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**FUEHRER
CONFERENCES**

**On Matters Dealing With
the
GERMAN NAVY**

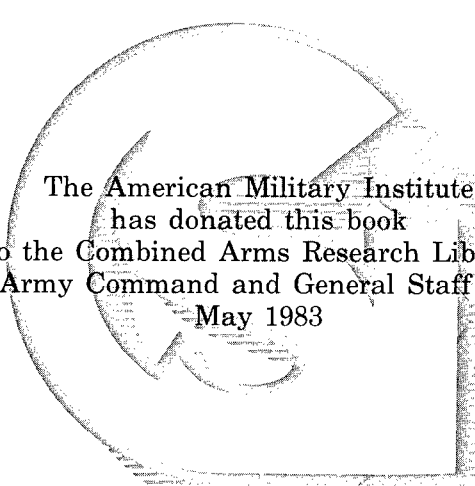
1940

VOL. 1

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OFFICE OF NAVAL INTELLIGENCE

NAVY DEPARTMENT

Foreword

1. Fuehrer Conferences on Matters Dealing with the German Navy, 1940 are being published in two volumes. The 1939, 1942, 1943, 1944, and 1945 conferences have already appeared. The last of the series, 1941, is under preparation. With its publication all important conferences between the Fuehrer and the Commander in Chief, Navy occurring during the war years 1939-1945 for which records have been found will be available in English. For the most part the documents translated in this volume are the result of notes taken for the Commander in Chief, Navy during his conferences with the Fuehrer. After these notes were subsequently typed, they were signed by the Commander in Chief, Navy, in this case Grand Admiral Raeder.

2. The over-all purpose of these translations is to provide materials which may be used as a basis for the study of naval problems arising from total war. The references given for each conference denote the microfilm reels and sections thereof on which the documents may be found in the microfilm library of Naval Records and Library.

3. The year 1940 showed important gains for the German Navy; the occupation of the French Atlantic coast gave them submarine bases close to the important trade routes, which obviated the necessity of taking the circuitous route north of the British Isles or the more dangerous route through the English Channel. It also brought vastly increased problems; the German Navy became responsible for the defense of the coast from northern Norway to the Spanish frontier.

While the Fuehrer and others contemplated further expansion to the westward, even as far as Iceland, the Azores, and the Canary Islands, the Commander in Chief, Navy indicated that his service could not master the supply difficulties in view of British control of the sea. Simultaneously, Hitler became more and more impatient to attack his arch enemy, Russia. The Commander in Chief, Navy considered that an attack by that country on Germany was unlikely in the near future. In consequence, he was definitely opposed to the attack on the Soviet Union and urged instead the concentration of all efforts on the defeat of Great Britain.

Thor B. Inglis

Washington, D. C.
1947

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Report of the Commander in Chief, Navy to the Fuehrer
in the afternoon of 26 January 1940.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer

1. Baltic Sea. Ice conditions are discussed. The note from the Foreign Office to the Swedish Government regarding laying of mines in Swedish territorial waters in the Sound by Sweden herself was answered in the negative.

This matter is being considered, since England might easily demand similar steps from Norway if it were known that Germany is exercising pressure on Sweden. War against merchant shipping in the eastern Baltic Sea is continuing.

2. Northern passage. Political difficulties will not arise, according to a report by the Naval Attache. Practical details are now being worked on.

3. North Sea. The situation is unchanged. There is a considerable flow of naval forces back from the Atlantic into home waters. A considerable number of ships is under repair at shipyards, among others the BARHAM, hit by submarine torpedo, and the NELSON, probably hit by a mine off the Scottish coast.

Therefore the situation is favorable for an offensive by our heavy forces against convoys proceeding from Bergen to the Shetlands, regarding which information is continually coming in. In connection with this, operations by submarines against the heavy British forces proceeding from the bases are to take place, probably at the end of the month.

In the German Bight three successes were achieved in anti-submarine operations. The first British mine field has been located in the British declared area off Terschelling.

Further plans are to send out the LUETZOW at the beginning of March. Five auxiliary cruisers are to be sent into the South Atlantic and Indian Ocean between the beginning of February and the middle of April. Mines, among other things, are to be laid off Halifax and in the Persian Gulf.

The purpose is not so much to sink merchant ships on a large scale as to disturb British merchant shipping continuously over a long period of time and to divert strong defense forces to the high seas, thereby relieving the home theater.

4. Submarine warfare and mine warfare. Two operations by destroyers in the Thames and Newcastle areas in the last new moon period have been successful. Submarines laid mines off the east and southeast coasts. On the west coast it is still going on. Here the defenses are very strong in view of the importance of the western ports.

ne fields have been laid in the Bristol Channel, off Liverpool (very difficult), and off the Clyde, as well as on the south coast of Falmouth. It is intended to lay mines off Plymouth and Portsmouth. Two to three boats are to be sent to Halifax in order to lay mines and carry out submarine warfare, using torpedoes. Questions regarding the American safety zone will be settled beforehand with the Foreign Office.

Submarine warfare in the North Sea and the Atlantic is at present being conducted again with greater intensity, after having produced fewer results in December owing to extensive repairs. On 5 January two successes were achieved against a convoy off the Spanish coast by U "44".

. Intensification of war against merchant shipping. (See Annex 1.) Gradual intensification continues to justify itself. Political difficulties have been entirely avoided in this manner. Since the Fuehrer has agreed in principle to defining areas off the British coast in which also neutrals - exclusive of friendly neutrals - may be sunk without warning, so long as in the area in question it is possible to put the blame on mines, the following measures are planned:

a. To extend the area off the northeast coast of Scotland eastward to 2° E.

b. To extend the area off the Bristol Channel westward to about 10° 30' W (up to the 200 meter line) and to include the Irish Sea.

c. To add a new area (approximately from Dover to Flamborough Head) to the northern approaches of the English Channel. It is not planned to block the Channel to the west until the question of operation "Gelb" is settled. Preferential treatment of friendly neutrals is still considered necessary.

The Fuehrer agrees to a, b, and c.

6. Effect of the naval war against merchant shipping. The effect as a whole of warfare against merchant shipping up to now has been quite satisfactory, as is shown by statements in Parliament and in the press. The Navy has shown that, in spite of its limited means, it can achieve considerable success in the economic strangulation of Britain. However, the Navy alone is not at present in a position to produce a decisive effect. (For months the Navy has been carrying on this war practically singlehanded.)

In order to gain a complete success it will be necessary to have strong support from the Air Force with attacks on convoys in the North Sea and with mine warfare on the west coast.

Above all it is necessary to concentrate on naval and air warfare against Britain. The Commander in Chief, Navy has recently gathered the impression through various orders of the Armed Forces High Command that the general conduct of the war is at present strongly influenced by "continental ideas", as witnessed by the following:

a. The order of 17 January 1940 regarding transfer of younger personnel (officers, noncommissioned officers, and men) of the coast defense services, etc., to the Army for the formation of new divisions

Over against this the greatest difficulty on the part of the Navy is that of obtaining personnel for the submarines, without detriment to the discipline on board ships, etc. It will be necessary to transfer personnel of naval artillery units with the guns to the Channel coast.

Therefore there is no possibility of releasing further personnel for the Army.

b. The order by the Armed Forces High Command of 18 January 1940 to the Commander in Chief, Army. (This was not submitted to the Navy, and it became known only through a lower office of the Army which was instructed to find out from the Naval Ordnance Division the number of naval guns becoming available.)

The order states that in case the war lasts a long time, the disarmament of large units of the Navy could be considered. In this case the Army plans to use all guns of 20 cm. caliber upwards as long-range artillery. Therefore railway mountings are to be ordered for mobile use of these naval guns, even if their delivery would take considerable time.

The Commander in Chief, Navy emphasizes the demoralizing effect of this order on the Navy, and points out the false conception that we could ever do with less than a minimum of four battleships in the war against Britain, for the following reasons (see Annex 2):

(1) When mines are laid by the enemy in the German Bight mine-sweeping units will have to search and sweep routes to an increasing extent; for this purpose escort by heavy ships (as in the World War) is absolutely indispensable.

(2) The presence of heavy German ships prevents the British from launching attacks with light forces against our ore traffic from Narvik.

(3) The operations of the heavy ships force the British to keep heavy units in home waters, for whose protection numerous destroyers are necessary. Attacks by our heavy ships force the heavy British forces to expose themselves to our submarines and aircraft. It is possible to threaten the eastern part of the North Atlantic sea routes and the patrol lines in the north only by means of heavy ships.

(4) In the Baltic Sea the heavy ships are indispensable for the protection of the whole area, since without them even Sweden, quite apart from Russia, would be a threat to German sea communications and the German coast.

c. The Army munitions program, which will adversely affect the submarine construction program in regard to:

- (1) factory facilities and machine tools;
- (2) the question of workers;
- (3) the question of iron and other metals.

The Fuehrer declares that he considers increased production of the Ruhr essential for any type of warfare and that it is important for the war against Britain to broaden the territory from which to launch an attack; these measures will have to be taken care of first.

France must be beaten and the British deprived of their base on the Continent. For the rest, the order under "b" was occasioned by the fact that the Army, in contrast to earlier occasions, is supposed to procure mountings, etc., in good time.

7. Italian requests (see Annex 3). The Italian Navy has for a long time desired the delivery of certain materials. The High Command, Navy wishes to comply with several of these requests if Italy agrees to deliver a few submarines.

Delivery of a warhead pistol, or plans for such, is out of the question.

If submarines are offered in exchange for electrical torpedoes, the Navy is willing to agree to the following without any objections:

- a. Cession of two electrical torpedoes.
- b. Drawings of a submarine fire control system (but no working blueprints and no equipment).
- c. Information regarding accelerated construction of present submarine types; possibly plans of the 500 ton class.
- d. Information regarding weight distribution and synchronous couplings of the BISMARCK class.
- e. Continuation of limited exchange of intelligence.

The Fuehrer agrees on this condition.

8. Political questions. The Fuehrer desires to delay as long as possible giving plans of the BISMARCK class as well as the hull of the LUETZOW to Russia, since he hopes to avoid this altogether if the war develops favorably.

The Fuehrer believes that Italy will enter the war only in the event of great German successes, and preferably only against France; he sees no great advantage for Germany in Italy's participation in view of the fact that Germany would probably then be burdened with the obligation to make more deliveries to Italy.

Sweden and Norway are at present determined to maintain strict neutrality.

9. Technical developments. Submarine pens: In 1940 sixteen will

be ready in Heligoland. In Wilhelmshaven the construction dock is being expanded to eighteen pens with dock facilities and workshops; this will take about a year.

The Auro1 submarine, experimental boat of 80 tons with a submerged speed of 27 knots, will be ready for trials in spring. Plans for a boat of 320 tons and a submerged speed of 25 knots are being started.

Search receivers for location of mines by submarines are practically finished.

There is hope of preventing location of submarines by means of an "Opanin" coating. (Opanin is a by-product in the manufacture of buna.) Practical trials will be made in a few weeks with U "11".

10. Award for Baurat Techel: A Goethe medal or a picture of the Fuehrer.

Creation of an award is discussed which would be between the Iron Cross First Class and the Knight's Cross of the Iron Cross, corresponding to the Knight's Cross of the Order of the House of Hohenzollern. It would be awarded to submarine commanders who have sunk 100,000 tons.

signed: Raeder

Points for Discussion at the Conference of the Commander
in Chief, Navy with the Fuehrer on 26 January 1940.

Intensification of Warfare against Merchant Shipping.

1. The orders now issued by the Armed Forces High Command provide the Navy with far-reaching opportunities for effective warfare against merchant shipping. Up to now, the Naval Staff has permitted surprise submarine attacks in an area within and off the Bristol Channel, and in the waters off the northeast coast of Scotland from the Firth of Forth to the Shetlands. The results of these concessions remain to be seen; any substantial increase in the number of successes here is not anticipated at the moment, as, for one thing, the defenses are very strong, and, in addition, it is still necessary to safeguard friendly neutrals. (Marginal note: As arranged at a previous conference.)

The Naval Staff is proposing the adoption of the following measures for further gradual intensification and extension of the war on merchant shipping:

a. Extend to the east the area along the northeast coast of Scotland in which offensive action is permitted.

b. Permit attack without previous warning in the northern approaches to the Channel.

c. Permit unrestricted offensive action in the northern approaches to the Irish Sea.

d. Extend the unrestricted area in the Bristol Channel as far as the 200 meter line. The fiction of mine hits is to be maintained, although this is complicated by the necessity of reverting to the use of percussion firing (for ships under 4,000 BRT) as a result of various torpedo failures. (Tr.N.: This last sentence was crossed out lightly.)

Submarine attacks without previous warning in the western approaches to the Channel as a means of blockading the English Channel from the west can be considered only when the Dutch-Belgian problem has been solved.

In the opinion of the Naval Staff, preferential treatment of the friendly neutral states, Italy, Russia, and Japan, and careful treatment of America will also have to be maintained with every additional intensification of warfare against merchant shipping, even after the beginning of a general intensification of warfare - not because the Navy wishes it, but for political reasons.

2. The mining of the English coastal waters by submarines is progressing (east coast, Loch Ewe, Clyde, Liverpool, Bristol Channel,

Falmouth, Portsmouth, Portland). Difficulties for the submarines are increasing, however, owing to very strong enemy anti-submarine patrols and maximum concentration of anti-submarine measures.

The enemy has concentrated his main defenses in the western ports, fully realizing their vital importance. Thus the likelihood of submarines being lost before carrying out their difficult mine-laying duties is increased.

In this connection the need to assign stronger air forces soon for the purpose of mine laying is becoming greater and greater, but it will presumably not be possible to do this to any great extent until April or May.

At the moment submarine operations are complicated generally by heavy ice at the mouths of the rivers, which is considerably restricting activities in spite of ice-breaking operations by all available ships.

3. It is out of the question to blockade the entire British and French coasts efficiently with the number of forces at present available. The Navy's strong and at the moment singlehanded operations against Britain have, however, inflicted very heavy damage. It is apparent from numerous reports from Britain that the economic situation is taxed to the utmost by the effect of the present naval war. This makes it seem all the more necessary for the Air Force to give energetic support to naval measures against merchant shipping in the war against Britain. If these measures are to be intensified, ships must be sunk without warning; no consideration must be shown for either enemy or neutral. This is a political question.

The Fuehrer has forbidden air attacks on the Downs for the time being, as the ships assembled there are almost all neutrals.

The importance of complete and relentless disruption of all merchant shipping traffic to Britain must, however, again be emphasized. (Marginal note: The only means.) It appears necessary to point out again and again the fact that Britain is our chief enemy, and her overthrow demands the employment of all methods of warfare. Alone, the Navy cannot carry out any action against Britain which would be decisive for the outcome of the war.

Relentless operations by the Navy and the Air Force are necessary, and every effort must be made to expand and strengthen them. This means demands on industrial capacity.

It is necessary to demand stronger support for naval warfare in the way of air attacks against convoys and ships sailing alone in controlled areas, as well as speedy and large-scale assignment of planes for the mining of coastal waters. On the other hand, since counter-attacks on our own ports would follow immediately, our own air attacks against enemy port installations should be carried out only when sufficiently strong units of the Air Force are available for attacks on Britain to insure inflicting considerable damage.

26 January 1940

The Necessity for the Continued Construction of Battleships.

For the following reasons, the continued construction of battleships is desirable even during the war:

1. The presence of battleships in conjunction with the danger from aircraft, submarines, and mines prevents the enemy from carrying out offensive warfare with his naval forces in the North Sea and from blocking the submarine routes through mine laying. Thus battleships are a prerequisite for submarine warfare.
2. Cruiser warfare with pocket battleships and auxiliary cruisers holds down large numbers of enemy naval forces of all types, thereby weakening enemy home forces to the advantage of submarine warfare. On the other hand, it is necessary to tie down part of the enemy's battleships in home waters in order to prevent him from committing his entire fighting units against our shipping in foreign waters, which would otherwise face quick elimination. This is possible only by means of German battleships.
3. The offensive warfare of our battleships forces the enemy to keep his own battleships within the operational area of the German submarines and aircraft, thereby exposing them to attack. The enemy needs a large proportion of his destroyers to protect his battleships, and the former have to be withdrawn from merchant shipping escort duties, anti-submarine warfare, and offensive mining operations.
4. A decisive and serious threat to the eastern sector of the strongly protected North Atlantic sea route and the patrol lines Scotland-Greenland is possible only with battleships. Every other ship would have to remain undetected in these waters, while battleships, by virtue of their fighting characteristics, can achieve direct strong successes there, while indirectly relieving pocket battleships, auxiliary cruisers, and submarines.
5. The completion of battleships of the TIRPITZ class is urgently needed for these North Sea duties, as they alone, with their modern armament, are a match for the British battleships, and therefore possess considerably greater possibilities than ships of the GNEISENAU class. (Marginal note: In all probability new British battleships capable of the same standard of performance will appear later.)
6. Battleships provide a means of decisive military pressure on the northern nations, especially in view of the Swedish armored cruisers; we have no superior units with which to oppose them, with the exception of our pocket battleships operating in foreign waters.
7. In consideration of the balance of forces, the Naval Staff

is obliged, in addition to concentrating on submarine warfare, to utilize all imaginable naval measures with the greatest possible versatility, in order to disperse enemy forces and weaken defensive measures against submarines. Battleships, and in particular ships of the modern TIRPITZ class, are an indispensable factor in the coordination of forces to achieve this object.

