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REPORT ON THE
INTERROGATION OF SURVIVORS FROM U-199
SUNK ON 31 JULY 1943

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27 September 1943

TABLE OF CONTENTS

Chapter	I. INTRODUCTORY REMARKS
	II. DETAILS OF <u>U-199</u>
	III. CREW OF <u>U-199</u>
	IV. EARLY HISTORY OF <u>U-199</u>
	V. SOLE PATROL OF <u>U-199</u>
	VI. SINKING OF <u>U-199</u>
	VII. REMARKS ON 1,200-TON U-BOATS
Annex A.	CREW LIST OF <u>U-199</u>

Chapter I. INTRODUCTORY REMARKS

U-199, (Kapitänleutnant* Hans Werner Kraus) the first 1,200-ton U-boat sunk from which prisoners have been taken, was sighted and attacked at 0718 P, 31 July 1943 in 23⁰ 45'S., 42⁰ 57'W. by U.S. Mariner aircraft. At 0902P the same day a Brazilian Catalina aircraft attacked and sank her. At 1200P, U.S.S. Barnegat recovered 12 survivors, including the captain.

After a preliminary interrogation at Recife, all prisoners were brought to the United States for detailed questioning. They were the most security conscious group ever interrogated in this country. While in the water between sinking and rescue, Kraus had given a final warning to his men against giving any information to the enemy. No documents were recovered. No engine room, W/T or torpedo personnel survived.

The main feature of interest of this report is a description of a 1,200-ton U-boat.

(See Section II and Plates I, II, and III.)

She much resembled an elongated 740-tonner.

* For U.S.N. equivalents of German Navy Ranks, see Annex A.

CHAPTER II. DETAILS OF U-199

TONNAGE.

1,200 tons.

TYPE.

IX D.2.

BUILDERS.

Deschimag, Bremen.

PATRON.

Possibly the city of Erfurt, though many stated that she had no adoption. Kraus came from Erfurt.

INSIGNIA.

A Viking Ship painted on Conning Tower. Kraus had formerly used this insignia in U-83.

DIMENSIONS.

Length – 88 meters (290 feet). (O.N.I. Note: Photographic reconnaissance shows this type of boat to be 280' long.)

Beam – 6.5 meters (22 feet). (O.N.I. Note: Photographic reconnaissance shows this type of boat to be 20' broad.)

Draft (fully loaded) – 4.20 meters (14 feet).

CAMOUFLAGE.

Painted dark grey overall.

- 2 -

CONSTRUCTION.

Nine compartments, from forward to aft as follows:

1. Bow Compartment.
2. P.O.'s Quarters.
3. C.P.O.'s Quarters.

4. Galley.
5. Officer's Quarters.
6. Control Room.
7. Diesel Compartment.
8. Electric Motor Compartment.
9. Stern Torpedo Compartment.

Water-tight Bulkheads – Four in number; one either side of the Control Room, one between Bow Compartment and P.O.'s Quarters and one between Stern Torpedo Compartment and Electric Motor Compartment.

“T”-Frames – Inside pressure hull: only visible in Electric Motor and Bow Compartments.

General – Prisoners described the internal dimensions of U-199 as roughly similar to those of 740-tonners in which they had formerly served, with the exception that the P.O.'s Quarters, C.P.O.'s Quarters, Officers' Quarters, Galley and Diesel Compartment were all considerably longer. They gave the following lengths:

- | | |
|-----------------------|------------|
| 1. P.O.'s Quarters | 5.5 meters |
| 2. C.P.O.'s Quarters | 4 meters |
| 3. Officers' Quarters | 7.5 meters |
| 4. Galley | 2 meters |

- 3 -

Heads – One to port of P.O. Mess. One to starboard of Stern Torpedo Compartment. One in port side of Conning Tower, accessible by door from deck.

A shower bath was fitted in the forward heads.

Hatches – Five in number. [See Plate II.](#)

Periscopes – Two fitted.

Tanks – Outward tanks numbered 1 – 8 from aft to forward.

Seaworthiness – Survivors spoke highly of U-199's seaworthiness. The said she was much steadier in a sea than a 500-tonner, owing to her greater length and beam.

DIVING

Tested to 50 meters (5 kg. Per cm²).

Two Depth-Gauges marked to 200 meters.

Smaller Gauge in control room marked to 25' meters.

Normal depth when crash diving – 60 meters.

Crash-Diving Routine

1. Tanks 7 and 8 flooded.
2. Tanks 4 and 5 flooded.
3. Tank 1 flooded.

Periscope Depth – 14 meters.

Crash-Diving Time – About 45 seconds to periscope depth.

Tactics During Aircraft Attack – Submerge to 60 meters with wheel hard over.

ARMAMENT.

Guns – One 105-mm. Forward. Elevation 450. Arc of fire 2200. Effective between 5,000 and 9,000 meters. One 37-mm. Aft. Elevation greater than 450. Arc of fire 3600.

