at 0800:

In the operational area:

Northern Waters:

U 360 proceeding from AB 3973 to AB 3568.
U 713 proceeding from AB 3917 to AB 3523.
U 737 AG 7590.
U 956 AG 78.
U 355 Spitsbergen ("Kreuzritter").

Atlantic:

U 212, 309, 419, 420, 426, 470.

In port:

U 307 Hammerfest,
U 277, 354, 387 Narvik,
U 302, 601, 625, 703, 711 Trondheim,
U 255, 269, 629, 586 Bergen.

(b) U-boats homeward and outward bound:

U 960 proceeding from Narvik to Trondheim.

II. Air reconnaissance:

Flieger Fuehrer North (East):

1 Ju 88 flew over shortened route Banak - Bear Island - South Cape - Ice Fjord - Banak, on meteorological reconnaissance. Not exhaustive.

Flieger Fuehrer Lofoten:

No sea reconnaissance.

Flieger Fuehrer North (West):

1 Ju 88 on meteorological reconnaissance, route Vaernes - Jan Mayen AE 2614 - Vaernes, no enemy sighting.
Almost exhaustive.

III. Reports on the enemy:

(a) By U-boats: None.

(b) By air reconnaissance:

1 Ju 88 on meteorological reconnaissance in the Faeroes area as far as 3° W reported three cruisers, one aircraft carrier, and three destroyers at 1020 in AE 9610, course 240°.

1 Ju 88 sent to search for the enemy formation off the Faeroes (reconnaissance area between 61° and 65° N and 4° and 9° W) reported location of 3 - 5 ships by radar in AE 9396.

(c) By naval forces: None.

(d) By radio intercept service:

1. The destroyer "Gromyashchi" is expected at Belushya.

The motor vessel "Polyarnik" put in to Belushya at 0525 on 14 October.

2. Norwegian polar coast: very little radio traffic to submarines in the operational area. "S 15" mentioned by name.

3. Belushya/Kara Sea area: minesweepers Nos. 107, 33, 35 and 38, destroyers "A" and "B".

4. Dikson area: minesweepers Nos. 31, 32, 40, 54, 59, 61, 62 and 63.

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

IV. Current U-boat operations:

(a) Convoy operations: None.

(b) Operational measures to intercept enemy traffic:

2 boats in the Bear Island passage,
2 boats off Ice Fjord.

Radio message 1135/702 dispatched to U 713
(Gesejakob):

"As far as can be seen no relief possible until 28 October. Report date of maximum endurance by short signal, in case it is before that time."

(c) Special operations by single boats:

U 355 (La Baume) on meteorological operation "Kreuzritter".

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V. Reports of successes: None.

VI. Survey of the situation:

No comments.

(Signed) Peters.

CONFIDENTIAL

APPENDIX II

Short reports

1. Short report from U 711 (Lange), third operation.
2. Short report from U 387 (Büchler), second operation.
3. Short report from U 601 (Grau), seventh operation.
4. Short report from U 703 (Brünner), ninth operation.
5. Short report from U 960 (Heinrich), second operation.
6. Short report from U 277 (Lübsen), second operation.
7. Short report from U 307 (Herrle), second operation.

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APPENDIX II/1

COPY

Teleprinter message:

1. Emergency. Naval War Staff, 1st Division.
2. Emergency. Naval War Staff, 2nd Division, C-in-C U-boats, Operations.
3. Emergency. Group North/Fleet.
4. Emergency. Admiral Commanding U-boats.
5. Emergency. For information 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 711 (Lange), third operation

22 July, 1943	Put out of Narvik, 30 September put in to Narvik.
28 July to 3 August	Ice reconnaissance north and east of Novaya Zemlya.
31 July	At 1950 aircraft in AT 2884.
1 August	Reconnaissance of eastern approaches to the Matochkin Straits.
From 5 August	Operational area AT 62/64.
12 August	At 1900 in AT 6467 a probable BV 138. Otherwise no air activity.
27 August	At 0610 patrol vessel in AT 6196, course 210°. Fired fan of 3 torpedoes at 0714, range 600, missed. Ran ahead of the target. Fired single torpedo at 1301 in AT 6456, range 300. Surface runner. Four depth charges.
6 September	Took over provisions from "Brünner" in AT 6149. Then proceeded to AS 42/43.
7 September	Continued passage to XA 73 and 81.
11 September	Reconnaissance of Nordenshelda Archipelago Patrol in the Matisona Straits.
14 September	XA 4834 reported ice limit as far as 100°.
15 September	Eastern tip of Nansen Island: battery, settlement and radio station.