Italian Requests to the German Navy.

The following Italian requests were made to the German Navy some time ago:

1. Cession of twelve electrical torpedoes, later reduced to two.
2. Details of the warhead pistol. (Note: No.)
3. Cession of a submarine fire control system. (A separate request for this has meanwhile been repeated.)

Italy would supply the following in return for the above three items:

- a. Explosive barrage nets with automatic anchorage
 - b. The newest Italian torpedo
 - c. Towed mine
 - d. Mine to be layed by submarine
4. Details of war-time submarine construction, possibly exchange of plans.
- (Italian type: Displacement 555 tons, 15 knots surfaced; 799 tons, 8 knots submerged.)
5. Details of weight distribution and synchronous couplings of the new battleship BISMARCK.
 6. Continued exchange of intelligence on newly constructed ships according to naval treaties.

The requests in 1 to 4 have been refused up to now in accordance with earlier decisions; 5 and 6 were not yet decided upon. So far no answer has been given. As instructed, the matter has been handled in a dilatory manner. It is suggested that former refusals should be investigated.

As a result of reports from the Naval Attache in Rome, the proposal is made to consider the requests in a positive sense. He remarks on the Italian reticence. He suggests awakening and maintaining in Italy a feeling of the coming comradeship in arms by means of accommodating behavior on the part of Germany. The report of the Military Attache in Rome concerning a discussion with an old Fascist was in the same vein.

Besides, by meeting the Italians halfway we could persuade them to grant our requests, including surrender of submarines.

The following methods of dealing with the requests are suggested:

With reference to 1: Electrical torpedoes: Yes, two torpedoes as models.

With reference to 2: Warhead pistol: No.

With reference to 3: Submarine fire control system: Drawings: Yes; no working blueprints, however.

Equipment: No, as there is none available owing to our own needs.

The supplies offered in return for 1, 2, and 3 are to be declined.

With reference to 4: Submarine construction plans: Information that former types are still being constructed in the shortest possible time. If plans are requested, those of the German 500 ton class may, if necessary, be placed at their disposal.

With reference to 5: Yes. There is no objection, as even before the outbreak of the war more detailed data was supplied.

With reference to 6: Yes, but with reservations. It is proposed to communicate the above information to the Italians and to stress emphatically that, on the German side, it is expected that the Italians will meet them halfway, among other things in the question of submarine purchase and supplies for submarines.

Report of the Commander in Chief, Navy to the Fuehrer
on 23 February 1940 at 1030.

Present: General Keitel
General Jodl
Commander von Puttkamer

1. Baltic Sea. Due to the ice situation there has been no activity by naval forces. The Naval Staff considers the present time - after the conclusion of the economic pact with Russia - suitable for reviewing the agreements with Russia regarding the boundary line for warfare against merchant shipping (20° E) and for effecting an alteration. We cannot forego control of merchant traffic in the eastern Baltic. The Naval Staff is contacting the Foreign Office.

2. North Sea.

a. At the present time British naval vessels are being overhauled in large numbers after having been at sea for a long time, so that there are only a few heavy ships entirely ready for action in home waters. Therefore this is an opportunity for operations by our battleships and the HIPPER against convoy traffic. The first operation of 18 to 20 February along the line from the Shetlands to Norway was not successful in intercepting the convoy reported as proceeding from the Scottish coast to the north (Kirkwall), since obviously it was proceeding further to the north. The operation is soon to be repeated. The good work of the radio intercept service decreases the risks run in these operations.

During an operation by a destroyer flotilla off the Dogger Bank on the evening of 22 February for the purpose of bringing in British steam trawlers, two destroyers were lost. The cause has not yet been discovered, but German aircraft may be responsible.

b. Submarines and destroyers are continuing to lay mines off the east coast of Britain; U "9" operated in Cromarty Firth; two new mine fields were laid off Cromer and off North Thames-Shipwash Light Vessel. On the south coast a new mine field has been laid off Portland by U "48". On the west coast U "33" was sent into the Firth of Clyde, an extremely difficult task. The boat was sunk after a surface engagement with a mine sweeper. It is to be hoped that the mine field was laid beforehand. U "32" was sent for further mine-laying off Liverpool, U "28" for mine-laying off Portsmouth.

c. Submarine warfare. About six submarines are continuously operating in the Atlantic and eight in the North Sea. Results in the Atlantic are increasing: 27,800 tons (six ships), 38,000 tons (eight ships), 43,000 tons (eight ships). Successes also against convoys. In the North Sea the small boats have sunk on an average two steamers, about 3,000 to 4,000 tons, with four to five torpedoes; eleven ships were sunk by one boat during three operations. On 18 February U "23" sank the destroyer DARING out of a convoy.

Losses: U "15", U "55", U "33"; this makes a total of twelve boats, i.e., about two per month.

d. Intensification of submarine warfare. So far all ships proceeding without lights, even passenger steamers, may be fired on in the American closed area. It has now been established that British ships proceeding without lights have of late generally carried dimmed running lights, apparently owing to the danger of collision. Neutral ships are instructed to light up their flags and neutral markings also, so that they may be clearly recognized. The Commander in Chief, Navy requests that in the future also passenger steamers proceeding without lights but carrying running lights may be fired on without warning, since they are British. The British are using passenger steamers in many cases for freight and troop transport owing to lack of freighters. The Fuehrer agrees.

e. The Commanding Admiral, Submarines requests permission to exchange two German submarine commanders for the two British commanders. The Fuehrer agrees.

f. The Naval Staff intends, when the weather is suitable, to resume laying aerial mines also on the east coast. This had been stopped in view of the ice conditions at the Air Force stations. The Chief of Staff, Armed Forces High Command states that the Chief of the General Staff, Air has requested that this plan not be carried out, so that the future large-scale mine-laying operations by aircraft of the operational Air Force on the west coast should not be adversely affected by having the British intensify their defense in that area too. The Commander in Chief, Air has made similar representations to the Fuehrer. The Commander in Chief, Navy states that the important thing is to make immediate use of all available means in order to intensify the effects of submarine warfare. Besides, defense would be intensified on the east coast, if strong attacks were made only in that area. This would be of advantage to the situation on the west coast. There is no objection to this. The question will therefore be discussed by the Naval Staff with the General Staff, Air.

3. Operations by submarines off Halifax. The Commander in Chief, Navy advances considerations for operations by two submarines with mines and torpedoes off Halifax. He recommends operations within territorial waters with mines, and outside the safety zone with torpedoes. The Foreign Office has no objections. (See Annex 1.)

The Fuehrer refuses to sanction these operations in view of the psychological effect on the U.S.A.

4. Operations by submarines in the Mediterranean. The Commander in Chief, Navy requests a decision on whether these are permissible from the political point of view. The Fuehrer is of the opinion that the Duce's agreement to this would have to be obtained.

The Fuehrer raises the question as to whether such operations are "decisive for the war". The Commander in Chief, Navy states that the net result of all these operations is decisive for the war, and

that all those points at which operations are carried out by surprise, and therefore at first without strong enemy counteraction, are especially significant, since they could have a very important effect.

Remark by the Commander in Chief, Navy: The refusal to sanction these two possible operations at particularly favorable points constitutes a real setback to the effectiveness of submarine warfare.

5. Operation "Weseruebung".

The Commander in Chief, Navy, when asked by the Fuehrer about the possibility of maintaining the ore traffic from Narvik following the occupation of Norway, replies as follows:

a. The best thing for maintaining this traffic as well as for the situation in general is the maintenance of Norwegian neutrality.

b. What must not be permitted, as stated earlier, is the occupation of Norway by Britain. That could not be undone; it would entail increased pressure on Sweden, perhaps extension of the war to the Baltic, and cessation of all ore supplies from Sweden.

c. The occupation of Norway by us would cause the ore traffic from Narvik to be completely suspended at least for a time, since the protection of sea traffic is very difficult even along the inter-island route on a large portion of the 800 mile passage. Extensive use of submarines and aircraft squadrons would be necessary along a great part of the route. It is possible that enemy submarines would penetrate through the many approaches and the steamers would be fired on from the sea. However only about 2,500,000 to 3,500,000 tons per year would be lost, while if the British occupied Norway, all supplies would be cut off. If Germany occupies Norway, she can also exert heavy pressure on Sweden, which would then be obliged to meet all our demands. (See Annex 2.)

d. Questions on carrying out the occupation are then discussed: The Commander in Chief, Navy points out the difficulty of synchronizing occupation in the south by Air Force transports and in the north by naval transports. Transport would be by steamers of the SCHARNHORST class (about 20 knots) or naval store ships (also about 20 knots). Transports carrying materiel, perhaps also troop transports, should proceed first of all to "Basis Nord", since from there the approach route is shorter.

The Armed Forces High Command will be instructed to investigate these questions.

6. Purchase of Estonian submarines.

According to a private discussion with the assistant of the Military Attache, Estonia appears to be ready to transfer her two submarines to Germany, provided that Russia agrees. Estonia herself would have to obtain this agreement from Russia and offer the submarines on her own initiative. Then the acquisition would

be most desirable. The Fuehrer agrees with this procedure.

7. Russian agreement.

During the discussions in Moscow, Stalin indicated that the desired 38 cm. and 28 cm. turrets are intended for ships under construction; he inquired whether installation would still be possible. The Naval Staff replied that this can be decided only after examining the plans.

8. The Commander in Chief, Navy reports that Admiral Saalwaechter will be ill for about six weeks and that Admiral Carls will take his place.

signed: Raeder

countersigned: Assmann

Considerations Regarding Operations by Submarines against Halifax.

I. Political Situation.

a. Halifax lies within the Pan-American safety zone. This zone does not, however, include the territorial waters of belligerent states, therefore of Canada. Actions off Halifax harbor within Canadian territorial waters therefore constitute no infringement on the American neutrality zone; only engagements outside the three mile limit would be an infringement upon it.

b. Traffic by American ships and passengers to harbors in Canada and Newfoundland:

1. According to the Neutrality Law, American ships are forbidden to carry goods by the sea route to harbors in Canada and Newfoundland which lie east of 66° W. This does not include, however, a narrow strip in which lies the Canadian harbor of St. John, as well as the important harbors on the St. Lawrence River, all of which lie west of 66° W. On the other hand, the harbor of Halifax lies east of 66° W. This ban does not apply only to war material. American vessels will thus not call at Halifax to unload cargoes.

2. Since, however, there is no definite ban on American vessels calling at harbors in Canada and Newfoundland lying east of 66° W. such as applies to harbors within the operational zone laid down by the President, it must be expected that American vessels carrying ballast will proceed to these harbors in order to take on goods and bring them to the United States or to other neutral harbors.

3. Passengers: American vessels are also prohibited from carrying passengers to Canadian or Newfoundland ports east of 66° W.

American citizens are also forbidden to sail in ships belonging to the belligerent states. This ban is not limited to specific areas and therefore applies also to traffic to Canadian ports. There are very few exceptions.

American passengers may, however, reach Halifax on ships of other neutral nations without breaking the laws of their own country.

II. Plans for Carrying Out Submarine Operations.

Operations by two boats with reserve tanks are planned, which, without refuelling, can operate with sufficient reserves for about ten days in the Halifax area. Each boat would have a mixed load: Twelve torpedo mines Type C and nine torpedo mines Type B, as well as several torpedoes.

At first ground mines with several days' delayed action should be laid directly off Halifax harbor within the Canadian three mile territorial zone. Subsequently the submarines, using torpedoes, would operate against British convoys at their point of assembly or en route. There would probably be favorable opportunities for attack, especially within the Pan-American safety zone. If, however, torpedo attacks have to be abandoned within the zone for political reasons, the use of torpedoes would be ordered only outside the safety zone.

III. Prospects of Success.

The possibilities of carrying out the operation are regarded as very favorable in view of the weak defense measures to be expected. Fairway conditions permit very effective mine laying. Mine sweeping can be carried out by the enemy only with great difficulty and with great loss of time. The operation will have a decided effect not only on the whole of the Canadian area but on all British harbors and bases even though far removed.

The operation will force Britain to withdraw anti-submarine and mine-sweeping forces from home waters, and will relieve German naval warfare in the area around the British Isles.

Favorable weather is an essential factor for success of the operation. The best period in the Halifax area is February. In March fogs set in, increasing up to the middle of April, when the days are foggy forty to sixty per cent of the time; at the same time danger from ice increases, since it drifts to the south as the season progresses. Halifax is free of ice in the winter.

Annex 2

Berlin 22 February 1940

From: Armed Forces High Command, War Economy and Armaments Division.

Re: Swedish and Norwegian ore shipments to Germany.

Memorandum to the High Command, Navy (Naval Staff, Operations Division).

A. Sweden

Iron ore deliveries to Germany for 1940 as specified by German-Swedish agreement: 10,000,000 tons

(Swedish authorities consider it necessary to ship 2,000,000 to 3,000,000 tons via Narvik.)

However if arrangements could be made for storage during the winter months, the following amounts could be shipped:

via Lulea up to: 6,000,000 tons

via Oxeloesund at least: 3,000,000 tons

Thus the ore to be shipped via Narvik would not exceed: 1,000,000 tons

However we cannot depend on shipment of this amount during 1940 because of the following reasons:

1. Owing to unfavorable weather conditions shipments from Lulea will begin later than usual this year.
2. Accumulated stocks do not exceed normal figures.
3. The ore railroad Lulea-Narvik will have to carry the additional load of supplies for Finland.

Swedish ore shipments to Germany since the beginning of the war have been as follows:

September	590,000 tons	
October	795,000 tons	
November	873,000 tons	
December	ca. 661,000 tons	(including 118,000 t. via Narvik)
January	490,000 tons	(including 260,000 t. via Narvik)

B. Norway

Deliveries to be made to Germany in 1940:

Iron ore: 1,200,000 tons (ores poor in phosphorus, mainly via Kirkenes)

Deliveries since the beginning of the war:

September	80,000 tons
October	27,000 tons
November	21,000 tons
December	73,000 tons
January	40,000 tons

Copper (metal content): 7,200 tons

to be extracted from circa: 180,000 tons cupriferous pyrites
19,000 tons cupriferous calcined
pyrites
20,000 tons copper ore

Zinc ore: 65,000 tons

No limit on molybdenum concentrates. Output not more than: 750 tons

Deliveries to Germany in 1938: 415 tons

Titanium ore: 40,000 tons

Sulphur: 5,500 tons (taking into consideration the sulphur content of the cupriferous pyrites, the total sulphur deliveries are about 40,000 tons).

Iron alloys:

Ferrochrome:	No limit on deliveries, circa 6,000 tons
Ferro-silicon:	circa 13,000 tons
Silicomanganese:	circa 5,000 tons

At present shipments are progressing normally.

Report of the Commander in Chief, Navy to the Fuehrer
on 9 March 1940 at 1200.

Present: General Keitel

Operation "Weseruebung".

1. The Commander in Chief, Navy states that he has always been, and still is today, of the opinion that the occupation of Norway by the British could have a decisive effect against Germany, since then Sweden might also be drawn into the war against Germany and all the ore supplies from Sweden would cease. The British now have the desired opportunity, under pretext of supporting the Finns, to send troop transports through Norway and Sweden and therefore to occupy these countries if they wish. Therefore operation "Weseruebung" is urgent. The Commander in Chief, Navy feels it his duty, however, to present to the Fuehrer a clear picture regarding the character of the naval operation. The operation in itself is contrary to all principles in the theory of naval warfare. According to this theory, it could be carried out by us only if we had naval supremacy. We do not have this; on the contrary, we are carrying out the operation in face of the vastly superior British Fleet. In spite of this the Commander in Chief, Navy believes that, provided surprise is complete, our troops can and will successfully be transported to Norway. On many occasions in the history of war those very operations have been successful which went against all the principles of warfare, provided they were carried out by surprise. The critical moment is the penetration of the harbors while passing the coastal fortifications. It is to be expected that this will succeed if carried out by surprise, and that the Norwegians will not make the decision to fire quickly enough, if they decide to do so at all.

The most difficult operation for the ships is the return voyage, which entails breaking through the British naval forces. The main British force has lately been stationed in Scapa Flow again; at present there are two battle cruisers, three battleships, and at least three or four heavy cruisers there. Light naval units will shadow our forces and attempt to direct the main British force to them. All modern naval forces must combine for this break-through, i.e., battleships, the HIPPER, and all destroyers from Narvik and Trondheim. The forces at and south of Bergen (small cruisers and special service ships) must break through along the coast with the support of the LUTZOW. Not one destroyer may be left behind, let alone a cruiser (the HIPPER) either in Narvik or in Trondheim, at a time when the fate of the German Fleet is hanging in the balance. Strongest cooperation on the part of the Air Force is necessary. Four large submarines will be stationed in Narvik and two probably in the other bases; a number will be disposed along the advance routes of the British Fleet.

In the period immediately following occupation, escort of transports to Oslo will be of primary importance, as well as the establishment of safe bases for naval forces in the harbors on the southwest and west coasts. Subsequently operations can be carried out from these. The transport of ore from Narvik will be interrupted until further

notice, because the problem of whether and in what manner the extensive coastal waters can be defended against British attacks must be clarified first.