- 4 -

One 20-mm. On Platform (and one reserve 20-mm. Stowed below decks). Two Type M.G. 15 M.G.s on Conning Tower (and two reserve). A number of automatic pistols.

Ammunition – 200 rounds of 105-mm. Of this total, some 40 rounds were A/A type, with time-fuse up to about 15 seconds. These were painted yellow marked with a white “Z” (“Zeitzündler”)

105-mm. ammunition stowed below in magazine. 32 rounds of ready-use 105-mm. Ammunition stowed in containers in outer hull just forward of Conning Tower. No A/A ready-use 105-mm. Ammunition carried.

A number of rounds of 37-mm. Stowed in Magazine. Ready-use 37-mm. Stowed in two containers accessible through doors on starboard side of Conning Tower. 20-mm. Ammunition stowed in Magazine. 10 drums ready-use 20-mm. Ammunition stowed in Conning Tower.

Torpedo Tubes – Four bow, two stern.

Torpedoes – 27 carried, stowed as follows:

12 air in upper-deck containers (six on either side).

4 electric in bow tubes.

4 electric in bow compartment bilges.

2 electric in bow compartment floor plates.

2 electric in stern tubes.

3 electric on after torpedo compartment floor plates.

Pistols – G.7.H.

“Curly” Torpedoes – None.

Mines and Mine Shafts – None.

- 5 -

Aircraft – None.

Upper Deck Torpedo Storage – Upper deck torpedoes were stowed on dollies in position on parallel rails either side of the deck. Torpedoes could be transferred from one side of the deck to the other in the following manner: the dolly bearing the torpedo must be moved to a

point forward between the galley and forward torpedo hatches. Here it is run onto a section of the track which is itself on rails and which can be pushed sideways across the upper deck until it fits into position on the opposite track. This dolly transfer device is also in position aft between the stern torpedo compartment and Diesel compartment hatches.

Torpedo Davits – Two collapsible torpedo davits were stowed amidships forward of the forward torpedo hatch. When required, either could be erected in slots provided on both sides of the Conning Tower. Each davit could be swung through 180⁰. Each was reinforced when in position by a strut across the angle it formed with the Conning Tower side. The davits were operated by hand and torpedoes were raised and lowered by a system of pulleys. Survivors said that the davits were principally for transferring torpedoes from other boats, in the event of U-199 running short. They could also be used, however, to transfer torpedoes from U-199 to other boats. Although they had never seen this gear in operation, they believed that boats engaged in a transfer with

- 6 -

U-199 would never come alongside her: the transfer would be made by means of floats or rubber dinghies. ([See Plates.](#))

SCUTTLING CHARGES.

Both “Sprengbuchse” and “Sprengpatronen” carried. Fitted in magazine.

S.B.T.

Fitted on starboard side in stern torpedo compartment “heads”.

PROPULSION.

Main Diesels – Manufactured by M.A.N. 9-cylinder. Each 2,400 H.P.

On two main Diesels, surfaced and in fair weather: --

Utmost speed (2 x A.K.)	17.5 – 18 knots.
Full Speed (A.K.)	16.5 – 17 knots.
4/5 Speed	16 knots.
3/4 Speed	14 knots.
Half Speed	12 knots.
Slow	10 knots.
Dead Slow	8 knots.

(Above speeds are without use of supercharger.)

R.p.m. were the same as for similar Diesels fitted in 740-tonners, i.e.:

Dead Slow	160.
Slow	240.
Half	300.
3/4 Speed	400.
4/5 Speed	460.
Full Speed	480.
Utmost Speed	528.

Auxiliary Diesels – 6-cylinder. Manufactured by M.A.N. Aligned with main Diesels. Intended to be used principally for charging batteries. While working up, they were sometimes used for this purpose, but never on patrol.

- 7 -

Prisoners stated they could also be used to give extra speed (up to about one knot) but were never used for this purpose. The Chief Engineer used to complain at having them fitted at all. He ran them only once on patrol, for a few minutes, to test them.

Supercharger – Fitted. Type unknown. Seldom used, but survivors estimated it could give an extra knot.

Fuel Capacity – Prisoners were uncertain. Some said it was about 400 m³ ton (340 ton). Stowed in Tanks Nos. 2, 3, and 6. Prisoners stated she used about 120 m³ on passage and 60 while in operational area.

General – U-199 often proceeded on patrol on only one Diesel, in order to save fuel. She also sometimes proceeded on Diesel-Electric. At other times, she used one Diesel for propulsion and the other for charging her batteries. On passage she never proceeded at more than half speed (12 knots) and in her operational area never at more than 3/4 speed (14 knots).

Electric Motors – A.E.G.

Electric Motors, using both motors,

Full Speed	6 knots.
Half Speed	4 knots.
Slow Speed	2.5 knots.

Dead Slow

1.5 knots.

Prisoners stated that they had never used their supercharger.

BATTERIES.

Stated to be "normal". Fitted with special ventilation shafts.

- 8 -

COMPRESSOR.

Two carried. Type unknown.