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16, 17 and
18 September Alarm on sighting one twin-engined
land plane. Course 340°.

18 September Radio station "Pravdi" destroyed by
gunfire. Then commenced return passage.

19 September At 0858 periscope in XA 7172.
At 0924 alarm on sighting "MBR 2".

21 September Refuelled from "Gruu" in AT 3277.

22 September AT 62.

24 September Radio station Blagopoluchiya destroyed
by gunfire. Then return passage to
Andfjord via AF 88.

As from
10 September echo-sounding gear out of order. Russian
data on depths unreliable - ran aground
four times.

Captain U-boats, Norway, Most Secret 3265 A Ops.

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APPENDIX II/2

COPY

Teleprinter message:

1. Emergency. Naval War Staff, 1st Division.
2. Emergency. Naval War Staff, 2nd Division, C-in-C U-boats, Operations.
3. Emergency. Group North/Fleet.
4. Emergency. Admiral Commanding U-boats.
5. Emergency. For information: 7th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 387 (Büchler), second operation, "Schatzgräber"

- 18 September Put out from Narvik, 4 October put in to Narvik.
Proceeded with the meteorological ship "Kehdingen" via Tromsø, Hammerfest, and AG 9277 to AF 4487. Disembarked weather detachment and equipment for alternative station to be used in case of emergency. Coastal reconnaissance of Alexandra Land and north coast of Prince George Land (? Crown Prince Rudolf Land): coastline differed considerably from that on the chart.
- 29 September Task executed. Return passage with the "Kehdingen" via Hammerfest. No enemy sighting.
- Drifting mines:-
- 19 September AC 7249,
20 September AC 4592,
type not identified, not sunk.

Captain U-boats, Norway, Most Secret 3284 A Ops.

CONFIDENTIAL

APPENDIX II/3

COPY

Teleprinter message:

1. Emergency. Naval War Staff, 1st Division.
2. Emergency. Naval War Staff, 2nd Division, C-in-C U-boats, Operations.
3. Emergency. Group North/Fleet.
4. Emergency. Admiral Commanding U-boats.
5. Emergency. For information 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 601 (Grau), seventh operation.

- 16 September Put out from Hammerfest; 7 October put in to Hammerfest; 10 October put in to Narvik. Proceeded with U 960 via AF 89.
- 21 September Refuelled from U 711 in AT 3278.
- 23 September Minelaying operation "Scemöve I" carried out while surfaced. It is possible that five mines have been shifted by the current 1500 m. westwards into the area of "Scemöve II".
- 24 September Returned with U 960.
- 27 September Refuelled U 703 in AT 3278. Joined group "Wiking" and advanced via four position lines to attack area off the Wilkitzki Straits.
- 29 September Three patrol vessels in XA 7422, course 75°. One steam trawler in XA 7136, course 220°.
- 30 September U 960 (Heinrich) reported westbound convoy in XA 7313. At 2100 hydrophone bearing in XA 7189.
- 1 October 0005 plumes of smoke. Advanced, convoy on Siberian Sea route consisting of 3 steamers, one ice-breaker and three escorts. 1700 night attack. Fired F.A.T. circle runner from stern at ice-breaker turning towards us. Sank 5,100 G.R.T. steamer astern of it. Pursued with gunfire by ice-breaker for 17 minutes until the range was 1000. Contact lost.

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- 2 October Destroyed convoy. Icebreaker and two
escort vessels escaped. Return passage
with "Heinrich".
- 3 October Oiled U 703 in AT 3278.
Drifting mines in AC 4924, 6127, both
British, old, covered with moss.

Captain U-boats, Norway, Most Secret 3418 A Ops.

APPENDIX II/4

COPY

Teleprinter message:

1. Emergency. Naval War Staff, 1st Division.
2. Emergency. Naval War Staff, 2nd Division, C-in-C U-boats, Operations.
3. Emergency. Group North/Fleet.
4. Emergency. Admiral Commanding U-boats.
5. Emergency. For information 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 703 (Brünner), ninth operation.