2. The Commander in Chief, Navy suggests that the Russians be informed, following the occupation, that Tromsøe has not been occupied by the Germans. This could be interpreted by the Russians as constituting some consideration for their interests. It is better to have the Russians in Tromsøe than the British. The Fuehrer does not wish to have the Russians so near, and is of the opinion that Tromsøe will also have to be occupied by us.

3. The Commander in Chief, Navy requests permission for the Naval Air Force to lay about six aerial mines in Scapa Flow, in order to inflict damage on the British capital ships, which might subsequently withdraw to the Faroes.

The Fuehrer gives his full consent, and considers an agreement with the Air Force necessary, since the latter is planning bombing attacks soon.

4. The Commander in Chief, Navy gives a survey on the execution of the naval operation by the various groups.

signed: Raeder

countersigned: Assmann

Report of the Commander in Chief, Navy to the Fuehrer
in the Afternoon of 26 March 1940.

Present: General Keitel
General Jodl
Commander von Puttkamer

1. Operation "Weseruebung".

Occupation of Norway by the British was quite imminent, according to the following information received at the High Command, Navy: Submarines were concentrated off the Skagerrak on 13 March; a radio telegraph message gave 14 March as the time limit for preparedness of transport groups; numerous French officers arrived in Bergen on 15 March. These are all sure indications that an operation was being prepared before the Russo-Finnish peace treaty. Beginning 10 March the Navy stationed submarines outside of the main bases in order to combat a British operation.

In my opinion the danger of a British landing in Norway is no longer acute at present.

The question of what the British will do in the north in the near future can be answered as follows: They will make further attempts to disrupt German trade in neutral waters and to cause incidents, in order perhaps to create a pretext for action against Norway. One object has been and still is to cut off Germany's imports from Narvik. These will be cut off at least for a time, however, even if operation "Weseruebung" is carried out.

Sooner or later Germany will be faced with the necessity of carrying out operation "Weseruebung".

Therefore it is advisable to do so as soon as possible, by 15 April at the latest, since after that date the nights are too short; there will be a new moon on 7 April.

The operational possibilities of the Navy will be restricted too much if "Weseruebung" is postponed any longer. The submarines can remain in position only for two to three weeks more.

Weather of the type favorable for operation "Gelb" is not to be waited for in the case of operation "Weseruebung"; overcast, foggy weather is more satisfactory for the latter. The general state of preparedness of the naval forces and steamers is at present good.

As regards the possibility of getting past the fortifications, the Norwegians have perhaps become somewhat firmer in their desire to preserve their neutrality; however, it is not probable that they will decide to fire quickly enough.

The British Fleet is at present well prepared for action. Five of the battleships attacked in Scapa Flow by the Air Force are reported

at sea; it is therefore to be assumed that only large cruisers were damaged.

U "47" sighted three battleships proceeding at high speed on a northerly course off the Orkneys.

The Fuehrer agrees to operation "Weseruebung" on X day around the period of the new moon.

2. North Sea.

Five large submarines are in position off the Orkneys for the purpose of intercepting heavy ships; six small ones are off the southwest coast of Norway, and two each off Narvik and Trondheim.

The ALTMARK has arrived in the southern part of the Great Belt, and will be brought in on 27 March. U "31" was sunk in the Schillig roadstead by a bomber, but has been raised again.

The steamer STINNES was probably sunk in Danish territorial waters by a British submarine as a result of her own message (not in code) reporting her position.

Two auxiliary cruisers are to depart soon.

3. Use of Aerial Mines. (See Annex 1.)

It is particularly necessary to resume aerial-mine warfare since in the meantime one of our mines has come into the possession of the British, and they will introduce countermeasures.

The Chief of Staff, Armed Forces High Command wishes to resume mine warfare with operation "Gelb". The Commander in Chief, Navy proposes that it be resumed at once, at least off the Thames, the Humber, and French ports, since the blockade has become too lax owing to the present lull in submarine warfare.

A mine-laying attack on Scapa Flow and the Scheldt estuary was previously approved in any case. The Fuehrer believes that resumption of mine warfare would effect a desirable diversion of the British from the north, and he wishes to settle the matter in one or two days.

The Commander in Chief, Navy points out that the position of the mine fields and the type of mines to be used (depending on countermeasures) would have to be settled in detail between Group West and the commander of the mine-laying units. There must be closest cooperation between them.

The Fuehrer agrees entirely. The Chief of Staff, Armed Forces High Command supports this view.

4. Submarine Warfare in the Mediterranean.

The Commander in Chief, Navy asks whether this question has been discussed with the Duce. The Fuehrer replies in the negative, since

no details regarding conduct of the war were discussed. The Fuehrer, however, is of the opinion that submarines could operate in the Mediterranean, but only against British and French ships.

5. The Fuehrer approves the press release submitted to him by the Commander in Chief, Navy which is to appear in the event of the death of Admiral v. Mueller (retired).

signed: Raeder

Re: Aerial Mines

1. Up to now the Navy has been in favor of letting Coastal Air Squadron 3/506 continue laying aerial mines off the east coast of Britain, mainly in the Thames, until the 9th Division is ready for action.

2. The Air Force has expressed the desire to postpone all use of aerial mines until large-scale operations are possible. For this purpose the Air Force wants 5,000 aerial mines on hand, and a subsequent monthly supply of 2,000.

The Armed Forces High Command agreed to this and a decision by the Fuehrer to this effect was communicated to the Naval Staff on 27 February 1940, with the additional remark that the Air Force and the Navy together should set the time for the beginning of aerial-mine warfare.

3. The number of aerial mines required by the Air Force cannot be reached before the end of August, when 4,929 mines would be available with combined naval and Air Force production; with Air Force production alone this amount would not be ready until about the middle of October 1940.

4. For this reason alone it is impossible to wait until so many are available. Moreover, for training purposes alone, the Air Force must begin first of all with smaller units. Above all, night operations make it necessary to use smaller units.

5. The Naval Staff therefore suggested to the Air Force Operations Staff to begin aerial-mine warfare as soon as possible, certainly no later than April 1940. The number of aerial mines available by the middle of April will be as follows:

588 aerial mines A
<u>636 aerial mines B</u>
1,224 aerial mines

+ 50 from Air Force production

Subsequent supplies from naval production will amount to 300 of each type on 1 May and 1 June.

In addition to this, Air Force production is as follows:

by 1 May	30 aerial mines A	20 aerial mines B
1 June	100 aerial mines A	50 aerial mines B

This means that to the initial supply of:

588		636
+ 30	and	+ 20
<u>618</u>	aerial mines A	<u>656</u>
		aerial mines B

650 aerial mines will be added in May and 750 in June.

Even assuming the most favorable operational conditions, these supplies of aerial mines would enable us to commence operations on a large scale by 1 April and to continue them.

6. Concentration of the British Fleet in Scapa Flow caused the Naval Staff to request laying aerial mines at this base. Since aircraft types of the Naval Air Units are unable to carry out this work in view of their range, this request was transferred to the Commander in Chief, Air.

The Naval Staff and the General Staff, Air were then informed that the 9th Division is not technically equipped for carrying mines. After twenty two planes had been withdrawn from the 9th Division, on the orders of the Commander in Chief, Air, instructions were given that the remaining ten planes should be made ready for the Scapa Flow operation as quickly as possible. Since it was possible to overcome technical deficiencies which had prevented the He 111 from carrying aerial mines B, these aircraft were ready to carry out the operation starting on 19 March (according to information of 17 March, only eight are available; two are not ready).

7. Furthermore, the General Staff, Air has ordered support of Coastal Air Squadron 3/506 by forces of the 9th Air Division in laying aerial mines in connection with operation "Gelb".

8. These plans show that the Commander in Chief, Air is in agreement with the Naval Staff and has abandoned his original stand on the use of aerial mines.

The use of aerial mines at Scapa Flow will force the enemy to realize that no place along his coast is safe any longer from such operations, and he will therefore put appropriate defense measures into effect. Any further delay will give the enemy the opportunity to build up his defenses against mine-laying aircraft.

9. In addition, since one aerial mine fell into enemy hands, he has begun to work on measures against the mine itself. Foreign reports indicate that the enemy has solved the principle of degaussing, is making progress in working it out and introducing it, and will also sooner or later begin to test equipment for sweeping magnetic mines.

These facts also call for use of aerial mines with the least possible delay. They should be used at first on the east coast, and when the personnel is more experienced also on the other coasts of Britain and France.

10. Aerial mines can be layed at once by Coastal Squadron 3/506 and Squadron Stein of the 9th Air Division. According to information received from the Air Force Operations Staff concerning additional planes for the 9th Division, the strength of this unit will be as follows:

15 March:	10 planes
17 March:	18 planes
24 March:	25 planes
31 March:	31 planes

Thus on 31 March one group of planes suitable for carrying aerial mines should be available (He 111 H 4).

In addition, according to information from the Air Force Operations Staff, there will be the fourteen Ju 88's of Squadron Storp, which is to be expanded to a group in the first half of April. By the end of April another group of He 111 H 4's is to be added to the 9th Division.

Thus aerial mine-laying operations can be started at once with the following squadrons:

3/506, Commander, Naval Air, West.

Squadron Stein He 111 H 4, 9th Division.

Squadron Storp Ju 88, 9th Division. (The Naval Staff doubts that this squadron will be ready for action from either a technical or a personnel point of view.)

11. Summary:

a. The present supplies of mines and the anticipated monthly output permit the immediate commencement and the continuation of aerial mine laying, with steadily increasing operations.

b. If aerial mines are layed in Scapa Flow and in operation "Gelb" as planned, the enemy will be made to realize the danger to other harbors, and he will increase his defenses against aircraft. Hence many good opportunities will be lost if the laying of aerial mines is postponed any longer.

c. The enemy's discovery of the principles of the possible anti-mine measures makes it necessary to act quickly.

d. The laying of naval aerial mines by naval squadrons of the Commander, Naval Air, West is purely a measure of naval warfare which has nothing to do with aerial warfare. It will, however, immediately increase the effectiveness of the blockade against England. This is particularly important at a period when all surface and submarine forces of the Navy have been diverted to operation "Weseruebung", and all other forms of naval warfare have therefore practically come to a standstill.

Report of the Commander in Chief, Navy to the Fuehrer
in the afternoon of 29 March 1940.

Present: General Keitel
General Jodl
Commander von Puttkamer

1. Aerial Mines: The Commander in Chief, Navy asks for a decision on the question raised by him at the last conference regarding resumption of aerial mine warfare. Operations with aerial mines against Scapa Flow, agreed upon with the Commander in Chief, Air, were planned for 28 March; however on the evening of 27 March they were cancelled by the Commander in Chief, Air without any reason being given, and any further operation was prohibited. Mine laying in Scapa Flow is essential for operation "Weseruebung"; it is necessary to lay mines in the Thames, Humber, etc., in order to carry out the blockade. The Commander in Chief, Navy proposes that the Commander in Chief, Air carry out the operation in Scapa Flow as soon as possible. The Commander in Chief, Navy will continue mine warfare in the areas of the Thames, the Humber, the Downs, and French harbors. Speed is necessary in view of the waning moon. As soon as the Commander in Chief, Air has sufficient squadrons available, mine warfare will be taken over by him, but with closest cooperation between Group West and the 9th Air Division, as recently discussed. The Fuehrer and the Chief of Staff, Armed Forces High Command fully agree and will take the matter up with the Commander in Chief, Air.

2. Operation "Weseruebung": According to a report from the Naval Attache, anti-aircraft units have been given permission to fire without consulting Oslo; it is probable (but not certain) that such a permission was likewise given to crews of coastal fortifications. It is to be expected that the attitude of the Norwegians is becoming more determined, therefore it is desirable to accelerate operation "Weseruebung".

Regarding U "21", there are as yet no reports from the commanding officer which would give a clear picture of the incident. At the present moment it is not to our political advantage to put Norway in an unfavorable position as regards Britain by exercising too great pressure, since Britain must not be given any pretext now for action against Norway.

3. Oil Supplies: Field Marshal Goering made the following statement during a conference in the presence of Ministerialrat Fetzner, who informed the Commander in Chief, Navy: "Army and non-military supplies will be at an end by May, and those of the Air Force by July. The Navy must help to ease the situation from its large supplies of Diesel oil." The Navy is ready to do so, but it will surrender oil only on special orders from the Fuehrer, so that it cannot be accused later of not having built up sufficient stocks. The Commander in Chief, Navy reports on the incorrect procedure followed by the Ministry of Economics. In peacetime they permitted them-

selves to become completely dependent on Shell and Standard and, under pressure from these, continually attempted to prevent the Navy from purchasing oil in Mexico. The result is that the Ministry of Economics has neglected to provide oil supplies for industry, and the Navy is now called upon to ease the situation with the supplies accumulated against the wishes of the Ministry, so that industry will not come to a standstill. (See Annex 1.)

Naval supplies: 16 March 1940.....	fuel oil	300,000 tons
	gas oil	570,800 tons
1 October 1940.....	fuel oil	290,000 tons
	gas oil	517,500 tons

4. Shipping Office: The Commander in Chief, Air will recommend establishing the Shipping Office in the Ministry of Transportation. This has been requested by the Commander in Chief, Navy and is urgently necessary. Shipping interests have not been looked after sufficiently up to now by officials, most of whom were originally connected with the railroads. The importance of shipping is still not being recognized by the Ministry of Transportation.

5. Private Conference between the Fuehrer and the Commander in Chief, Navy: The Fuehrer once again declares that he considers it necessary to leave naval forces behind in Narvik and Trondheim in order to reinforce and support the troops which will have landed (e.g., in setting up the guns).

The Commander in Chief, Navy enumerates the reasons against this, which have already been set forth repeatedly: In Narvik destroyers are helpless, since they are exposed to the danger of being destroyed by superior forces. Troops on land can, on the other hand, take cover. Steamers for the transport of the guns are available there. Anchorages that are safe from submarines are also not available in Trondheim. Damaged vessels have orders to make for Trondheim and Bergen. The Fuehrer gives up the idea of leaving ships behind in Narvik; as regards Trondheim, the Commander in Chief, Navy will investigate the matter once more.

signed: Raeder

Until 1937 the oil companies of Shell (British concern) and Standard (American concern) supplied the Navy with oil in exchange for reichsmarks. With the introduction of oil sanctions against Italy these concerns stated that they could continue to deliver supplies to the Navy only in return for cash payments in foreign currency. Since dollars were not available in large amounts, connections had to be made with oil firms which were not bound to any large concern, which were completely independent in decisions concerning deliveries and methods of payment. Oil firms of this type are now ruthlessly being combatted all over the world by the large oil concerns of Shell and Standard.

In order to prevent the Navy from dealing with such independent oil firms, the representatives of the Shell and Standard concerns informed the Ministry of Economics that they had orders from their foreign head offices to stop deliveries to Germany if the Navy continued to make contracts with smaller firms not under their control. These threats became particularly strong when the Navy stated that it was ready to buy up any quantities of oil which had become available in Mexico, owing to the seizure of the Shell and Standard concerns there, and which up to that time had been going mainly to Britain.

Under pressure from the Shell and Standard concerns, the Ministry of Economics made the greatest difficulties regarding the naval contracts. The argument was always used that it was necessary to meet the wishes of the large foreign oil concerns because they would otherwise stop supplying Germany with petroleum, with the consequence that a catastrophic shortage of gasoline would necessarily result.

These threats by the large oil concerns were a bluff, however, as the Navy pointed out repeatedly, because there are thousands of independent oil firms in the world outside these two concerns, many of which would have been prepared to undertake supplying Germany with fuel of all kinds under more favorable conditions. However, the Ministry of Economics did not alter its attitude towards the large concerns. It put more faith in statements of the representatives of the foreign oil concerns than in those of the Commander in Chief, Navy, who repeatedly pointed out that apart from the Shell and Standard concerns there were other oil firms in the world which were in a position to make deliveries, even if their capital were not pooled to the extent prevailing in these two concerns. He also pointed out that Germany's supplies of fuel would necessarily become alarmingly dependent on foreign countries if she planned to get all her supplies exclusively from these oil concerns. As regards the Shell concern alone, it must have been known that it was used by the British Government in the most skillful manner for controlling the fuel supplies of possibly hostile countries.

If the advice of the Navy had been followed promptly, stocks could have been built up also for other branches of the Armed Forces and

for industry. These stocks could have been just as large as those the Navy built up for itself in the course of time, in the face of the resistance of the German authorities. If advice had been heeded, the Navy would not have to part with a large part of its stocks now.

Report of the Commander in Chief, Navy to the Fuehrer
on 10 April 1940 at noon.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer
Commander in Chief, Air
General Bodenschatz

1. The Commander in Chief, Navy refers to the views on operation "Weseruebung" expressed by him in recent conferences. He had said that passage to Norway would with some degree of luck be successful, provided the element of surprise were maintained; the break-through and landing would probably also be successful if a determined thrust were made through the fortification zones, even though a certain stiffening in the attitude of the Norwegians was observed in the last few days; the return passage would be the most difficult part of the operation, and would call for all-out cooperation by the whole German Navy. The first two parts of the operation, the approach and the penetration and landing, were carried out on the whole successfully as anticipated. The losses (BLUECHER and KARLSRUHE) are quite in proportion to the risks run and can definitely not be considered high. The third part of the operation is in progress and will probably entail further losses.