H/P AIR BOTTLES.

22 carried.

WORKSHOP.

A small workshop was located on the starboard side in the Stern Torpedo Compartment.

GERMAN ASDIC.

None.

RADAR.

Fitted. Net type aerial on rod mounted to port in Conning Tower.

R.D.B.

No radar Decoy Balloons carried.

G.S.R.

Fitted. Drive shafted dipole-style aerial mounted to port in Conning Tower.

D/F.

Carried.

COMMUNICATIONS.

One H/F transmitter.

One H/F L/F transmitter.

One emergency transmitter.

All manufactured by Telefunken.

Radione broadcast loudspeaker carried in radio room.

- 9 -

U/T carried. Used during working up but not on patrol.

V.H/F – None.

Visual Call Letters – U.I.G.

HYDROPHONES.

G.H.G. fitted.

K.D.B. – None.

ECHO-SOUNDER.

Fitted.

“ELEKTROLOTE”.

Carried.

DINGHIES, ETC.

A collapsible rubber boat was stowed right forward to starboard.

A wooden dinghy was formerly stowed right aft, but was unshipped at final adjustments.

Chapter III. CREW OF U-199

COMPLEMENT.

U-199's complement was 61. This consisted of:

- 1 Captain
- 3 Officers of the watch
- 2 Engineer Officers
- 1 Surgeon
- 2 midshipmen
- 19 seamen and torpedomen personnel
- 4 Radio personnel
- 28 engine-room personnel
- 1 Hospital Corpsman.

CAPTAIN

U-199's Commanding Officer was Kapitänleutnant Hans Werner Kraus, aged 28, 1934 term. He served in surface craft until the war broke out, when he joined the U-boat arm. In 1937 he was commissioned Leutnant zur See and promoted to Oberleutnant zur See 1 April 1939. After serving as Executive Officer in U-47 (Kapitänleutnant Prien) he was ordered to the building of U-83, his first U-boat command, and commissioned her in January/February 1941 in Luebeck. After two patrols in the North Atlantic, on the second of which he sank H.M.S. Cossack, he sailed from Brest into the Mediterranean, where he was variously based on Salamis and La Spezia. After making eight patrols in command of U-83, he was relieved, sent on leave, and shortly afterwards ordered to standby the building of U-199. He was awarded the Ritterkreuz 20 June 1942. He was also decorated by the Italians.

Kraus was popular with his ship's company and appears to have been an efficient captain. Though extremely security-conscious, he was well-mannered and of pleasing disposition. He had visited the U.S.A. before the war while in the cruiser Karlsruhe.

EXECUTIVE OFFICER.

The Executive Officer was Leutnant zur See Hermann Weber, aged 22, who joined the German Navy at Stralsund in October 1938. He was drafted as an ordinary seaman to the sailing training ship Gorch Fock and in summer 1939 to the cruiser Emden as an officer cadet. At the close of 1939, he was promoted to midshipman and drafted to the Naval College at Flensburg-Muerwik. Here he conceived a desire to abandon his career as a naval officer and made an application to the effect, suggesting that he be permitted to revert to the lower deck. In spring 1940, he compromised by agreeing to serve until the end of the war, after which he was to be allowed to leave the service. His name was then entered in the German Naval List as having entered the navy in April 1939. At the end of 1940 he left Flensburg-Muerwik to go to U-boats Training Division (U.L.D.) at Pillau, with the rank of senior midshipman. He remained there until the spring of 1941, when he was ordered to the personnel reserve at Ploen or Neustadt. In summer 1941 he returned to the Naval College at Flensburg-Muerwik as officer in command of midshipman. On 1 March 1942, he was commissioned Leutnant zur See and in October 1942, was ordered to stand by the building of U-199, his first U-boat.

The son of a wealthy Rhineland manufacturer, Weber was a dreamy, intellectual young man. He spoke at length in captivity of his plans to promote world peace, adding that he realized that Germany had already lost the war. He was however, fully security-conscious. He admitted that he knew little about U-boats and had no special liking for the sea. He was only appointed Executive Officer over the Junior Officer because of his seniority.

SECOND WATCH OFFICER.

The Second Watch Officer was Leutnant zur See Helmut Drescher

- 12 -

aged 22. As a junior midshipman, he had served under Kraus in U-83 on her second patrol. Later, he had served as a watch officer in another boat. It was originally intended that Drescher should be Executive Officer in U-199, but when Weber was ordered to her, Drescher was ordered to serve as Second Watch Officer. A convinced Nazi, Drescher was thoroughly security-conscious and did not make such a pleasing personal impression as Kraus and Weber.

THIRD WATCH OFFICER.

The Third Watch Officer, Leutnant zur See der Reserve Wehrmann, did not survive. He was described as about 25 years old and making his first patrol in a U-boat.

ENGINEER OFFICER.