17 August	Put out from Hammerfest, 10 October put in to Narvik. Proceeded to Novaya Zemlya AT 3149, landing place 3.
22 August	Set up shore meteorological transmitter "Gerhard". German Air Force personnel taken over from U 601 (Grau).
23 August	Proceeded to landing place 1, AT 3278.
24 August to 27 August	Ice reconnaissance northeast of Novaya Zemlya.
28 August	Reconnaissance of Einsamkeit Island.
30 August to 5 September	Attack area AT 42, 43.
4 September	Heavy air patrol.
2 September	Made reconnaissance of Dikson harbor.
6 September	Handed over provisions to U 711 in AT 6149.
6 September to 7 September	Attack area AT 62, 64 and 65.
10 September	Took on provisions from U 629 at landing place 1.
11 September to 12 September	Attack area AT 62.

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12 September Proceeded to landing place 1 on account of forced landing of BV.

14 September to 18 September Reconnaissance of ice limit north of Novaya Zemlya.

20 September and 21 September Refuelled from U 601 and U 960 at landing place 1.

22 September Operated against eastbound convoy in AS 41.

24 September to 26 September Ice reconnaissance north of Novaya Zemlya

27 September Refuelled from U 601 (Grau) and U 960 (Heinrich) at landing place 1, together forming Group "Wiking".

27 September to 29 September Proceeded via four position lines on West Siberian Sea route to attack area XA 5857.

30 September At 1227 operated against small westbound convoy reported by "Heinrich" in XA 4897.

1 October Found convoy in AS 2432 at 0710; advanced. Sank one steamer (4,200 G.R.T. type "Serge Kirov") at 1310 in AS 2446. Two other hits possible. Convoy lost.

2 October Return passage via landing place 1.

4 October Reconnaissance of Jelaniya roads.

7 October Picked up three shipwrecked Russians from Hope Island.

9 October Put in to Harstad.

Captain U-boats, Norway, Most Secret 3373 A Ops.

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APPENDIX II/5

COPY

Teleprinter message:

1. Emergency. Naval War Staff, 1st Division.
2. Emergency. Naval War Staff, 2nd Division, C-in-C U-boats, Operations.
3. Emergency. Group North/Fleet.
4. Emergency. Admiral Commanding U-boats.
5. Emergency. For information 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 960 (Heinrich), second operation ("Seeschlange").

- 16 September Put out from Hammerfest, 7 October put in to Hammerfest, 10 October put in to Narvik. Proceeded via AF 8953 to AT 3277.
- 20 September Submarine, probably Russian, in AF 8853, diving.
- 21 September Refuelled U 703 (Brünner) in AT 3277. Continued passage via AS 4151.
- 23 September From 1639 to 1847, carried out minelaying operation "Seeschlange 1" submerged. Patrol vessels in AS 4375. Proceeded via AS 4151 to AT 3277.
- 26 September Refuelled U 703 (Brünner). Passage with Group "Wiking" via four position lines as far as Russki Island.
- 30 September At 0012 convoy in XA 4988, course 240° - 4 steamers, 1 ice-breaker, 3 escort vessels. Sank four-masted freighter of 6,000 G.R.T. in XA 4898. Lost contact. Made contact again at 0045, 1 October in XA 7411. Sank freighter 2,900 G.R.T. of type "Andrew" and one steam trawler in AS 2712. Lost contact at 2100. Return passage via AT 3277, AF 8852, AF 79, AC 48.
- 2 October Flying boat type "MBR 2" in AS 2451 and 1693.

CONFIDENTIAL

Drifting mines:-

16 September AC 4926, presumably Mark 3, thickly overgrown.

18 September AC 5391 Mark 20, overgrown, rusty.

20 September AF 8865 Russian Mark 12, rusty, overgrown.

Captain U-boats, Norway, Most Secret 3384 A Ops.

APPENDIX II/6

COPY

Teleprinter message:

1. Emergency. Naval War Staff, 1st Division.
2. Emergency. Naval War Staff, 2nd Division, C-in-C U-boats, Operations.
3. Emergency. Group North/Fleet.
4. Emergency. Admiral Commanding U-boats.
5. Emergency. For information 13th U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 277 (Lübsen), second operation.