2. The situation was made more difficult than anticipated by the fact that the British were also just conducting an operation involving mine laying on 8 April, to be followed by occupation of Norwegian bases. This was confirmed by the presence of transports with the British Home Fleet, which were sighted on the afternoon of 9 April in the northern North Sea by attacking aircraft. Numerous British and French naval forces were thus at sea in the northern North Sea as far north as the Lofoten Islands.

3. Details:

a. Battleships: Yesterday morning there was an engagement with heavy British forces in the Lofoten Islands area. The REPULSE and another battleship were probably involved. Further details are not known. In the evening the Fleet Commander reported: Only 25 knots; two heavy turrets out of action. Further inquiries have not yet been answered. Losses by the enemy are probable. Radio telegraph communication with the Lofoten Islands is very uncertain.

Plan: Both battleships are to force their way into home waters as soon as possible.

In case a battleship is put out of action or is not ready for action, the question arises whether to send the damaged battleship to Narvik for protection against further attacks, which are sure to come. Putting into Narvik means that the ship is eliminated from future operations. She will also be in great danger from aircraft carriers, without the compensation of any promise of effective operation.

Enemy battleships: Their situation and position this morning was not yet known. The aircraft carrier FURIOUS put out of Scapa Flow yesterday evening, apparently to join the Commander in Chief, Home Fleet.

Note: According to later reports, three British and two German destroyers were sunk; several German destroyers have partially been paralyzed and are serving as barrage batteries.

b. Situation in Narvik: According to a garbled radio message (not in code) received at 0604 today, destroyers were attacked this morning in Narvik by enemy forces, probably destroyers and several cruisers. The situation is not clear. At 0830 one destroyer reported a severe destroyer engagement off Narvik. The situation must be regarded as serious, since the troops on land are without artillery. The most urgent matters are the defense of Narvik and the question of supplies. No supply vessels have arrived as yet. It is requested that reinforcements and materiel be sent immediately on Swedish railways via northern Sweden.

It is planned to increase the number of submarines in order to take effective measures against British operations.

c. Situation in Trondheim: The situation regarding the coastal batteries is still obscure; according to information from the Armed Forces High Command, fortifications are safe in German hands and the airfield is out of service. The vessels of the supply group have not arrived, and it is uncertain whether they will arrive. Increased submarine protection is also planned here.

Cruiser HIPPER and two, later three, destroyers are scheduled to put out this evening, carrying only a small amount of fuel. They are to refuel at sea, but it is questionable whether this can be accomplished.

d. Situation in Bergen: The cruiser KOENIGSBERG (damaged), the BREMSE (damaged), the CARL PETERS, and the PT boat flotilla remain in the harbor. A ship arrived with mines. Three batteries are partially ready for firing this evening. The Commanding Admiral, Scouting Forces plans to put out this evening with the KOELN and torpedo boats.

The situation in Bergen appears to be assured. This base is very exposed to air attacks, however.

e. Situation in Christiansand: The TSINGTAU and the PT boat flotilla remain in the harbor. The KARLSRUHE was torpedoed yesterday while putting out and was later sunk. The crew was taken aboard torpedo boats.

f. Situation in Oslo: The LUETZOW and the EMDEN have not yet put in because the mine situation is not yet clarified. The BLUECHER sank yesterday after hitting a mine. It is planned to withdraw the LUETZOW this evening.

g. Urgent missions: Reinforcement of the Skagerrak mine field.

Submarine chase is to be carried on in the Kattegat and the Skagerrak with all available means. Sea transports must be escorted.

Supplies to western ports cannot be shipped by sea.

At the beginning and at the conclusion of the conference, the Fuehrer expressed his full appreciation to the Commander in Chief, Navy for the great achievement of the Navy.

signed: Raeder

Berlin 14 April 1940

Report of the Commander in Chief, Navy to the Fuehrer
on 13 April 1940 in the afternoon.

(The Chief of Staff, Armed Forces High Command was not present.)

1. Submarines as transports.

a. The following have departed:

U "26" with twelve tons of supplies
U "43" with eighteen tons of supplies

b. The following have been ordered converted for transport purposes:

U "29" ready about 20 April with twenty tons of piece goods plus thirty tons of aviation gasoline.

U "32" ready about 20 April with twenty tons of piece goods plus thirty tons of aviation gasoline.

U "A" ready about 20 April with fifty tons of piece goods plus eighty tons of aviation gasoline.

U "122" ready about 20 April with fifty tons of piece goods plus eighty tons of aviation gasoline.

Questions still to be cleared up pertain to ventilation and to corrosion of the tanks by lead gasoline. The larger boats can carry coastal anti-aircraft guns instead of their own guns and then pass them on.

c. Of the boats not yet completed, six can be converted according to the Fuehrer's order: U "123", U "124", U "103", U "104", U "105", and U "106". The boats should be ready during the months of May to September; their completion can be speeded up by simplifying fire control equipment, etc. In reply to a question on my part, the statement is made that the boats which are now needed are to be used only for shuttle traffic between Trondheim and Narvik or Bergen and Trondheim, and their radius of action should be adjusted accordingly.

2. Battleship operation.

Up to now there has been no report on the course of yesterday's engagement. The plane (piloted by Lt. Quaet-Faslem) was catapulted from the SCHARNHORST in order to take a radio message, which the Fleet Commander sent to the HIPPER, to Trondheim for transmission to Group West. It returned from Trondheim to Wilhelmshaven, where Lt. Quaet-Faslem merely reported his impressions of the engagement off the Lofoten Islands.

Today, 13 April, at 1000 the Fleet Commander gave a short report to the Commander in Chief, Navy by telephone on the tactical situation during the engagement, and his views regarding the break-through.

The Commander in Chief, Navy fully endorses the conduct of the Fleet Commander. It would have been wrong to have all-out battle-ship operations off the Lofoten Islands; the tactical situation was very unfavorable, with the enemy disposed along the dark western horizon, our ships along the clear eastern horizon, and the wind strength 10.

3. The situation on the Norwegian coast is discussed.

4. Our own measures.

The mine field in the Skagerrak was reinforced to the north and south during the night of 12 April.

Beginning today, submarines will be distributed as follows:

3 boats in Vaags Fjord
5 boats in Vest Fjord
3 boats with supplies en route to Narvik in about three to five days
1 boat en route to Namsen Fjord
2 additional boats for Namsen and Folden Fjords were ordered today
3 off Trondheim
1 boat is ordered to Romsdals Fjord (Aandalsnes)
5 boats off Bergen
2 boats off Stavanger

5. All available defense forces have been detailed for escort and transport of supplies to Oslo. The present units will be reinforced by the assignment of Norwegian torpedo boats and steam trawlers. Troops will be transported only in fast vessels, since there is great danger from submarines in the Kattegat and Skagerrak. Up to now one British submarine has been destroyed.

6. The LUETZOW was ordered to Kiel to be prepared as quickly as possible for Atlantic operations. Her presence in the Atlantic would have diverted naval forces from the North Sea, among others aircraft carriers and large cruisers. It is hoped that the two auxiliary cruisers "16" and "36" will have this effect; they probably have just broken through into the Atlantic.

7. Political questions:

a. May use of Danish naval forces be requested? The Fuehrer decides in the affirmative. Payment is to be offered.

b. The Swedes have extinguished all beacon lights, even the large outer lights. May pressure be brought to bear to leave the beacons lit? Fuehrer: Yes; through the Foreign Office.

8. Recognition signals between ships and aircraft.

The Fuehrer desires maximum security of the ships. At the proposal of the Commander in Chief, Navy, light signals are to be made at night only if the aircraft opens fire, when the ship has been de-

tected anyhow. Our rulings will be submitted; they were agreed upon by the Commander in Chief, Air and are very carefully thought through.

9. Role of the Navy in landing operations.

There are doubts regarding the accuracy of the reports on hits made by the Air Force, although submitted in good faith. The greater proportion of the large ships reported hit are still operating in the North Sea. The operations of our two battleships have to be planned with this in view. They will be made ready as quickly as possible.

10. Landing operations were begun two days too late; the Commander in Chief, Navy always insisted on 7 April as being the best X day. Since the British got ahead of us by laying mines, and the Norwegian attitude stiffened (pilots, etc.), it was impossible to bring supply vessels north in time.

signed: Raeder

Report of the Commander in Chief, Navy to the Fuehrer
on 22 April 1940 at 1500.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer

1. Submarine Transports.

The following can transport aviation gasoline:

U "101"	36 tons
U "122"	90 tons
U "A"	170 tons

These boats will proceed in the next few days to Trondheim; they will bring 8.8 cm. anti-aircraft guns.

The Fuehrer and the Chief of Staff, Armed Forces High Command are of the opinion that this quantity of gasoline will suffice for the present; after that the transportation of mountain guns and ammunition is the most important factor.

2. On the morning of 22 April two steamers with one 15 cm. gun each arrived in Stavanger, escorted by PT boats; in about five days two additional ones will follow.

10.5 cm. field howitzers are to be brought to Trondheim with vessels of the defense group.

3. Transportation to Oslo has been requested up to now from the Navy for the following:

Up to 24 April, daily 2,000 men
On 25 April, 1,000 men
From 26 April on, transport of supplies only.

In addition, according to the Armed Forces High Command transportation will have to be provided for the motorized rifle brigade from Denmark.

Navy is at present fully occupied with these transports and has exhausted its resources. Fewer demands must be made on it for some time.

4. Transports for Trondheim.

The BREMEN and the EUROPA cannot be used for transports to Trondheim in the present situation. They would have to be escorted by the whole fleet and by numerous escort forces which would have to be diverted from the Kattegat transports. Such operations would entail certain loss of the transports and of the whole fleet. As a result it would also become impossible to escort transports to Oslo. Sufficient escort forces would be lacking; British naval forces

would probably penetrate into the Kattegat after our battleships have been eliminated.

The operation cannot be carried out.

The following would be possible: GNEISENAU and POTSDAM each could transport approximately 3,000 men with limited equipment to Stavanger escorted by naval forces; four banana steamers (15 knots) might transport 350 men and equipment each. The large ships would have to be provided with bow protection gear.

The Fuehrer decides that the POTSDAM and GNEISENAU are to be made ready. If possible they should proceed as far as Bergen.

5. Battleships will be ready with three destroyers on 23 April; the HIPPER not until 1 May because she has a hole of forty meters in the bow.

6. The danger of submarines in the Kattegat-Skagerrak is at present somewhat less, since the boats have to be relieved occasionally here too.

7. The attacks made with aerial mines off the Thames and in the Downs were successful in the last few nights (sinkings reported). A very urgent matter is the laying of mines in Scapa Flow, and if possible also in the Clyde.

The Fuehrer states that the Commander in Chief, Air does not consider the air units sufficiently experienced yet to lay mines in Scapa Flow.

The Commander in Chief, Navy says that the 9th Air Division has already participated in mining the Thames, and they are therefore sufficiently experienced for Scapa Flow action. This request is urgent.

8. British, and possibly French, aerial mines must be expected in the future, as indicated by damage done to the ferry at Korsoer and to a vessel in the Elbe. At present the charges seem to be small since damage has been only slight.

9. The Commander in Chief, Navy recommends that the request for use of Danish naval vessels by the German Navy should not be made for a while, in order to spare the self-respect of the Danish Navy. The matter could be taken up later to see whether the Danes themselves wish to undertake certain police and escort services. The Fuehrer agrees.

10. The Commander in Chief, Navy recommends that Terboven cooperate with Quisling and that the areas in which there is no longer any fighting should be appeased. Quisling warns against the danger of causing a general national resistance by highhanded measures.

The Fuehrer replies that Terboven has instructions to cooperate with Quisling. (See Annex 1.)

11. Report to the Fuehrer regarding submarines.

Magnetic firing has failed in northern waters as a result of the magnetic conditions prevailing there; it could be that counter-measures by British ships against the magnetic fuses have something to do with the failure. In addition torpedoes with percussion fuses often pass under the target, since untested torpedoes have had to be taken aboard because of prevailing ice conditions. This last difficulty has been overcome in the meantime, so that by the end of the week accurate torpedoes will be available. In view of the former shortcoming, the submarines which had been operating very intensively in the north, making attacks on the WAR-SPITE, cruisers, destroyers, and transport vessels, were withdrawn from north Norwegian coastal waters and sent to the west. The above mentioned abnormal magnetic conditions will wear off only after a long time (shaking of the boats by storm, demagnetization).

signed: Raeder

Berlin 22 April 1940

Supplement to the War Diary of the Commander in Chief,
Navy.

Operation "Weseruebung".

1. On 10 October 1939 for the first time the Commander in Chief, Navy called the Fuehrer's attention to the importance of Norway for naval and air warfare. The Fuehrer stated that he would consider the matter.

On 12 December 1939 Quisling and Hagelin were received by the Fuehrer. As a result, instructions were given to the Armed Forces High Command to make preparations. The Commander in Chief, Navy had a survey made, which was completed in January. Following this survey, Captain Krancke worked in the Armed Forces High Command on operation "Weseruebung".

Hagelin meanwhile maintained contact with the Chief of Staff, Naval Staff. His objects were to develop the Quisling Party so that it would become capable of action, and to inform the Naval High Command on political developments in Norway and on military matters. In general he urged speeding up the preparations, but he considered it necessary first to expand the Quisling organization. The support promised him in money and coal was very slow in coming, and he complained about this repeatedly. It was not until the end of March that Quisling considered the operation so urgent that expansion of his organization could not be awaited. The military advice given by Hagelin was forwarded to the Armed Forces High Command.

2. The attitude of the western powers at the end of the Finnish War made the operation urgent, but its commencement was delayed at first by ice conditions in the Baltic. As soon as these became more favorable the Commander in Chief, Navy, in a conference with the Fuehrer, urged the selection of 7 April as X day, regardless of whether the weather were already suitable also for operation "Gelb". The Fuehrer decided on 2 April that 9 April should be X day.

3. On 4 April there was a conference in K. between Quisling and a General Staff Officer of the Armed Forces High Command. Hagelin, on behalf of Quisling, repeatedly urged that Quisling should be given an assault group in good time, with the aid of which he could at once seize power and install a new government with the consent of the King. This request unfortunately could not be met, since Quisling and Hagelin, according to orders, could not be informed of the imminence and the time of the operation.

4. On 8 April the British laid mines in Norwegian territorial waters. At the same time a stiffening in the Norwegian attitude had been noticed during the preceding days, indicating possible difficulties in the operation. For example, the coastal fortifications were

alerted; troop movements took place, e.g., 250 Norwegian soldiers were stationed at the pilot station at Kopperwik; there was delay in providing pilots for the supply vessels, delaying their passage to the north.

An engagement took place between the German and British forces on 8 April. Actually, destroyer GLOWWORM ran into the HIPPER group and was destroyed; later at the time of landing an encounter took place between the German battleships and heavy British naval forces off the Lofoten Islands. As far as the Norwegians were concerned, the harbor defenses in the various ports to be occupied were on the alert, and losses on the German side resulted. In spite of this, the Navy was able to land in all the harbors chosen for this purpose. The views which the Commander in Chief, Navy expressed to the Fuehrer, and which he held to the very last, that it was wrong to leave destroyers behind in the northern ports as a support for the occupying forces on land, proved to be correct. When, on the first day, the destroyers in Narvik did not finish refueling, since the second tanker had not arrived in Narvik owing to delays caused by the Norwegians, their fate was sealed. They were cut off by superior forces and were obliged to fight these in the fjord. The absence of the coastal battery assumed to be at the entrance to Narvik rendered the situation particularly unfavorable.

5. The Navy fulfilled the tasks assigned by transporting the troops, and penetrating into the harbors in order to land the troops. The Commander in Chief, Navy emphasized from the start that it would not be possible to break through to Narvik and Trondheim once more with naval forces for the purpose of supply, since the British would certainly be in control of the seas by that time. Consequently the Commander in Chief, Navy has categorically refused further transport operations by the BREMEN and the EUROPA, etc., since this would mean the complete destruction of these ships as well as of the naval forces escorting them.

6. Seizure of the Norwegian Government and political action in general failed completely. One factor which contributed to this was undoubtedly the delay in the arrival of air-borne troops owing to fog. However the main reason was the fact that the situation was handled extremely badly on the political side (Minister Braeuer). In such cases the main objective must be to arrest the government at all cost. If energetic steps had been taken it would have been quite possible to do this and also to bring pressure to bear on the King to form a new government. A minister (diplomat) who previously had very correct relations with the King and the Government is the most unsuitable person for such a task. Before the commencement of the operation I expressed my concern to the Chief of Staff, Armed Forces High Command and to General von Falkenhorst at not knowing how the political side was being handled. Both assured me that the matter was being dealt with by the Fuehrer and that the services were not to be bothered with it. When I mentioned Quisling to General von Falkenhorst, I learned to my astonishment, that the latter considered the Minister of Foreign Affairs (Koht!) also a very sound man who could be used. After this statement I feared the worst regarding the settlement of political questions.