The Engineer Officer was Oberleutnant (Ing.) der Reserve Triebs, who was stated to

have served formerly in U-A. He was popular with his men, who considered him efficient. He did not survive. (O.N.I. Note: He was relieved, as Engineer Officer of U-A, by Kapitänleutnant (Ing.) Teichmann.

ENGINEER WATCH OFFICER.

U-199 also carried an Engineer Watch Officer named Leutnant (Ing.) Krause. He did not survive.

MIDSHIPMEN.

Both midshipmen joined U-199 at Kiel before sailing.

Oberfähnrich zur See Karl Ludwig Roese, aged 22, April 1942 term, was the only midshipman survivor. After preliminary disciplinary training at Stralsund, he served for a while in "M"-Class sweepers in the English Channel, during which period his vessel once rescued a U.S. airman. It was

- 13 -

his first patrol in U-199 or any other U-boat. He was very security-conscious and made an unfavorable impression.

Oberfähnrich zur See Strech, the junior midshipman, did not survive. It was his first U-boat patrol.

SURGEON.

U-199 carried a surgeon named Marineoberassistentzarzt Griesebach, who did not survive. He had the assistance of one hospital corpsman on board. Survivors said he had very little to do. He joined U-199 at Kiel before sailing.

GENERAL.

U-199's survivors were the most security-conscious that have yet been interrogated in the United States. They gave the impression that Kraus had been allowed to pick his men very carefully. Several of them had served with him in U-83, and others had previous operational experience in other boats. His quartermaster had served with him since he commissioned U-83.

- 14 -

Chapter IV. EARLY HISTORY OF U-199

BUILDING AND COMMISSIONING.

As far as survivors could remember, U-199 was laid down early in 1942.

Members of her future ship's company were drafted to her at the yards of the Deschimag company at Bremen as early as October 1942, by which time she was already launched. They were accommodated at what they described as a former private house located not far distant from the yards.

U-199 was commissioned 27 November 1942. The occasion was marked by an informal luncheon in the yard mess hall at which a few short speeches were made. Her officers were the same as at the sinking, with the exception of the two midshipmen and the surgeon, who did not join until later.

U.A.K. TRIALS.

About 30 November 1942, U-199 sailed down the River Weser from Bremen and via the Kaiser Wilhelm Canal to Kiel-Wik, where she was attached to the 5th Flotilla for her U.A.K. Trials. These all took place in the Kieler Foerde and adjacent areas and followed the normal course.

In the course of these trials, U-199 entered the pressure dock at the Deutsche Werke yard and was tested to the equivalent of a depth of 50 meters.

It was also found necessary during these trials to dock her for a readjustment of the weights in her tanks by reason of the difference in water density of the North Sea and Baltic.

TORPEDO-TUBE TRIALS.

About 22 December 1942, U-199 proceeded from Kiel to Gotenhafen for torpedo-tube trials. She arrived on Christmas Eve, and the ship's

- 15 -

Company was given two day's shore leave 25 and 26 December 1942. On 27 December, three days of torpedo-tube tests began over the range. These were stated to have been successful.

TORPEDO AND GUNNERY TRIALS.

About 30 December 1942, U-199 proceeded to Danzig for gunnery and torpedo-firing trials. These lasted until about 6 January 1943.

AGRU-FRONT TRIALS.

About 6 January 1943, U-199 proceeded to Hela for her Agru-Front trials. She put to sea every day for exercises, except on those days when she had to keep a harbor watch. Kapitänleutnant (Ing.) Suhren, C.O. Agru-Front, came on board on several occasions. He spent one evening in the wardroom with the officers. U-199 was the only 1,200 tonner present at Hela at this period.

Prisoners said that during the whole period of their trials they were forbidden to submerge deeper than 50 meters, owing to the danger of enemy magnetic mines in the Baltic.

TACTICAL EXERCISES.

In mid-February, U-199 completed her Agru-Front exercises and proceeded to Gotenhafen, whence she was due to perform her tactical exercises.

After two days in harbor at Gotenhafen, she put to sea with a dummy convoy consisting of about eight merchantmen, escorted by destroyers. The tactical exercises were under the orders of Korvettenkapitän Erich Topp. The mean course steered was towards Denmark, and the exercises lasted for about 14 days, after which U-199 put back to Gotenhafen for one day. It was considered that the exercises had been successfully performed.

- 16 -

ATTEMPTED SILENT RUNNING TRIALS.

U-199 next proceeded to Rönne early in March 1943 for silent running trials, but it was found that the seas were too high and the trials had to be abandoned.

FINAL ADJUSTMENTS.

She accordingly proceeded to Kiel-Wik, where she lay for a few hours before continuing through the Kaiser Wilhelm Canal towards Bremen. She docked in the Deschimag yards at Bremen 8 March 1943 for final adjustments.

Prisoners appeared to know little of what took place during final adjustments. They stated that the boat was painted afresh, that the Diesels were overhauled and that the battery ventilation system was renewed, possibly in view of U-199's forthcoming mission in tropical waters.

A/A GUNNERY PRACTICE.