29 August	Put out from Hammerfest, 10 October put in to Narvik. Proceeded to attack area AB 3528, Group "Monsun".
30 August to 2 September	No sighting.
2 September	At 2124 British submarine in AB 3519. Lost contact under water.
3 September to 10 September	New attack area AB 2633.
11 September	Waiting position off Ice Fjord.
12 September	At 2258 surfacing submarine, British "Taku" class in AG 7588. No opportunity to attack.
12 September to 7 October	In positions off and in Ice Fjord.
15 September	First reconnaissance of Barentsberg - demolished, deserted. Coal Bay inhabited.
25 September	Second reconnaissance of Barentsberg - sentries, two 7cm. guns, two temporary radio masts.
7 October	Relieved by U 737. Return passage via AB 3490.

Hydrophone conditions in latitude of Spitsbergen excellent at this time of the year.

Captain U-boats, Norway, Most Secret 3419A Ops.

APPENDIX II/7

COPY

Teleprinter message:

1. Emergency. Naval War Staff, 1st Division.
2. Emergency. Naval War Staff, 2nd Division,
C-in-C U-boats, Operations.
3. Emergency. Group North/Fleet.
4. Emergency. Admiral Commanding U-boats.
5. Emergency. For information 1st U-boat Flotilla.
6. Admiral Northern Waters (copy).

Clear as multiple address message.

Yellow - Most Secret.

Short report from U 307 (Herrle), second operation.

- 4 September Put out from Narvik, 9 October put
in to Hammerfest.
Proceeded to operational area in the
West Siberian Sea route.
- 11 September Search for the crash-landed BV
aircraft. Found in AF 7538 and
handed over to U 255 (Harms).
Continued passage to the operational
area. Put about on receipt of order
by radio message. Occupied attack
area AB 3560.
- 8 October Relieved by U 360 (Becker). No enemy
sighting.

Captain U-boats, Norway, Most Secret 3372
A Ops.

CONFIDENTIAL

APPENDIX III

COPY

Teleprinter message:

Immediate. Admiral Commanding U-boats.
Immediate. For information 11th U-boat Flotilla.

Clear as multiple address message.

Most Secret.

Reference: Your Most Secret No. 6177 U 1
of 8 October.

The withdrawal of all boats of the 11th U-boat Flotilla and their allocation to western flotillas raises the following problems which will have to be settled once and for all:

1. Is it intended, and if so, when, to replace the boats of the 11th U-boat Flotilla so as to ensure its continued existence. For strategic and administrative reasons as well as in the interests of the personnel, we agree with the opinion of Admiral Commanding U-boats that every effort should be made to let the boats return to their bases in Norway after they have completed their tasks in the Atlantic. Whether this will be possible, either at present or at some future time, cannot be judged from our side, and will have to be decided by Naval War Staff, 2nd Division.
2. As matters stand the 11th U-boat Flotilla is merely a transit flotilla for a limited number of U-boats. In a short time the available accommodation and welfare services will no longer be utilized.
3. It must also be decided whether the various buildings now being erected at the base, and on which at the moment a considerable number of men are engaged, are to be finished at the same rate as now. We are of the opinion that this should be done.
4. Further it must be decided whether the capacity of the dockyard at Bergen which at present is seven boats, and which after 1 December will only be partially utilized, is to be maintained at its present standard.
5. Is dockyard construction at Bergen, and especially construction of U-boat pens to be continued on the same scale as previously intended. The view here is that it should.

CONFIDENTIAL

6. The question of whether, and if so when, the personnel of the 11th U-boat Flotilla are to be transferred, depends on answers to questions 1 - 5.
7. In conclusion, it is my conviction that the present smoothly working organization in the Norwegian theater should not be broken up because it would interfere with the operational state of men and material; rather the 11th U-boat Flotilla should be re-established with its own boats as soon as possible, retaining all accommodation and repair facilities in accordance with necessities as set out in paragraph 1.
8. In the interests of an efficient, well-planned organization it is requested that in future Captain U-boats, Norway, as the responsible authority for the organization of the Norwegian theater, should be consulted before measures of such a decisive nature are put into operation.

Captain U-boats, Norway, Most Secret 3355.