The situation developed accordingly: Quisling did not obtain the necessary support from General von Falkenhorst and from Minister Braeuer. The Norwegian Government escaped. The re-organization of the government in agreement with the King failed. Quisling was suspected of high treason. An "Administrative Committee", which, however, did not constitute a government, was the result. The Norwegian population was split into two camps. It remains to be seen whether the appointment of Terboven as Reich Commissioner and the recall of Minister Braeuer will bring any changes.

signed: Raeder

Report of the Commander in Chief, Navy to the Fuehrer
on 26 April 1940 at 1500.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer

1. Raid by French destroyers on the night of 23 April in the Skagerrak. Such raids by small destroyer units are always possible but have little prospect of success.

Defensive Measures:

a. Air reconnaissance in the evening, which will generally detect large-scale operations.

b. Mine fields only discourage destroyers, but do not always prevent their passage, since the destroyers may quite possibly pass them by using bow protection gear and by taking advantage of the dipping of the mines in the current.

c. Defense of the gap in the mine field by the 17 cm. battery at Hanstholm and the 21 cm. battery at Christiansand.

d. Radar gear is being set up in Denmark by the Navy and in Norway by the Air Force. British destroyers have not ventured on such raids either in the German Bight or in the Skagerrak; French destroyers rely on their high continuous speed. The French destroyers encountered patrol boats which fired on them; our torpedo boats were sent after them; naval aircraft squadrons and, finally, three planes of the operational Air Force were sent into action, so that the destroyers met real opposition.

The fact that we are carrying out heavy transport operations practically unmolested, in spite of not having naval supremacy, is to be attributed to geographical conditions and strong escort by naval forces and aircraft. This escort service calls for the most intense and exacting operations of practically the whole Navy.

Re "b": Mine fields: Hanstholm-Christiansand 1,400 mines (at a depth of 3 m.) and 1,000 antenna mines (of these 400 laid); Skagen-Paternoster 1,000 submarine-laid mines; in addition flanking mine fields with 1,500 mines are planned as an extension of the Westwall.

Orders issued via the Commander in Chief, Air regarding use of a mine-laying squadron and of the He 59's for defense of the Skagerrak were unnecessary. Mine layers are to be used offensively against Britain. Laying of mines in Scapa Flow and the Clyde is as urgent as ever.

2. Submarine warfare. Small submarines must be withdrawn for training purposes; large ones must be used as soon as possible for submarine warfare against merchant shipping, which just now offers good prospects since large numbers of destroyers are operating

in the north and the convoys are left unprotected. Successes against fast, heavily escorted naval vessels on the Norwegian coast will be achieved only on rare occasions in spite of very large numbers of boats in operation.

Some submarines will remain in Norwegian waters (transport submarines).

The Fuehrer agrees.

3. Defense of bases in Norway. Fortification of Trondheim is of primary importance for the Navy. Batteries, torpedo batteries, and nets are necessary. Anti-aircraft guns are urgently needed.

Oslo, Trondheim, and Bergen have torpedo batteries; make-shift batteries should now be provided for Hardanger Fjord and Sogne Fjord (later Christiansand, Nord Fjord, and Andalsnes).

The Fuehrer urges use of 38 cm. guns for closing the Skagerrak; these will not be ready until later. The suggestion will be investigated. The Fuehrer urges use of the guns of the two coastal fortifications for the defense of the fjords, e.g., Sogne Fjord.

4. Anti-mine measures are at present of great importance. A British aerial mine with acoustic firing has been found. Therefore it is to be assumed that torpedoes used by submarines in the Skagerrak also have acoustic warheads; this is indicated by propellor hits.

The polarity of some of our mines has been reversed; a combination of both kinds is laid in order to insure their effect.

5. Cargo space. Of 2,400,000 tons, 1,000,000 tons have been taken over by the Navy; the rest comprises many large ships which cannot be used. Therefore attempts should be made to use Danish and Norwegian ships. There is a great demand for ore and coal transports. The Russians, Swedes, and Danes will have to transport coal with their own vessels.

6. Decision regarding transport to Bergen. The five vessels carrying 1,800 men with equipment need not be sent; they should proceed via Oslo, since the situation around Bergen has been cleared up. It is not necessary to use battleships for this purpose.

signed: Raeder

Report of the Commander in Chief, Navy to the Fuehrer
on 29 April 1940 at 1530.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer

1. Further Construction on the Aircraft Carrier GRAF ZEPPELIN.

The Commander in Chief, Navy proposes cessation of further construction work, since the ship will not be ready for commissioning until the end of 1940, and the artillery will not be installed for about another ten months (the anti-aircraft guns are now already being used elsewhere; fire control of naval artillery has been delayed by transactions with Russia, etc.). Including the necessary trials, the carrier will therefore not be entirely ready before the end of 1941.

The Fuehrer is of the opinion that, considering the probable developments in aircraft, carriers with planes with internal combustion engines will not be useable anymore in this war.

The artillery of the GRAF ZEPPELIN must be utilized for Norway to protect coastal waters (defense of fishing vessels and coastal traffic).

The guns of the two old coastal fortifications should also be used for this purpose.

The question as to whether 38 cm. and 40 cm. guns are necessary for the defense of Oslo is to be investigated.

2. The Fuehrer requests that the EMDEN be left in Oslo for another two weeks for anti-aircraft defense of the harbor, which is quite inadequate. The EMDEN will be unnecessary as soon as three heavy anti-aircraft batteries are available in Oslo harbor (to protect oil tanks). The Commander in Chief, Navy explains the reasons why the return of the EMDEN is at present desirable.

3. Troop Transports to Norway.

The Commander in Chief, Navy explains that the amount transported is not dependent on the number of vessels available, but on the number of escort forces, which are operating uninterruptedly and under greatest pressure. Experience has shown that medium-sized, fast steamers are most suitable for transport purposes, also fast transport by means of torpedo boats, etc. There were no losses recently.

The Fuehrer is anxious for speedy transfer of the 2nd Mountain Division, which has been in progress since 29 April.

Question: Can a large part of this division be transported by the POTSDAM and GNEISENAU?

Answer: Each ship can take care of about 3,000 men with limited equipment (no horses). However, there is the danger that large ships are more likely to be sunk by submarines and that a great number of soldiers might thus be lost. In addition a large number of fast escort forces would be needed, which would then not be available for other transports. The question will be investigated as to when and where these two vessels could be ready and what equipment they could carry - whether, therefore, the transfer of the Mountain Division would actually be accelerated.

signed: Raeder

Report of the Commander in Chief, Navy to the Fuehrer
on 7 May 1940 at 1500.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer

1. Transports:

Of the 2nd Mountain Division 4,000 men (one fourth), about 2,000 horses, and 800 vehicles still remain to be transported; this will be carried out by 10 or 11 May.

In any case, the POTSDAM will be ready on 8 May and the GNEISENAU on 15 May for any urgent transport duty. The Fuehrer desires that SS and police formations be dispatched to Norway as soon as possible after the 2nd Mountain Division.

Beginning next week, the Navy will have to withdraw escort units in order to be able to resume warfare in the North Sea; at present there is no exact information regarding the mine fields in the German Bight.

2. Fortification of the coast of Norway:

Fortification of Trondheim is of primary importance; then defense of coastal waters for the protection of coastal traffic and fishing. North of Trondheim a number of points will have to be fortified according to the advance of the Army and the Air Force. In establishing Trondheim as a naval base, the most necessary factors are anti-aircraft defense for the harbor and airfields and anti-submarine defenses. The Fuehrer believes that a whole anti-aircraft battalion is necessary for the airfield.

In Stavanger one 15 cm. battery of four guns is available and ready for action. Two 17 cm. batteries, each with four guns are to be installed. After that, the 15 cm. battery can be transferred. The following are also ready: One 15 cm. battery for Trondheim, four 15 cm. batteries, and four 10.5 cm. batteries for the protection of the coastal waters.

The following were found in Bergen: Four 30.5 cm. guns (50 caliber lengths) with screw-type breech mechanism and coastal mounting, and eighteen 13 cm. long-barrelled coastal guns. Ammunition has not yet been discovered; it will be ascertained whether our ammunition can be used. Breech mechanisms (21 cm. and 13 cm.) are missing from the guns of the two old coastal fortifications.

The 38 cm. naval guns will not be ready until the first months of 1941, and then only with short supplies of ammunition; the 40.5 cm. guns will be ready still later. In view of their weight, it is not possible to transport them to Norway at present.

3. Submarine transports:

Up to now seven submarines have been in operation for transport pur-

poses (U "43", U "26", U "29", U "32", U "A", U "101", and U "122"), and they have brought or are bringing all required material to Trondheim. Among other things an 8.8 cm. submarine gun and three 8.8 cm. anti-aircraft guns have already been transported, and an additional 8.8 cm. anti-aircraft gun will be sent within the next few days.

It is proposed to release from transport duties the small boats having little cargo space, and to continue using the remainder until the railway to Trondheim is again in operation (about four weeks). Further, it is suggested that of the six boats which are not yet ready, only the first, namely U "123", be prepared for transport duty; the remaining five which are very important as communications boats for submarine warfare should not be converted at present. In an emergency they can be made ready for use within a few days. The Fuehrer agrees under these conditions.

4. Of primary importance in home waters is the danger of British aerial mines. These are of the magnetic type, against which our countermeasures are effective, however. It will be necessary to organize the patrol of coastal waters and of river mouths and entrances, and to decide on routes for merchant shipping, etc. Attacks on enemy airfields are the best countermeasures; the British are resorting to this to combat our aerial mines.

The GNEISENAU hit a mine in the mouth of the Elbe; this only caused buckling and cracks so that lengthy repairs will not be necessary.

5. The Commander in Chief, Navy repeatedly stresses the great and decisive importance of laying aerial mines. If the Air Force had shown more interest, the Thames could have been mined during the past few weeks. Mine warfare is a naval matter. The Navy determines where the mines are to be laid, and of what type they are to be; the Navy develops mines; former naval officers train the units. Therefore, in order to conduct mine warfare with the greatest possible effect, the Navy should also carry out operations. The Commander in Chief, Air will have great demands made on his forces by operation "Gelb", and he will not have sufficient time and interest for mine warfare. The Fuehrer states that recently in a memorandum of the Commander in Chief, Air the opposite view was presented, i.e., need for unification of all air units, only one reconnaissance, etc., in order to economize on personnel and materiel. The Commander in Chief, Navy, on the other hand, emphasizes the necessity of closest cooperation between the naval air units and the Navy.

6. A report is made regarding the seizure of the submarine SEAL.

7. The Fuehrer approves the dispatch of a letter from the Commander in Chief, Navy to Admiral Rechnitzer concerning Denmark's attitude.

8. Propaganda is discussed regarding the effectiveness of aircraft against battleships. The Fuehrer is considering this from the point of view of the effect on the construction plans of other countries especially the U.S.A.

signed: Raeder

Report of the Commander in Chief, Navy to the Fuehrer
on 21 May 1940 at 1200.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer

1. Report on the sea defense of Norway: The plan for coastal defenses is as follows: First, a 15 cm. battery is to be installed at Trondheim, then batteries at Namsos, Mosjoen, and Mo, to hold off light enemy forces and landing operations; subsequently further batteries for the protection of coastal traffic. Trondheim is to be fitted out as the main base.

2. The Fuehrer decides that the EMDEN is to return. The THEODOR RIEDEL is to return only if replaced by other vessels (torpedo boats).

3. Transport tasks:

a. Transports to Norway are to be decreased to three convoys weekly, consisting of three steamers each, from Aalborg to Oslo. In addition there will be occasional fast transport by individual steamers.

b. Merchant ships are returning from Bergen and Stavanger. Up until now twenty six steamers have returned through the North Sea without incident.

4. Transport Submarines: The Fuehrer decides that when the Oslo-Trondheim railway has been re-established, at the beginning of June, transport by submarine is to cease; transport by submarines to Narvik must be provided on request, however.

5. Naval operations:

a. Battleships. The SCHARNHORST, HIPPER, and three destroyers will be ready for further operations on about 27 May. The GNEISENAU will probably be ready for action about the beginning of June.

Plan: The ships are to operate in the northern North Sea and the Arctic Ocean to relieve our land operations in northern Norway, and to defend the Skagerrak and southern Norway by threatening enemy communications between the British Isles and northern Norway. Operations from Trondheim will be conducted later.

b. Both PT boat flotillas moved from Norway to the German Bight for operations in the Hoofden-Channel area.

c. Submarine warfare:

(1) Atlantic: So far two boats have departed. An additional six boats will be ready for operations by the end of May.

(2) Hoofden: Four boats are operating there now, another three boats will be ready by the end of May to act as reliefs.

d. Auxiliary cruisers:

(1) Ship "16" (commanded by Rogge) is scheduled for mining off Cape Agulhas and for warfare against merchant shipping in the Indian Ocean.

(2) Ship "36" (commanded by Weyher) has sunk one steamer in the North Atlantic. She is proceeding through the Pacific for mine-laying duties off Australia and warfare against merchant shipping in the Indian Ocean.

(3) Ship "21" (commanded by von Ruckteschell) is on her way to attack merchant ships in the North Atlantic.

Is it permissible to bombard the French-occupied island of Aruba? The oil installations belong to Standard Oil, an American company. The Fuehrer decides this should not be done for the time being.

e. Mine warfare. Two mine fields were laid to extend the Westwall, and a third one will be laid. KOELN, GRILLE, destroyers, and mine-laying trawlers participated in the operation. The Skagerrak barrage is to be reinforced against submarines.

6. Holland and Belgium:

a. At first Den Helder is to be used as base of operations, later mainly the Scheldt.

b. Coastal defense. The Commander in Chief, Navy considers that only a few heavy and medium batteries are necessary, as we need not reckon with landing operations in view of our air superiority. The Fuehrer agrees. He believes that the batteries will need protection against aerial bombs. This cannot be provided quickly.

7. The Commander in Chief, Navy asks how long the Fuehrer believes the war will last. Would we be justified in sending all training submarines out on operations now, in the hope that the war will be decided quickly, or would it be better to assume that the war will last some time, and therefore to organize a long-term program for submarine training and construction? The Fuehrer decides on the second course, which is also recommended by the Commander in Chief, Navy. When the main operations in France are over, the Fuehrer will concentrate on the submarine and Ju 88 production programs.

8. The political situation in Norway is discussed.

9. The Fuehrer and the Commander in Chief, Navy discuss in private details concerning the invasion of England, which the Naval Staff has been working on since November.

signed: Raeder

Report of the Commander in Chief, Navy to the Fuehrer
on 4 June 1940 at 1200.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer

1. The Commander in Chief, Navy elaborates on the operation of the battleships which began early on 4 June:

a. The situation is favorable on the whole, as so many British ships are undergoing repairs.

b. It is possible to use Trondheim as a base; tankers, mine sweepers, motor mine sweepers, a repair ship, ammunition reserves, and anti-aircraft batteries are available there. Sea reconnaissance could be increased. There is danger from submarines.

c. Situation at Narvik: Large supplies of materiel and food-stuffs are necessary both for us and the Norwegians; consequently considerable convoy traffic is necessary. An aircraft carrier is at sea about 200 miles from the coast, or off Tromsø. One to two battleships as well as cruisers and destroyers are off Harstad or in Ofoten Fjord.

d. It will therefore be possible to relieve Narvik as follows:

(1) By operating against the British naval forces and transports en route to Narvik.

(2) By attacks to be made on bases by suitable forces if no contacts are made at sea and if air reconnaissance indicates a favorable situation in the fjords.

e. The following plans have been made for later execution with Trondheim serving as a base: Light enemy forces in the coastal waters near Trondheim and Bodo are to be eliminated; the supply lines for the "Feuerstein" group are to be secured; the coastal artillery defenses are to be extended as far as Bodo. The NUERNBERG, with torpedo boats, is to proceed to Trondheim. Consequently the RIEDEL will be withdrawn.

2. Plans for a landing in Lyngen Fjord have already been discussed with the Air Force.

So far the following has been established: 3,000 men with limited equipment can be transported on the BREMEN. No heavy cargo can be loaded, however, as the capacity of the cranes is limited to five tons. An investigation is being made whether a stronger crane can be installed. The BREMEN and the EUROPA can be ready in about five days, and will have a speed of 26.5 knots. It will be necessary to install anti-aircraft guns and to take barges on board to unload materiel.

Necessary preparations: Army and naval officers must carry out air

reconnaissance of Lyngen Fjord to investigate landing points, jetties, etc. Air superiority must be established to cover the time of approach and landing.

A mountain troop is to be held in readiness, and engineers as well as materiel must be taken along.

After the landing, steamers are to proceed to "Basis Nord", as supplies of fuel are limited. The Navy cannot provide further supplies in the north.

The Fuehrer considers it necessary to take along tanks of approximately 13 tons (Czech) and 8.8 cm. batteries which can if necessary be set up at crossroads. This however depends on the cranes, on the size of the barges, and on the landing conditions.

As the preparations will probably take some time (the "Feuerstein" group will arrive before these transports), they are to get under way now.

The Commander in Chief, Navy points out that this transport operation cannot change the difficult situation existing at present; transports by air are necessary. The Commander in Chief, Navy suggests that it might be much quicker and easier to land troops by means of freight-carrying gliders instead, for the purpose of seizing the airfield at Bardufoss; further troops could then follow in transport planes. The Fuehrer states that this will take place simultaneously with the transport operation.