U-199 left Bremen at the end of April 1943 for Kiel via the Kaiser Wilhelm Canal. After three or four days at Kiel-Wik, she proceeded to Swinemünde, off which she carried out anti-aircraft gunnery exercises for two days. These were made against towed drogues, all three guns being tested. The following day she spent in harbor at Swinemünde overhauling her guns.

SILENT RUNNING TRIALS.

U-199 then proceeded to Rönne for silent running tests, spending one day on passage. The trials lasted half a day. Civilians were embarked from Rönne for these trials.

GUNNERY PRACTICE AT SEA.

At the conclusion of the silent running trials, U-199 set course for Kiel-Wik. On passage she performed a great number of anti-aircraft gunnery exercises. She also carried out a number of minor tests, such as

- 17 -

trial dives and operating the boat with the main lighting system out of action.

FITTING OUT.

On arrival at Kiel-Wik, U-199 lay in the torpedo-boat harbor. Here she embarked her full complement of 27 torpedoes, fuel, ammunition and provisions. Tropical kit was issued to her ship's company, which made them suspect that their mission was to be to tropical waters.

- 18 -

Chapter V. SOLE PATROL OF U-199

DEPARTURE.

U-199 sailed from Kiel-Wik on her sole patrol about 0800 local time 13 May 1943. Before casting off, the Commanding Officer of the 5th Flotilla, Kapitänleutnant Oskar Moehle, made a short speech to the assembled ship's company, in which he wished them good luck and God-speed. There was no music or other festivity.

U-199 was in company with one 500-ton U-boat and was escorted from Kiel-Wik by a patrol boat. The three vessels proceeded in line ahead, the patrol boat leading followed by U-199.

Kraus's orders, which he did not reveal to his ship's company, were to proceed via Kristiansand to a point in the South Atlantic just south of the Equator and there await further instructions.

KIEL TO KRISTIANSAND.

According to some survivors, the convoy was also granted a "Sperrbrecher" (Mine-destroyer vessel) escort through the Great Belt and Kattegat. All agreed that no surface escort was provided from the Skaw to Kristiansand, where two boats arrived late in the

evening of 15 May and made fast at the pier at Soelyst. Both had proceeded surfaced from Kiel.

At Soelyst, U-199 topped up with fuel oil and fresh water. She did not expect to make port again until completing her patrol. No shore leave was granted.

KRISTIANSAND TO BERGEN.

U-199 and the 500-tonner sailed from Soelyst in the early hours of 16 May 1943 with a local escort of one patrol boat.

- 19 -

On passage up the Norwegian coast, U-199 did a radar exercise with the 500-tonner: as a result of this it was clear that U-199's radar was not functioning perfectly, and she asked permission from the C-in-C U-boats to put into Bergen for repairs. This was granted. The 500-tonner then parted company.

U-199 made Bergen in the forenoon of 17 May and lay at a pier at the main town. Personnel not on watch were sent swimming at the local barracks. The necessary repairs to the radar equipment were made and fresh provisions were shipped.

DEPARTURE FROM BERGEN.

U-199 cast off from the pier at Bergen in the evening of 17 May 1943. She was granted a local escort of one ex-Norwegian torpedo-boat.

On making the open sea, she set course 300⁰. The escort parted company.

A few hours out from Bergen, she made a practice dive – the first of this patrol – remaining submerged for about one hour.

PASSAGE INTO THE NORTH ATLANTIC.

On passage between Bergen and the Rosengarten, U-199 was on several occasions compelled to dive on sighting aircraft. Survivors insisted that these dives were caused by sightings rather than by G.S.R. detections: they explained that Kraus's policy in this area was to proceed surfaced by night and submerged in daytime except when the daytime visibility was good enough for him to sight aircraft at long range.

In approximately 64⁰ N., 08⁰ W., U-199 altered course to 200⁰ to make the passage of the Rosengarten. This was effected on the surface. A number of drifting mines was sighted. As far as survivors could remember,

- 20 -

the passage of the Rosengarten took place about 21 May 1943.

U-199 SUSTAINS AIRCRAFT ATTACK.

While in the neighborhood of the Rosengarten, U-199 sustained an aircraft attack. Owing to the look-out's slackness, the aircraft was not sighted until later than it should have been, and a stick of four bombs or D/C's straddled U-199 while she was still at periscope depth. The main lighting system was extinguished, and a number of instruments was put temporarily out of order, but no serious damage was done. After remaining at 60 meters' depth for about one hour, U-199 surfaced and proceeded on her course. (O.N.I. Note: There was a number of aircraft attacks on submarines in this area about this period. No specific attack can be identified with this incident.)

PASSAGE SOUTHWARD.

U-199 continued to steer approximately 220⁰ until in about 470 N., when she altered to 180⁰ to pass west of the Azores. The ship's company was still uncertain regarding their eventual destination. Survivors were not unanimous regarding possible sightings during this period: some said they sighted nothing, but others asserted they once sighted and exchanged recognition signals with another U-boat. All agreed that they sighted no enemy ships.

SIGHTING OF IRISH VESSEL.

When in position northwest of the Azores, U-199 one day sighted an Irish merchantman on a westerly course.

CROSSING THE LINE.

U-199 crossed the line about 10 June 1943. There was no celebration,

- 21 -

as Kruas considered it unwise to relax his watch when in the narrows between Freetown and Natal.

U-199 proceeded a few miles to the west of St. Paul Rocks but did not sight them. From this time onwards, she had to make frequent alterations of course in order to allow for the strong southerly currents and occasional winds encountered.

RECEIPT OF ORDERS.

In about 03⁰ S., 30⁰ W. Kraus received a signal from C-in-C U-boats ordering him to proceed to the following area:

28⁰ 30' S., 45⁰ W.

25⁰ S., 45⁰ W.

25⁰ S., 38⁰ 30' W.

28⁰ 30' S., 38⁰ 30' W.

He was ordered to patrol this area, where he was to intercept and destroy enemy shipping. Survivors stated that it was the opinion of C-in-C U-boats that coastwise shipping proceeding from Rio de Janeiro and points north to the River Plate and points south would probably pass through this area.

Shortly after receipt of these orders, Kraus gave his ship's company permission to celebrate Crossing the Line with the traditional ceremonies, during which he addressed them and told them the nature and approximate area of their mission.

U-199 then altered course to pass southwards along the Brazilian coast, from which she remained at a distance of about 200 miles. She proceeded about 100 miles to the east of Fernando Noronha.

ARRIVAL IN OPERATIONAL AREA.

About 18 June 1943, U-199 arrived in her operational area.

- 22 -

From then on, Kraus adopted the policy of remaining submerged all day at 20 meters, occasionally rising to periscope depth for reconnaissance. At dusk, he would generally surface and not dive again until dawn.

Kraus and his ship's company were very disappointed with the small number of targets

that offered themselves in this area. Apart from a few Spanish and Argentine vessels, survivors said they sighted almost nothing.

U-199 PROCEEDS INSHORE.

Kraus at length decided that the area allotted to him was unlikely to provide any targets and early in July 1943 proceeded inshore without orders to approximately $23^{\circ} 10' S.$, $44^{\circ} W.$, where he altered course to eastward.

He subsequently patrolled on an east-west line of bearing to the south of Rio de Janeiro, the patrol line extending to approximately 300 miles.

FIRST ATTACK.

A few days later, U-199 was patrolling surfaced at night in her new patrol area when she sighted a phosphorescent wake to starboard in approximately $23^{\circ} S.$, $43^{\circ} W.$ This proved to be the wake of a moderate sized ship on a southwesterly course. Kraus thereupon fired a spread of three torpedoes at her from his bow tubes, depth-setting three meters and speed 30 knots. One hit was scored, but the ship did not sink and altered course to return at slow speed on course 350° towards Rio de Janeiro, which survivors imagined she had been able to make.

This ship fired several rounds at U-199, which promptly submerged to avoid damage. Survivors believed that the phosphorescence had betrayed U-199's position. (O.N.I. Note: The Brazilian vessel Bury, 3,036 gross tons, was attacked by a U-boat in $23^{\circ} 22' S.$, $44^{\circ} 37' W.$ at about 0700 local

- 23 -

time on 4 July 1943. She fired a number of rounds at the U-boat but herself sustained no damage.

Following this engagement, U-199 signaled C-in-C U-boats that she had torpedoed a vessel which had not sunk, but which had managed to make Rio de Janeiro.

RETURN TO FORMER OPERATIONAL AREA.

Kraus feared that the torpedoed vessel would report U-199's presence and decided that he had better leave the area. He therefore altered course to southward back to the operational area originally allotted to him.

CHANGE OF OPERATIONAL AREA.

On returning to his original operational area, Kraus formally asked permission to abandon this area and patrol closer inshore. He felt convinced that the C-in-C U-boats had been wrong in its estimate of enemy shipping in the area and his only hope of sinking anything was to operate closer inshore.

C-in-C U-boats concurred in Kraus's request and he accordingly returned to the patrol line where he had made his former attack. For some days he sighted no targets. Survivors stated that several other U-boats were operating at the same time as U-199 in this area.

SECOND ATTACK.

About 22 July, U-199 was patrolling surfaced at night when she sighted a shadow to port. Prisoners said that this subsequently proved to be a sailing vessel or a vessel with a sail aft. Kraus decided to sink the vessel by gunfire and fired a number of rounds from his 37-mm. until the 105-mm. could be manned. None of the rounds from the 37-mm. found its mark.

- 24 -

The 105-mm. then fired seven rounds, the last two of which scored hits and sank her.

U-199 patrolled this locality for some time but could find no trace of survivors. She then abandoned the search and continued on the surface until dawn. (O.N.I. Note: This incident may have occurred, but owing to the small size of the ship attacked, there is no record of such a sinking.

THIRD ATTACK.