3. The Commander in Chief, Navy reports that the Navy is detailing four anti-aircraft units to Norway and the west, in the face of considerable difficulties, but that the anti-aircraft defenses of Wilhelmshaven and Kiel or of the Kiel Canal cannot be weakened any further as long as the RAF remains unbeaten.

The Fuehrer is in complete agreement, as Wilhelmshaven and Kiel are the bases for all naval warfare.

4. The Commander in Chief, Navy draws attention to the fact that the curtailed submarine construction program, which was to be completed 1 January 1942, is being delayed through lack of workmen, iron, and other metals. Already construction has been held up on submarine pens in Kiel, Wilhelmshaven, and Hamburg, and on submarine harbors and repair workshops.

The Fuehrer explains that he intends to decrease the size of the Army when France has been overthrown and to release all older men and skilled workmen; the Air Force and Navy will have top priority.

5. Agreements have been reached with the Italian Navy concerning areas for submarine warfare, etc.

signed: Raeder

Conference of the Commander in Chief, Navy with the
Fuehrer on 20 June 1940 at Wolfsschlucht.

Present: Chief of Staff, Armed Forces High Command
General Jodl
Commander von Puttkamer

1. France. The Armistice. The Fuehrer wishes to refrain from taking any measures which would affect French honor. The fleet is therefore to be interned at Brest and Toulon (Italy) according to peacetime disposition. The ships are to be inactivated in accordance with special instructions. Some naval units must be available for the defense of Indo-China. Bases on the Atlantic coast with all their resources must be completely at the disposal of the German Navy for warfare against Britain. Demands for mine sweepers and vessels to defend the harbors and channels are to be made during the negotiations.

The Commander in Chief, Navy points out that the Navy can man only the coastal defenses and is not in a position to carry out any land defense. The Army will have to hold troops ready inland. The Fuehrer is quite aware of this fact. Mechanized forces will be kept in readiness for immediate action at suitable points inland. The Air Force is to take over the air defense. The Navy can provide only two anti-aircraft units.

Brest will probably be the main base for submarine warfare, Boulogne and Cherbourg for PT boats.

The Commander in Chief, Navy draws attention to the importance of bases on the Atlantic coast, e.g., Dakar.

The Fuehrer intends to use Madagascar for settling Jews under French supervision. However, he realizes the importance of the proposal made by the Commander in Chief, Navy to exchange Madagascar for the northern part of Portuguese Angola, and he will consider the suggestion.

2. Britain.

a. The Commander in Chief, Navy calls attention to the necessity of starting vigorous air attacks on British bases in order to destroy ships under construction and repair.

The Fuehrer contemplates taking such action soon.

b. The Commander in Chief, Navy reports on negotiations with the Foreign Office concerning a state of siege.

c. The Commander in Chief, Navy makes a report on the preparations for an invasion of England. This report deals with the locality chosen for landing, the question of mines, and shipping available now and in the future.

Special craft (of the type proposed by Von Schell and Feder) are discussed. The Commander in Chief, Navy requests that the Navy alone should make and carry out decisions with regard to the construction of special craft. The Armed Forces High Command will receive instructions to insure this.

The Commander in Chief, Navy states that air supremacy is necessary for an invasion. The Army must check the composition of the divisions required for this purpose, and all superfluous material must be left behind.

3. Norway. Trondheim is to be the base for naval warfare. Coastal traffic to Narvik-Tromsø is to be escorted. Tromsø and Narvik are to be fortified with 15 cm. batteries. The northern area is to be consolidated first of all, and the southern area afterwards. There is a possibility of getting ore transport from Narvik moving by winter if Sweden helps in preparing railways and in sending supplies to northern Norway and to the troops. A sharp note has been sent.

The British will try to upset coastal traffic by raids, mines, and submarines; thus the struggle in Norway is not at an end for the Navy.

The Navy is in urgent need of air support:

a. The Navy has asked the Commander in Chief, Air to leave certain air forces in Trondheim and in the Narvik area. The Commander in Chief, Air sent a rude telegram to the Commander in Chief, Navy. The Commander in Chief, Navy reads the telegram and parts of the teletype message and the letter of the Naval Staff.*

The Fuehrer requests that in the future his decision on such questions be sought through the Armed Forces High Command.

b. The Commander in Chief, Navy gives a report on the progress made in returning the squadrons which Group West had voluntarily placed at the disposal of the Commander in Chief, Air. The Fuehrer replies as in "a". The Fuehrer orders that the Armed Forces High Command prepare both these cases for his final decision. The Chief of Staff, Armed Forces High Command will receive the necessary data from the Commander in Chief, Navy.

4. Operation "Ikarus". The Commander in Chief, Navy reports on the preparations made, the most suitable season, and the most favorable landing place; it is impossible to maintain continuous supplies. The entire Navy will have to be used for operation "Ikarus".

5. Submarine construction and the war economy. The Commander in Chief, Navy made a report on the construction program and the necessity for the immediate allocation of the required material and men if even the restricted program (1 January 1942) is to be carried out without further delay. The Chief of Staff, Armed Forces High Command explains that the demands made by the Navy have been approved at this very moment.

6. The Commander in Chief, Navy emphasizes the necessity of increas-

*In connection with this telegram see letters at end of this volume, pages 83 and 84. These letters were found in the personal files of Grand Admiral Raeder.

ing and accelerating allocation of ammunition for the SCHARNHORST and the GNEISENAU. The Chief of Staff, Armed Forces High Command announces that this has likewise been approved.

The Commander in Chief, Navy requests that the heavy guns should be transferred back from the Army to the Navy, in particular the 38 cm. guns, with firing mounts. He also asks for an allocation from the Army's output of heavy guns. The Fuehrer and the Chief of Staff, Armed Forces High Command agree that this will be done to the fullest possible extent.

7. The Commander in Chief, Navy mentions that Admiral Marschall is ill again and it is necessary to replace him by Vice Admiral Luetjens. He reports that the Navy maintains no contact whatsoever with Lieutenant von Muecke (retired). He also states his intention to call the next destroyer flotilla the "Narvik Destroyer Flotilla".

signed: Raeder

Discussion Points for the Report of the Commander in
Chief, Navy to the Fuehrer on 20 June 1940.

1. Arctic Ocean-North Sea:

Battleships and HIPPER are in Trondheim; the Fleet Commander is Weichsel; discuss further operation of the GNEISENAU-HIPPER task force.

The cruiser NUERNBERG is proceeding to Narvik-Tromsøe.

The SCHARNHORST was hit by a torpedo; she is to be returned home after being rendered sufficiently seaworthy; repairs will require several months.

2. Baltic Sea-Skagerrak:

Sea transports are continuing according to plan, making heavy demands on the few escort forces. Until further notice transport vessels will keep to the former schedule (exchange of anti-aircraft divisions, return of troops).

There is no change in the situation in the eastern Baltic Sea at the moment resulting from Russian action against frontier states. In accordance with the agreement with Russia, warfare against merchant shipping west of 20° E will continue for the time being.

3. Situation in the Atlantic:

Ship "16" is in the operational area either in the South Atlantic or the Indian Ocean; there are no reports.

Ship "36" is in the South Pacific, about 155° W, en route to the Australian area.

No news of ship "21" in the North Atlantic.

Ship "10" put out on 6 June; she is at present in the Norwegian Sea, possibly attempting to break through the Denmark Strait.

Ships "33" and "45" are preparing to leave port.

Ship "33" will probably be ready in a few days to cooperate with a submarine.

Ship "45" will be ready to take the northern sea route at the beginning of July.

4. Submarine situation:

<u>Large boats:</u>	At present operating in the Atlantic:	14
	On outward passage:	2
	At home: (in the shipyards - June/July)	4
	On trial:	6
	Losses:	16

21

<u>Small boats:</u>	At present operating in the North Sea:	2
	At home:	3
	On trial:	1
	Submarine training:	20
	Losses:	7

Submarine successes in the last two weeks:

At least fifteen steamers totalling approximately 80,000 BRT and three auxiliary cruisers (CORINTHIA, SCOTSTOWN, and ANDANIA) totalling 51,225 BRT were sunk.

5. Provision of transport vessels in the event of operation "Ikarus". Instructions have been given to prepare the BREMEN, EUROPA, GNEISENAU, POTSDAM, MOLKENFELS, and NEIDENFELS for transport duty.

What are the Fuehrer's motives in giving these instructions? How and when does the Fuehrer intend to carry out this operation? (See Annex 1. and appendixes.)

6. Invasion of England:

a. Our air supremacy is a necessary condition for an invasion. The Air Force must be able not only to eliminate any threat by British naval forces, but also to provide bridgeheads with paratroops after the coastal defenses have been destroyed.

b. In view of the situation at sea, the crossing must be made at the narrowest place possible. The southeast and south coasts of Britain, therefore, can be considered as disembarkation areas.

c. Preparatory measures already taken or in progress:

(1) Survey of all shipping space available (not yet completed in Holland, Belgium, and northern France).

(2) The construction of special transport vessels (Staatssekretær Feder's proposal, which is under consideration). Reference to invention of hydrofoil boats, etc. (Task of General Schell??)

(3) Careful scrutiny of the coast line with a view to its suitability for landings.

(4) Suspension of mine laying in the area involved in the operation in the English Channel and off the coast of England.

d. The following must be provided in good time:

(1) Sufficient transport space.

(2) Proper distribution of the Army landing troops aboard the available transport vessels.

7. The progress of the submarine construction program and its dependence on labor and metal is to be discussed, as well as the Navy's raw material problem.

8. The Naval Staff demands the return of Naval Air Squadrons 3/106 and 3/906 (Heinkel 115 squadrons) which are urgently needed for carrying out the tasks assigned by the Fuehrer.

9. Naval base Trondheim must be protected against air attacks; the Naval Staff's request for the necessary fighter and bomber protection, and the Field Marshal's answer!!

10. The question of the siege of Britain.

11. The speedy formation of a strong Norwegian Government is desired, in order to gain firm control and influence over the Norwegian people. This will assure in particular that all connections with Britain (intelligence, espionage) are broken off.

12. What is the Fuehrer's view of the probable further development of the war in France and Britain? How does the Fuehrer visualize the possible capitulation of France? To what extent can the French coastal area be utilized for our purposes?

How does the Fuehrer expect to solve the problem of territorial expansion of Germany after the victorious conclusion of the war? What territorial demands does the Fuehrer propose to make to safeguard the German Lebensraum permanently? What stand does the Fuehrer take with regard to the permanent relations of the northern states of Denmark and Norway to Germany? On what political considerations should the Naval Staff base its deliberations on a policy concerning bases which will serve the interests of the Greater German Reich and the needs of a large Navy?

For the views of the Naval Staff on this matter see Annex 2.

Operation "Ikarus".

(These notes are to be used as a working basis by Lt. Commander Junge and Commander von Puttkamer.)

The problem of transport in connection with operation "Ikarus" is similar to that presented by operation "Weseruebung". The task consists of transferring large numbers of men and quantities of material to remote waters for the most part controlled by the enemy.

Here, in contrast to the north Norwegian area, we are dealing with a sea area continuously occupied by enemy forces (cruisers and auxiliary cruisers) in the course of the enemy's long-range blockade. The fact that until further notice, probably in October or November, only one battleship will be available for operations on a large scale complicates our operations. (After repairs have been carried out on the SCHARNHORST, for which the time needed is not known, the GNEISENAU has to be overhauled.) In addition, there is a considerable shortage of light forces as a result of the losses sustained during operation "Weseruebung".

The speeds of the transport vessels intended for the operation differ (two ships capable of a speed of 28 knots, two ships capable of 20 knots, two ships capable of 15 knots) and therefore they must proceed separately if their speeds are to be exploited. This means the escort forces must be scattered still more.

The disadvantages of this can be cancelled out in part by the judicious selection of the points at which the ships are made ready and the points of departure. These transport vessels must be disposed according to their speed; the slower the ship, the nearer to the place of disembarkation. For example, "B" and "E" in the German Bight, "Sc" and "Gn" somewhere near Trondheim; the ships capable of a speed of 15 knots are to be dispersed among the small harbors along the northwest coast of Norway (Andalsnes, Molde). An early transfer to the vicinity of the port of departure and loading is advisable in order to maintain greater secrecy. A fairly long wait is possible there if they are effectively camouflaged. The invasion troops and materiel should be assembled as far as possible at the place of embarkation, not before.

The prospective points of debarkation on the enemy coast must be known so that preparations can be made for carrying out the operation. It appears inadvisable to transport troops on naval vessels to the same extent as in operation "Weseruebung", since this limits the combat readiness of the Navy too much. The time of year and the prevailing weather conditions are decisive for the execution of this operation. It would appear impossible during the summer (about April to September) owing to lack of darkness in the northern latitudes, when surprise cannot be guaranteed and large-scale operations are not possible against a superior enemy.

Reference must again be made to the fact that it will be impossible

to keep our invasion forces supplied regularly. Supplies will have to be carried by occasional blockade-runners which will operate particularly in the dark winter months.

The plan might be executed in the following manner: The lightly escorted transport groups circle around far to the north. A task force, as strong as possible, will be at sea to provide operational protection. It must be loosely coordinated, particularly as concerns time, with the fast transport group ("B" and "E"). The landing points, which will presumably be on the west side, should be approached by hauling around the north end of the island. Every effort must be made for the transport groups to arrive at the same time.

Important demands to be made by the Navy:

1. The transport groups should be distributed so that the length of the line of approach is in proportion to the speed of the transport vessels.
2. The operation should be executed at a time of the year when the area provides the protection of darkness.
3. The over-all weather situation must be taken into consideration.
4. The impossibility of insuring regular supplies must be stressed.

(See appendixes)

Iceland.

Southwest:

The main port and capital is Reykjavik.

1/3 to 2/5 of the population lives there or in the vicinity. The roadsteads are sheltered and suitable for big ships; it is 1/2 mile from the roadstead to the harbor.

Harbor for steamers up to 3,000 BRT and even larger steamers not fully loaded (troop transport vessels); there is a pier and a coal crane. (Note in writing: Draught 6 meters.)

North:

Akureyri is the main city and the most important trading place in the northern section. The fjord is deep, the roadsteads are sheltered, and there is anchorage for very large ships. There are small jetties for steamers,

Two motor roads connect Akureyri and Reykjavik in the summer. There is only tourist traffic however; goods are carried by coastal steamers.

The inland is entirely uninhabited. It is characterized by desert, lava fields, and glaciers; there is not even scanty pasturage.

There are no trees on Iceland, and there is therefore no wood. It is necessary to import everything except shell fish, wool, hides, and fish, which constitute the chief wealth of the country.

The inhabitants are distributed as follows:

30% in Reykjavik,
16.9% in other towns (none of which possesses more than 6,000 inhabitants),
11.7% in coastal settlements,
41.7% in rural districts.

The greater part of the island consists of high land from 500 to 1,000 meters above sea level, from which smaller ice-covered tablelands rise as high as 1,900 meters.

Reykjavik:

This is Iceland's capital and its most important commercial town. It has about 28,000 inhabitants. It is ice-free and has telegraph communications with the mainland and via the Faroes.

Imports: Coal, salt, iron goods, groceries, wood, and oils.

Exports: Fish, mutton, fats, and skins.

Sheltered berth with a depth of 17 meters.

The harbor basin between the town and the island of Effersoe across from it has an average depth of 6 meters.

There are two fairly large jetties 119 and 160 meters long for medium-sized ships.

There is a slipway for ships up to 600 tons, also two smaller ones.

Cable: Iceland
Faroes
Shetlands

In peacetime steamer traffic with Germany was irregular, but with Denmark, Norway, and Britain it was regular: Weekly from February to October, and twice a month at other times. Coastal steamers sail east and west around the island from Reykjavik from April to October inclusive, in connection with the postal service.

Iceland.

War Economy

Iceland has no war and armament industry. This country joined with the Scandinavian states in declaring neutrality in 1938. It refused to enter the League of Nations.

Iceland's economic strength lies in agriculture and fishing. A rapid intensification of farming has taken place since 1933, and creation of an industry relying on native raw materials - the manufacture of fish oil and fish meal - was begun.

The merchant fleet consisted in 1933 of forty steam trawlers and thirty other fishing craft with a total capacity of 25,000 BRT. In 1937, 25,000 tons of dried fish, 13,000 tons of salted fish, and 17,000 tons of frozen fish were exported. In 1937 the herring production realized 19,900,000 kroner. The fish meal and fish oil factories are of great importance.

Farming is for the most part dependent on cattle and horses.

In 1936 there were 653,000 sheep, 37,000 cattle, and 46,000 horses. The horses are small, hardy, and easily cared for; they are today still the most important method of transportation in the unpopulated areas, which lack paths and have numerous river courses.

The chief exports are salted mutton, oils, and fats; also skins and wool.

Iceland has had a favorable balance of trade for years.

The imports consist mainly of coal, salt, iron and ironware, grain, groceries, cloth, fuel oil, tar, rubber, ships, boats, engines, instruments, and rough and processed wood.

Only one fifth of the country is habitable; one fifth is permanently covered with ice. The remainder is made up of stony wastes, volcanic earth, fields of lava, and rocky or river areas.