At about 0900 local time on or about 25 July 1943, U-199 was at periscope depth rather farther off shore than previously when she sighted a westbound independent, proceeding on approximate course 330⁰ at about 10 knots towards Santos.

Kraus fired a spread of three torpedoes at her from his bow tubes, depth-setting three meters, speed 30 knots. These all missed. U-199, when at a safe distance from her target, surfaced and proceeded into position ahead of her where she lay in wait until about midday at periscope depth.

About midday Kraus considered himself to be in a favorable firing position and fired both his stern tubes at her. One of these torpedoes hit the vessel amidships and she broke in two and sank. A number of survivors took to the boats. (O.N.I. Note: The British vessel Henzada, 4,161 gross tons, was torpedoed in 25⁰ 15' S., 44⁰ 08' W. at 1220 local time, 23 July 1943. She sank in 20 minutes after breaking in two.)

Kraus was about to surface and proceed among the wreckage when there was a loud

explosion close at hand. Survivors estimated this must have been produced by an aircraft D/C and Kraus decided to remain submerged for a while and then to leave the area. The Chief Quartermaster stated that this success was not signaled until later, for fear of betraying their position.

- 25 -

AN ENEMY AIRCRAFT CRASHES.

One night about a week before U-199 was sunk, she was patrolling surfaced in approximately 24⁰ S., 44⁰ W. at about 2100 local time when the sound of an aircraft was heard on the port quarter.

Kraus immediately went to the bridge and ordered an increase to full speed with an emergency turn. He also ordered the guns to be manned.

The aircraft then fired a number of flares. Before U-199 could bring any of her guns to bear, however, she observed the aircraft to crash into the sea a short distance from her, a loud explosion being heard simultaneously.

U-199 patrolled the scene of the crash for a short time looking for survivors or debris, but found nothing.

Survivors were all amazed at this episode. They assumed that the noise of the explosion they heard must have been the aircraft's own bombs detonating. They could not understand why the aircraft had crashed.

(O.N.I. Note: No U.S.N. aircraft was lost in this position about this date. Several U.S. Army photographic reconnaissance aircraft were however shot down in this area about this date.)

PURSUIT OF AN INDEPENDENT.

Following the attack of about 26 July, U-199 continued to patrol off shore, but sighted no suitable targets until the evening of 30 July, when she sighted an independent from periscope depth. The vessel had very short masts and was on course 130⁰.

U-199 did not surface until dark, by which time the target had escaped in the dusk. U-199's Quartermaster said that he was able to navigate quite satisfactorily by taking sights during the whole period in her operational area. He never once relied on local radio bearings.

- 26 -

Chapter VI. SINKING OF U-199

U-199 was proceeding surfaced on approximate course 300⁰ on the morning of 31 July 1943. It was Kraus's intention to make the 100 fathom line and then submerge and lie in wait.

An aircraft was sighted some miles away. Prisoners were sure that U-199 had not received a G.S.R. contact. As far as they were aware, the G.S.R. set was not manned at the time.

Immediately the sighting was reported, the Quartermaster, who was on watch at the time, gave the order to put the helm hard over to starboard and increase to full speed. This procedure was endorsed by Kraus himself, when he came to the deck a few minutes later. U-199 was then steering 090⁰.

The Quartermaster's orders were, however, misunderstood below, where the alarm bells were rung and some of the forward tanks flooded in preparation for a crash dive before the order as given was correctly carried out.

(O.N.I. Note: At 0718P, 31 July 1943 PBM7 obtained a radar contact at a distance of 19 miles while patrolling off Rio de Janeiro area. Visual contact was established at 15 miles, the target being recognized as a fully-surfaced U-boat on a course of 0900 at an estimated speed of five knots.)

As soon as the aircraft was within range, U-199 opened fire with all her armament. A number of anti-aircraft rounds were fired by the 105-mm. gun.

The aircraft returned the fire, scoring several hits on U-199's Coning Tower, and straddled her with a stick of bombs or depth-charges, which caused slight damage below decks and an escape of oil from her fuel

- 27 -

Tanks. There was one casualty, a man from the upper-deck gun crews.

(O.N.I. Note: The U-boat opened fire at a range of five miles. The aircraft dropped six bombs in a beam attack. These all detonated very close to the target, which subsequently appeared unable to submerge and commenced a series of erratic maneuvers, meanwhile

emitting a large quantity of oil. The aircraft immediately pressed home a second attack up stern with its remaining two D/C's, at an altitude of 50 feet. These detonated close to the U-boat's starboard quarter. The U-boat's gun crews opened fire on the aircraft's approach, but were driven below by the aircraft's turret guns. Despite the punishment she had taken, the U-boat managed to stay surfaced. She was smoking heavily abaft the conning-tower.)

As soon as these attacks were over, it was found that U-199 could no longer proceed submerged. She was, moreover, incapable of proceeding at more than very slow speed surfaced. Kraus thereupon determined to close the shore until the water was shallow enough to permit him to lie on the bottom and effect repairs. He felt convinced that, if he remained surfaced, he would be subjected to further aircraft attacks.