Views of the Naval Staff on the Policy of Bases.

Up to now the views of the Naval Staff regarding overseas possessions and bases have rested on the following fundamental considerations:

1. German policy concerning bases is ruled by the necessity for a final and basic improvement in the geographical and strategic position of the Greater German Reich, in order to eliminate for all time a British threat to Germany and her interests overseas.

For the internal development of the Navy, it is very important to have opportunities in peacetime for activity and training in extensive sea areas, from bases lying outside the confining waters of the German Bight and the Baltic Sea.

2. The British blockade in the Iceland area on a line with the Shetlands presents a continuous and unbearable threat to German safety. It must be broken once and for all.

3. Britain's exclusive control of Germany's nearest lines of communication to the Atlantic through the Channel should be broken by Germany's presence on the Channel Coast (the Scheldt-Boulogne area).

4. The creation of a large united German Colonial Empire in Central Africa (from French Guinea and Sierra Leone via Togo, Nigeria, the Cameroons, the French Congo, the Belgian Congo, to German East Africa) which is necessary for national and economic reasons, necessitates bases on the coast of the colonial territory. Only thus can British naval supremacy in the Atlantic finally be destroyed and the sea routes to the German colonies be safeguarded.

The Naval Staff considers that these basic claims can be fulfilled by pursuing a bold policy as regards bases; this, however, should be limited to the requirements necessary for protecting Germany's position as a great power and must not entail boundless and exaggerated territorial demands.

Details:

a. From a purely military standpoint it is desirable to build up an area around Trondheim as a naval and air base. In this case, considerations of politics and national psychology are disregarded for the time being.

As far as possible the problem of bases is to be solved by a liberal adjustment within the framework of the Norwegian State, at the same time sparing Norwegian national interests.

b. Iceland should be annexed and the Icelandic area should be exploited as a naval and air base.

c. The ports of Boulogne, Calais, Dunkirk, and Antwerp

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should be used as German bases in the Channel area. (Marginal note: Brest?)

d. Agreement should be reached with Portugal and Spain regarding the purchase and development of bases on the Azores or the Canaries and the Cape Verde Islands, as well as exchange or purchase of the islands lying off German colonial territory, in the Gulf of Guinea, and off the coast of German East Africa.

The possession of Madagascar and the French island groups in the Indian Ocean would extend Germany's naval power to the Indian Ocean, and decisively increase the protection of German sea communications against Britain's efforts to achieve naval supremacy.

e. Naval bases and operational harbors should be established in colonial territory.

f. No demands should be made for bases in the Mediterranean, American, East Asiatic, and Australian areas.

Report of the Commander in Chief, Navy to the Fuehrer
on 11 July 1940 on the Obersalzberg.

Present: Chief of Staff, Armed Forces High Command
Commander von Puttkamer

1. Norway:

The following are reported on: Naval activity in northern Norway; transport operations for the Army; patrol of the sea area Narvik-Tromsøe. The HIPPER and the NUERNBERG will provide support for destroyers, mine sweepers, etc. Repairs of the GNEISENAU are expected to be finished by 25 July.

Question: Is it still necessary to revive shipments of ore from Narvik by sea for such a short period, in view of the increasing supplies of iron ore from Lorraine, etc.?

The Chief of Staff, Armed Forces High Command will investigate and report.

2. Development of Trondheim:

The Navy has begun planning the naval base; it requests to be put in charge of base installations, since the over-all plan will have to be coordinated.

The Fuehrer wishes to make Trondheim a base with extensive defenses against both land and sea attack. The occupation force is to be made up of one division of Army, Air Force, and naval personnel. There must be facilities for constructing the largest ships without regard to draught. A beautiful German city is to be built on the fjord, separate from Trondheim; it does not need to be directly connected with the harbor and the shipyards. The Fuehrer agrees that private firms may be commissioned with building the shipyard. A super-highway is to be built via Luebeck, Fehmarn Belt bridge, Zealand, Helsingør bridge, Sweden, Trondheim.

Possibly the railroad to Narvik could be given to Sweden in exchange for the extraterritorial use of Swedish soil. The Trondheim-Kirkenes road will be widened and improved; parts of it will have to be blasted out of rock, entailing ten to fifteen years work.

At the request of the Commander in Chief, Navy, the Chief of Staff, Armed Forces High Command will select persons capable of planning the city, etc., with whom the Navy can discuss plans.

3. Situation with regard to submarine warfare: An effort will be made to use Brest and Lorient as bases for repairs also, so as to make it possible to intensify submarine warfare soon.

4. Six auxiliary cruisers are at sea; their crews might be used to effect the occupation of the colonies.

5. The Commander in Chief, Navy points out the total absence of guns and anti-aircraft defenses in Baltic bases; he requests prompt information concerning developments in the east, so that bases can be protected against raids. He plans to use captured guns as substitutes. The Naval High Command is to report the number of such guns needed to the Armed Forces High Command, as the Fuehrer considers re-armament necessary.

6. Siege (see Annex 1):

The Commander in Chief, Navy considers a declaration of siege practicable when the war against Britain is intensified. Advantages and disadvantages are discussed; the advantages predominate. The Fuehrer intends to make a declaration. The Naval High Command has discussed details with the Armed Forces High Command and the Foreign Office.

7. The Fuehrer plans to make a speech before the Reichstag and asks whether the Commander in Chief, Navy considers this would be effective. The Commander in Chief, Navy thinks it would, because the contents would become known to the British public.

The Commander in Chief, Navy is of the opinion that for a speedy termination of the war with Britain the impact of war must be forcibly brought home to the British public itself. This could be done as follows:

a. By cutting off their imports.

b. By heavy air attacks on the main centers. The present attacks on a number of objectives of lesser importance are only pin-pricks, making no impression on the public, and of more inconvenience to ourselves than to them. Our own large bases of Wilhelmshaven, Hamburg, and Kiel are continually being attacked and damaged, and all damage affects our naval armament, e.g., the PRINZ EUGEN, the LUETZOW, piers, etc. An early concentrated attack on Britain is necessary, on Liverpool for example, so that the whole nation will feel the effect. The question is whether such an attack would be more useful before or after the Reichstag speech. The Commander in Chief, Navy is in favor of its being made before the speech. He also points out the importance of London and its suburbs for the whole life of the British nation: The great mass of people who cannot be evacuated, difficulties of food supply, and the fact that 40% of the imports come through the port of London. Therefore continued mining of the Thames is of decisive importance.

8. Invasion (see Annex 2):

The Commander in Chief, Navy considers that an invasion should be used only as a last resort to force Britain to sue for peace. He is convinced that Britain can be made to ask for peace simply by cutting off her import trade by means of submarine warfare, air attacks on convoys, and heavy air attacks on her main centers, as Liverpool, for instance. The Commander in Chief, Navy cannot for his part, therefore, advocate an invasion of Britain as he did in the case of Norway. Prerequisites are complete air superiority and

creation of a mine-free area for transports and debarkation. It is impossible to tell how long it would take to clear such an area and whether it could be extended right up to the enemy coast. Furthermore, it would be necessary to enclose the transport area by flanking mine fields. Lengthy preparation of transport facilities would be necessary, and deep inroads would be made into German economic and armament programs (submarine construction, withdrawal of transport facilities, etc.). Orders for these preparations should therefore not be issued until the decision to invade has been made. Trials with landing equipment are in progress in cooperation with the Army Ordnance Department, engineers, etc. The Fuehrer also views invasion as a last resort, and also considers air superiority a prerequisite; he expresses his views on installing heavy army guns, which have the advantages of permanent emplacement and better camouflage against aircraft.

9. The Fuehrer asks whether France should be allowed to take part in warfare against Britain, for instance in the submarine war in the Atlantic. The Commander in Chief, Navy replies that this should be permitted in the Mediterranean if the Italians desire it. They should also be permitted to defend their bases, such as Dakar and Casablanca, but apart from this they should not be allowed to operate in the Atlantic. The Fuehrer agrees.

10. Bases:

The Commander in Chief, Navy points out the importance of Dakar for warfare in the Atlantic. The Fuehrer would like to acquire one of the Canary Islands from Spain in exchange for French Morocco. The Navy is to establish which of the islands is the most suitable, aside from the two main islands. The Commander in Chief, Navy declares Madagascar to be of less importance, as the Atlantic remains the main theater of war.

11. The Commander in Chief, Navy reports on a plan for expansion of the fleet (see Annexes 3 and 4). The Fuehrer agrees to immediate continuation of construction on H and J, unless the war lasts so long that entirely new plans can be worked out. Work on such plans is to be commenced. On the big ships the upper deck must be the strongest in order to be bomb-proof, and everything on the upper deck must be at least splinter-proof; everything else must be eliminated.

The Fuehrer agrees to continue construction of O, P, and Q, with reinforced upper decks. The Commander in Chief, Navy does not discuss the improved type of pocket battleship mentioned in Annex 3.

The Fuehrer considers cruisers equipped with flight decks necessary for warfare against merchant shipping on the high seas. The Commander in Chief, Navy agrees. The GRAF ZEPPELIN is to be completed and sent on trials, and a cruiser with a flight deck is under construction. The Fuehrer considers that quicker firing anti-aircraft guns than the present 3.7 cm. ones are necessary for destroyers. The Fuehrer agrees that immediate work on expansion of the submarine fleet is necessary on termination of the war.

12. A war merit pennant is approved by the Fuehrer.

signed: Raeder

Berlin 6 July 1940

Siege of Britain

The decision on declaring a "Siege of Britain" was delayed because the Minister for Foreign Affairs insists on composing the accompanying communique personally.

On account of this delay, the question was examined whether the politically favorable moment for the declaration of a Siege of Britain has not already passed. It might be better to omit such an announcement in order to avoid attacks from unfriendly neutrals, especially as intensification of naval warfare has already been effected by the laying of mine fields. If notification were not given, political difficulties could scarcely be expected, as practically no ships of important neutrals continue to sail to Britain. It would therefore be possible to forego any announcement and to sanction submarine attacks without warning against all ships with the exception of those of Ireland and the U.S.A.

An announcement made at the right moment however, i.e., at the commencement of total war against Britain, would undoubtedly produce a good psychological effect both at home and abroad. The disadvantage that no actual increase in successes will mark the proclamation of the operational area will be outweighed by the effect of the air war against British home territory. Possible American tendencies toward altering the neutrality laws and revising the stipulations in regard to the war zone would either be hindered or made considerably more difficult by a German proclamation. Apart from this, a proclamation would create a clear position from a legal point of view, which could be referred to if incidents occurred. Finally it is important for the future that by our action we should create a precedent to which we can refer in order to obtain international acknowledgement of operational and mined areas, since in our present situation the neutrals have no choice but to accept it. Especially favorable in this respect is the fact that our declared operational area would coincide with the American war zone.

For the above reasons the original idea of proclaiming an operational area is being maintained. As the accompanying communique is to be composed by the Minister of Foreign Affairs only at the last moment, the proposal of the Naval Staff has been submitted to the Armed Forces High Command, Operations Staff including a draft of a note to the neutrals and suggestions for sparing Irish import trade, i.e., coastal shipping and ships bearing special markings which conform to the instructions of the Naval Staff. It was also stated that the Naval Staff considers that the press should confine itself to elaborating briefly the announcement made by the German News Agency. Above all, anything must be avoided which would give the impression that a basic change in the methods of German naval warfare - e.g., unrestricted submarine warfare - has been brought about. On the contrary, attention should be drawn to the fact that now, as a result of concentration of all forces against Britain, the operational area has become extremely dangerous.

signed: Fricke

Operation "E"

1. The task to be performed is transport of 100,000 men with equipment in a single wave, that is about seven divisions.

The fighting strength of a division according to data supplied by the Army High Command is as follows:

	<u>Men</u>	<u>Vehicles</u>	<u>Horses</u>
Infantry Division	15,000	1,700	4,500
Mechanized Inf. Division	14,000	2,500	-----
Armored Division	11,000	2,400	-----

To what extent the strength of the fighting troops, above all in regard to the number of vehicles to be transported, can be limited for the proposed operation cannot be estimated by this office.

2. a. Sea-going and inland vessels of 1,500 BRT and less, suitable for ocean transport and available in Holland, Belgium, and France as far as Boulogne, including about 370 sea-going and inland lighters, will allow transport of about 40,000 men and 1,300 vehicles.

Crews of the above vessels, estimated at about 3,000 men, would have to be drawn from Germany, and since the small German vessels are also to be used for this operation, they would have to be taken from ocean-going shipping. This would mean that a large part of German merchant shipping would be paralyzed; i.e., approximately seventy ships of 5,000 to 7,000 BRT.

b. About 1,200 vessels, sea-going ships, trawlers, motor fishing vessels, tugs, auxiliary sailing vessels, sea-going lighters, barges, and ferries can be drawn from German shipping, to which can be added a part of the 600 odd vessels of these types at present in the service of the Navy. About 200,000 men could be transported on these vessels, but only about 3,000 vehicles.

c. From Rhine shipping the German and Dutch passenger vessels with a capacity of about 4,000 men can be drawn on, and also about 1,500 barges for the transport of men and vehicles; this would produce a total capacity of about 120,000 men and 4,500 vehicles.

3. Added together, the shipping space available for this operation in occupied territory, in Germany, and on the Rhine, is sufficient to transport over 300,000 men but only 8,500 vehicles. This means that there is space to transport the vehicles of about three divisions. No rearrangement in the loading at the expense of men and in favor of vehicles is possible, as the loading capacity of the ships with regard to vehicles is used to the fullest, and in these ships men would be carried only as an extra load. Embarkation of 100,000 men, or seven divisions, with equipment in a single wave is therefore not possible with the transport facilities available.

4. In the ships which are to be used, with the exception of lighters and barges, the vehicles will have to be loaded on deck on account

b

of insufficient hatch capacity and since the cranes and winches are too light. For the same reasons and because of the ships' draught it will be possible to unload on an open coast only by means of landing bridges with floating bridgeheads on account of the tide. To what extent it would be possible for engineers to construct these bridges under such conditions as would prevail has not yet been examined.

Lighters and barges present quite a different picture, since because of their shallow draught they can run close inshore and unload by means of collapsible bridges.

5. Among the vessels available there are about 2,000 lighters and barges with a capacity of about 6,000 vehicles. As these vehicles can be disembarked on an open coast quickly and without great preparations there, and the necessary troops can be carried in lighters and tugs, it is considered best to employ only lighters and barges for the first wave. This would have the following advantages:

a. Merchant shipping would be little affected, as only little personnel and few ships would be withdrawn.

b. The number of vessels to be transferred from Germany would be small and could be brought over the inland waterways for the most part. Those brought by sea would be mainly trawlers and sea-going tugs.

c. Preparation of vessels would be unobtrusive and embarkation would be quick and easily executed.

Views of the Naval Staff on Expansion of the Navy
after the War.

I. Basic Principles for Naval Expansion:

1. The ultimate expansion of the Navy will be governed by the following:

a. The geographical and strategic position in which Germany will find herself as the result of this war.

b. The task set the Armed Forces by the Government after the war.

Both will indicate who Germany's future enemies will be, their strength, alliances, and their strategic plans in regard to Germany.

2. The ultimate strategic position of Germany as a result of the war cannot at present be foreseen. Considerations for expansion of the Navy must therefore be based on the probable new naval situation which, as far as can be seen, will have undergone the following deep-rooted political and strategic changes:

a. Germany will be the dominating power on the European continent. The economic resources of the north, the west, and the southeast would be equally at our disposal. A political alliance of the northern or western states (Holland, Belgium, France) against Germany would be impossible.

b. Germany will control a large Central African colonial empire from the Atlantic to the Indian Ocean.

The fate of the British Empire after the war is uncertain. Nevertheless, it can be assumed that Great Britain will have to sacrifice all interests on the Continent and recognize German supremacy in Europe. Great Britain in her weak situation will look to the U.S.A. for support, and because of her great interest in a strong Britain in Europe, America will be forced to be hostile to Germany. The two Anglo-American powers will maintain or reconstruct their great sea power for the protection of their empire, thereby becoming the next natural enemies with which Germany will have to deal.

4. Germany's colonial activity and the greatly increased trade involved, the protection of her colonies and sea communications, the addition of colonial and foreign bases, as well as, most important, the constant possibility of British enmity would necessarily force Greater Germany to become a naval power of the first order; there will be possibilities for large-scale naval operations, details of which cannot yet be predicted. In this way the development of German sea power, which has lasted over centuries and has been handicapped by numerous mistakes and failures, will be brought to final fruition.

5. The age-old principle that naval warfare is the battle for

economic and strategic sea communications is still true.

The main task of naval warfare remains:

a. The permanent or temporary maintenance of naval supremacy in those areas where it is necessary to safe-guard our own sea communications; maintenance of our own shipping as well as of bases and harbors.

b. The destruction of enemy sea power in areas needed by the enemy for the maintenance of his sea communications; the destruction or disruption of enemy shipping and the blockade of important bases and harbors.

6. The various experiences of this war cannot yet be fully evaluated. Experiences to date, however, show the very great importance of the air force in naval warfare, a fact which must be taken into consideration not only in the proper incorporation of the air force when the question of the future composition of the fleet arises, but also in relation to the type of ship to be constructed. It must also be borne in mind that the composition of a fleet at any time and the durability of the vessels constructed must take into account as far as possible the rapid development of the air force and the effect of its weapons.

7. While in this war the duties of the German Navy in protecting merchant shipping arose only as a result of the occupation of Norway, after the annexation of a large colonial empire they would, in the event of war, attain very substantial, though perhaps not decisive, importance right from the beginning. Even if Germany should find herself in the above strategic situation, however, the main task would still be to conduct offensive operations against enemy sea communications, bases, and harbors.

8. In solving the problem of the most suitable composition of the Navy to guarantee fulfillment of the main tasks assigned to the German Naval Staff, the first and most decisive question concerns whether it is necessary to build battleships.

The Naval Staff considers the most important lesson of the war up to date the realization that, in spite of the unusual development and successes of the Air Force and experiences of submarine and mine warfare, the battleship has not lost any of its importance. On the contrary, war experiences, connected with naval warfare on the high seas, have clearly shown the necessity for building ships of precisely this type, as many and as quickly as possible, although in a new and improved form. Modern methods of warfare have merely proved that the operation of battleships in coastal waters has become outmoded. The Naval Staff is convinced that the course of the war justifies the "re-birth" of the battleship. Only the battleship, if suitably constructed, would be in a position to stand up under the heaviest bombing, combining in itself better than any other surface unit the best protection, maximum endurance, and the most effective defense against air attack. From this arises the demand for construction of bigger, heavier, and more powerful battleships.

The strategic expansion of German naval warfare by use of bases outside Europe compels Germany, in her struggle for naval supremacy, to continue building battleships as fast as possible. A decisive threat to the enemy's heavily patrolled Atlantic sea routes can be made only by heavy battleships which, on account of their power, can score great, immediate successes and can indirectly support surface raiders and submarines. In this new strategic situation in naval warfare on the high seas only the battleship will be able to attain the desired end: The adequate protection of our own sea communications, destruction of those of the enemy, and termination of his naval supremacy.

The theater of operations for German battleships of the future will be the Atlantic, not the North Sea or the Arctic Ocean. The strategic demands which must therefore be considered when building the ships are a wide operational radius and special suitability for conditions in the Atlantic.

In view of Germany's complete lack of battleships for ocean warfare, no new developments and discoveries based on past experience can or must be incorporated in the plans for the construction of this type of ship. It is far more important to begin building big ships of the first series according to previous plans and to take new developments and discoveries into consideration only when construction on subsequent series commences; that at least, should be the principle! In so far as obvious improvements can be carried out on ships under construction without causing any delay, they should of course be undertaken.

9. Immediate construction of battleships is not to be thought of without simultaneous construction of a proportionate number of large Atlantic escort vessels, without which no operation of battleships on the high seas is possible. The most suitable vessel for this task is the scout cruiser, whose characteristics and operational radius meet the demands of naval warfare in the Atlantic. Apart from these scout cruisers a great number of large, powerful destroyers will be necessary for escort duty with the battleships, and for operations in the North Sea, the Arctic Ocean, and the Baltic Sea. In view of the complete lack of light naval forces, it is urgently necessary to accelerate their construction.

10. The period needed for the construction of this nucleus fleet will be considerable. Until sufficient ships are built to enable the Navy to live up to its tasks, the Navy will actually be very weak, unless it manages in a comparatively short time to build up a strong submarine fleet with the necessary coastal forces. Germany is therefore dependent on a strong submarine arm to a decisive degree if she is to build up a large fleet. Until this fleet has been built, the main naval task of attacking the enemy's sea communications will fall to the submarines. These are to be supported by many auxiliary cruisers constructed according to experiences gained in this war.

An early peace would make it necessary to adhere in the main to the present war construction program, until sufficient submarines have been accumulated to eliminate any direct threat to Germany's se-

curity. The requisite number would be about 200 boats, including those engaged in training duties. On attaining this number, submarine construction should be restricted, allowance being made for wear and tear, for an increase to a total number of 250 boats, and for suitability of type to meet the new naval situation. The ratio of large submarines should be increased and the submarines generally enlarged. Should peace come at a later date, coinciding roughly with the completion of approximately the number of submarines required, then the reconversion to the general peacetime plan for ship construction would take place correspondingly earlier.

11. In view of the necessity of having to control the heavily guarded sea routes in foreign waters and having to break up concentrations of heavy enemy naval forces, warfare against merchant shipping could not be left to the submarines and auxiliary cruisers alone. Nothing has occurred to alter the opinion that the Atlantic pocket battleship is the most effective instrument and the mainstay of the war against merchant shipping. New vessels of this type must be constructed in accordance with the experience gained in this war, to embody the features best suited to operations in the Atlantic, high speed and adequate guns of 28 cm.

In view of war experiences with heavy cruisers, these ships have no place in a modern fleet. Fleet reconnaissance duties are now assigned to the air units and to scout cruisers. The Naval Staff, however, considers that there are extensive duties for vessels of the cruiser type in protection of our own merchant shipping, protection of the colonial empire, and control of the sea routes involved. Cruisers of the M class are considered suitable for such duties. In view of the special urgency in construction of battleships and destroyers, the construction of auxiliary cruisers and cruisers must, for the time being, take second place. This deliberate postponement must and can be borne in favor of a strong German submarine fleet, which will be the mainstay of naval strategy until the Atlantic fleet is ready.

The construction of raiders and cruisers (with the exception of scout cruisers) must take second place to insure the speediest possible construction of a strong group of battleships. The guiding principle should be that construction of battleships must in no way be injured or delayed by building cruisers or pocket battleships for raiding merchant ships. The backbone of naval strategy on the high seas against enemy sea communications is the battleship itself.

12. Experiences with regard to the suitability of the present type of aircraft carrier must still be evaluated. Examination of enemy naval strategy as well as reflections on our own strategy in ocean warfare lead, however, to the clear recognition of the fact that aircraft carriers or cruisers with flight decks for use in warfare in the Atlantic definitely cannot be dispensed with.

13. Besides the construction of vessels for ocean warfare, the development of coastal escort and patrol forces is of equal importance; they are a prerequisite to great sea power at home as well as in the colonial empire. The necessity for the construction of a large coastal defense force, consisting of torpedo boats, mine sweepers, submarine chasers, motor mine sweepers, and PT boats, si-

multaneous and carefully synchronized with the fleet construction program is strongly emphasized.

14. Finally, it must be realized that the task of building up the Navy of the Greater German Reich can be achieved only by straining all industrial resources and manpower reserves over a long period of years. The preliminary reflections of the Naval Staff should make possible a planned adjustment of the immediate building program to the armaments industry as a whole, and should mark the first step towards the operational goal of German naval construction.

II. Building Program:

1. As soon as the peace has been concluded, the Navy should be expanded as quickly as possible. First of all a transitional program should be set up. Care must be taken that immediate work is started only on those types, constructional details of which are already perfected; but on the other hand a proportionate composition of the fleet should be aimed at. The following are the perfected types which in the opinion of the Naval Staff are ready to go into immediate production:

Battleship H
Cruiser M
Scout cruiser
Destroyer 36a
Fleet torpedo boat

The following figures give a suitable proportion of the various types to one another, taking into consideration the date for completion:

Battleship H	.....	1
Improved pocket battleship (after alterations)	.....	1
Cruiser M	.....	1
Scout cruiser	.....	3
Destroyer 36a	.....	10
Fleet torpedo boat	.....	6

Construction on the improved pocket battleship and cruiser M can be temporarily postponed if it is not possible to start building all vessels simultaneously.

It would be desirable to start work on four battleships and a corresponding number of light naval forces; the actual number will depend to a great extent, however, on when the war ends and to what extent submarine construction can be suspended in view of the number of submarines available at the time.

2. Construction plans:

a. New plans must be drawn up at once for the following:

(1) An improved type of pocket battleship: Battleship O, intended for this use so far, does not fulfill the requirements of the Naval Staff; in fact it grew out of the necessity to make use of the very heavy guns.

The Naval Staff suggests a ship of approximately the following type for warfare against merchant shipping in the Atlantic: One with high speed, great range, heavy guns, but with only light armor plating. It is assumed that the details will be roughly as follows:

Maximum safe continuous speed: 30 knots (if possible, with a maximum speed of 33 knots for short periods.

Guns: Six 28 cm. guns in two triple turrets; a secondary battery of 15 cm. guns; a sufficient number of anti-aircraft guns.

Range with normal equipment: 18,000 miles at 19 knots.
22,000 miles at 15 knots.

Armor plating: To insure protection against 20.3 cm. hits at normal combat range (15,000 to 22,000 meters) of 28 cm. guns.

The greatest importance is attached to absolute reliability and complete seaworthiness for operations in the Atlantic.

The Naval Staff has deliberately refrained from making demands for higher speed, as practical experience has shown that such demands can be fulfilled only by using complicated machinery which is liable to break down very easily. If the above type can be produced with higher speed capacity and assurance of absolute reliability, this would be most desirable to the Naval Staff.

(Marginal note: Matters mentioned in Paragraph 1 were not discussed at the conference.)

(2) Cruisers with flight deck: It appears necessary to develop a cruiser able to carry a sufficient number of planes for reconnaissance and escort duties essential to an independently operating group - possibly in place of the aircraft carrier. The Naval Staff visualizes a vessel similar to cruiser M, carrying about fourteen planes. To allow for installations necessary for stowing and operating the planes, certain concessions could be made in speed and armament.

b. Apart from this, new designs are not necessary at present. For the further development of all types, apart from vessels going into construction immediately, constructional changes must be undertaken as soon as possible, utilizing experiences gained during the war:

(1) The effect of torpedoes and mines on our ships has been especially dangerous and serious. It is true that as yet there is no conclusive evidence concerning the effect of the air arm; nevertheless the damage done by our Air Force to British naval forces off Norway was very considerable. (The sinking of a modern battleship off Namsos cannot be readily denied.) In evaluating the danger from the air it must be borne in mind that the possibilities of the

Air Force can be further increased by heavier bombs (now already 1,800 kg.!), improved bomb sights, longer plane ranges, and higher speeds.

Summary: Constructional improvements must be made for increased protection against mines, torpedoes, and bombs.

(2) High speed, the value of which has often been clearly demonstrated, could in a great number of cases not be maintained because of:

- (a) Engine trouble.
- (b) Insufficient seaworthiness.

It is therefore necessary to revert to a steam plant which, in contrast to the high pressure superheated steam plant, can be fully controlled, and to increase the power output of the engine.

The limited seaworthiness of certain of our ship types was sharply brought out by the Propaganda Company film of the GLORIOUS operation, and by the war diary of the Commanding Admiral, Destroyers.

Summary: Constructional improvements must be made to secure absolute seaworthiness and reliable functioning. No record-breaking performance is demanded, but rather a continuously high and reliable standard of efficiency on the part of engine and ship.

(3) Finally it will be necessary to take measures in design or construction to make all our ships from destroyers on upwards capable of extensive service in tropical regions.

Draft signed by Schniewind

Berlin 2 July 1940

Naval Construction Division

Construction of Battleships and Cruisers after the War.

The ships indicated below can be built after the end of the war on the following conditions: The industrial facilities must be exploited to the utmost, over and beyond the provisions of the Z plan, and without taking into account the articles produced by Krupp for Russia; the construction of submarines must be curtailed greatly: One battleship of the H class requires as much work as sixty five submarines, one of the O class as much as fifty submarines.

H-class battleship:

1 ship at Blohm and Voss	Construction to be continued immediately
1 ship at Deschimag	Three months after the war
1 ship of the same or improved type at the Deutschen Werke	Twelve months after the war
1 ship at the naval shipyard at Wilhelmshaven	Eighteen months after the war

The third and fourth ships cannot be built any earlier because Krupps capacity for manufacturing the necessary cemented armor plate is limited.

O-class battleship:

1 ship at the Deutschen Werke	Three months after the war
1 ship at the naval shipyard at Wilhelmshaven	Five months after the war
1 ship at Schichau, Danzig	Five months after the war

Two or three M class cruisers for independent operations in the Atlantic can be built simultaneously. Up to six scout cruisers (small cruisers to operate in cooperation with the battleships in the Atlantic) can go into construction within twelve months after the end of the war.

Building time for:

H-class battleship	about forty eight months
O-class battleship	about thirty nine months
M-class cruiser	about thirty months
Scout cruiser	about twenty four to twenty seven months

An appendix contains sketches for H and O-class battleships and two new plans for battleships of H class (Tr.N.: Appendix not attached.)

Naval Construction Division

Conference on 21 July 1940.

The Fuehrer raised the following points:

What hopes can Britain have pertaining to the continuation of the war? She may be expecting the following:

1. A change of policy in America. (America lost \$10,000,000,000 in the World War, and got back only \$1,400,000,000. She is hoping to become the dominant naval power in any case.)

2. Russia's entry into the war, which would be unpleasant for Germany especially on account of the threat from the air.

Even though Moscow is unenthusiastic about Germany's great successes, she will nevertheless make no effort to enter into the war against Germany of her own accord. Naturally it is our duty to deliberate the American and Russian questions carefully. A speedy termination of the war is in the interest of the German people. There is, however, no urgent need for this, as the situation is far more favorable than it was in the World War. In 1918 the western front was enormously costly. This is not so in the present situation. An abundance of material is available. The fuel problem is the most pressing. This will not become critical as long as Rumania and Russia continue their supplies and the hydrogenation plants can be adequately protected against air attacks. Food supplies are assured for some time, especially if prisoners of war are used to a larger extent as farm hands.

In Britain they may have hopes that the fuel situation in Germany will develop unfavorably. It is necessary to clear up the question of whether a direct operation could bring Britain to her knees, and how long this would take. Also diplomatic steps must be taken in regard to Spain, Russia, and Japan. Such steps are difficult, though, as long as the world awaits a new miracle which has not yet occurred.

The invasion of Britain is an exceptionally daring undertaking, because even though the passage is short, it is not merely a question of crossing a river, but of crossing a sea which is controlled by the enemy. Forty divisions will be necessary. The most difficult task will be the continuous supply of materiel and foodstuffs. We cannot count on obtaining supplies of any kind in Britain.

Prerequisites are complete air supremacy, adequate artillery in the Straits of Dover, and protective mine fields. The time of year is very important, since in the second half of September the weather in the Channel and the North Sea is very bad, and the fogs set in around the middle of October. Since the cooperation of the Air Force is decisive, this must be given greatest consideration in fixing the date.

The following must be established:

1. How long does the Navy require for its technical preparations?

2. How soon can the guns be in place?

3. To what extent can the Navy safeguard the crossing?

If it is not certain that preparations can be completed by the beginning of September, other plans must be considered.

signed: Raeder

The following two letters were found in the personal files of Grand Admiral Raeder. They have reference to the telegram mentioned in the conference of 20 June 1940 (see page 55).

The Reichsmarschall
of the Greater German Reich

Berlin 8 August 1940

Most esteemed Grand Admiral!

Due to special circumstances it was only a few days ago that I read the actual contents of the telegram sent to you some time ago, containing my opinion with regard to your note on matters concerning Norway. I can assure you that I was extremely shocked when I realized that, due to a chain of misunderstandings in my staff, this telegram was delivered to you in this form and with this wording. I alone am of course responsible, for I was in a state of excitement because your proposition was presented to me as so categorical that I saw therein an interference in my own sphere of command. Not for a moment, however, could I assume that my attitude would be so interpreted that such a telegram would be sent to you personally. You can rest assured, my dear Grand Admiral, that I too share the point of view that such a tone in communications between the Commanders in Chief, and especially between two men whom nothing separates but much more unites, is absolutely unthinkable. I regret most deeply that such a thing has happened and I wish to apologize personally and in all due form for having, though quite by mistake, been responsible for such a grave offense.

Although the matter in question has been clarified and settled, I beg of you nevertheless to destroy this telegram. The thought of having telegraphed you in such an impossible tone is absolutely unbearable to me. The high esteem which I hold for you would at all times make such a tone toward you seem impossible to me. The only explanation which I can offer you is that the matter was presented to me at a time when other important things were passing through my mind, so that I did not read the telegram myself afterwards. Had I done so, the telegram would of course never have been sent. I would like to assure you once more that really no one ever drew my attention to this telegram up to the moment a few days ago when I myself saw it for the first time in the files. It was clear to me immediately that only a comprehensive apology to you could make amends for it. I would greatly appreciate it if you would not hold the matter against me in the future, although you would certainly be fully entitled to do so. May I also beg that this letter be considered as a purely personal matter?

With comradely greetings and Heil Hitler

yours,

signed: Goering

Commander in Chief of the Navy

Berlin 13 August 1940

Most esteemed Reichsmarschall!

It was with great satisfaction that I read your letter; I thank you most sincerely. In view of our mutual efforts to cooperate most closely and most effectively, it had depressed me very much of late that it could have appeared as though differences had arisen between us which in turn seemed to have affected the cooperation of the lower echelons.

The very comradely form in which you stated your point of view in this matter touched me deeply. The telegram is destroyed.

You may rest assured that my personal esteem and respect for you, my dear Reichsmarschall, has at no time undergone a change.

Heil Hitler

yours very respectfully,

signed: Raeder