He accordingly instructed his quartermaster to take soundings constantly until the depth of the water below the boat's keel was no more than 135 meters (about 70 fathoms). U-199 accordingly altered course and proceeded slowly inshore.

The radioman signaled that she had been attacked and gave her position as 24⁰ S., 43⁰ W.

Soundings were constantly taken with the echo-sounder. A depth of 135 meters had just been reached when there was another aircraft attack. (O.N.I. Note: A Brazilian Hudson aircraft arrived on the scene and carried out a third attack. It dropped two D/C's 150 feet short of the

- 28 -

target. A Brazilian Catalina arrived and delivered the fourth and fifth attacks, each with two D/C's, the later of which caused the U-boat to sink stern first.)

ABANDON SHIP.

As soon as the bombs began to fall, Kraus realized that the position was hopeless and ordered his men to abandon ship. Most of the seamen personnel was already on deck. The remainder of the ship's company made a desperate effort to climb up the Conning Tower hatch. Only one, the quartermaster, escaped. He stated that when he arrived on deck, the water was already as high as the 20-mm. gun.

Survivors stated that little or no chlorine gas had been generated. They believed that the damage had been mostly caused aft.

(O.N.I. Note: Survivors were picked up at 1200P by U.S.S. Barnegat. PBM7 remained

in the area during the Brazilian aircraft's engagements, drawing the U-boat's A/A fire. It was hit in one engine, but returned to base successfully.)

The last signal made by U-199 was that she was sinking in approximate position 23⁰ 50' S., 43⁰ W.

Survivors stated that she was due to be based on Bordeaux on return from patrol and denied that she would have been refueled on passage homewards. They said that she had enough fuel for the return passage.

- 29 -

Chapter VII. REMARKS ON 1,200-TON U-BOATS

PURPOSE

To operate a) for a longer period and/or b) in more distant areas than boats with a lesser endurance. All 1,200-tonners are operational. Increased speeds have been sacrificed to greater range.

MINE-LAYING 1,200-TONNERS.

Prisoners had heard of the existence of mine-laying 1,200-tonners. One man said he had seen one in Bremen during final adjustments.

1,200-TONNERS CARRYING AIRCRAFT.

A prisoner said he had seen a 1,200-tonner at Gotenhafen or Danzig in February 1943 carrying an aircraft. This was stowed in a circular hangar abaft Platform I. Other prisoners said they had heard of 1,200-tonners carrying helicopters.

LOOK-OUT MASTS IN 1,200-TONNERS.

Prisoners had heard that experiments with look-out masts in 1,200-tonners had been unsuccessful, and it had been decided to fit no more.

BASES.

Operational 1,200-tonners are normally attached to the 12th Flotilla, based in Bordeaux.

COMMANDS.

Command of 1,200-tonners is usually given to experienced U-boat C.O.s considered to posses a satisfactory fighting spirit.

- 30 -

Annex A. CREW LIST OF U-199

Name	Rank	U.S.N. equivalent ¹	Age
* Kraus, Hans Werner	Kapitänleutnant	Lieutenant	28
* Weber, Hermann	Leutnant zur See	Ensign	22
* Drescher, Helmut	Leutnant zur See	Ensign	22
Wehrmann	Leutnant zur See d.R.	Ensign (N.R.)	25
* Reese, Karl Ludwig	Oberfähnrich zur See	Midshipman	22
Strech, Gerhardt	Oberfähnrich zur See	Midshipman	
Triebbs,	Oberleutnant (Ing.) d.R.	Lieutenant (j.g.) (Engineering duties only)	
Krause,	Leutnant (Ing.)	Ensign (Engineering duties only)	
Griesebach,	Marineoberassistentzarzt	Lieutenant (j.g.) (M.C.)	
* Jaeger, Karl Heinz	Stabsobersteuerermann	Quartermasater (Chief Warrent Officer)	31
* Krug, Fray	Bootsmaat	Boatswain's Mate 1cl	23
* Hartmann, Adolf	Bootsmaat	Boatswain's Mate 1cl	23
* Kirchhoff, Heinz	Bootsmaat	Boatswain's Mate 1cl	23
Hemann, Ludwig	Mechanikermaat	Torpedoman's Mate 3cl	
Kesselberg, Walter	Mechanikermaat	Torpedoman's Mate 3cl	
Hildebrandt, Fritz	Mechanikerobergefreiter	Seaman 1cl	
Hoechemer, Rudolf	Mechanikergefreiter	Seaman 2cl	
Liebsch, Hans	Matrosenobergefreiter	Seaman 1cl	
Jasper, Helmut	Matrosenobergefreiter	Seaman 1cl	
* Ludwig, Heinrich	Matrosengefreiter	Seaman 2cl	24
* Meischner, Walter	Matrosengefreiter	Seaman 2cl	20
* Lukas, Helmut	Matrosengefreiter	Seaman 2cl	20

* Buchholz, Paul	Matrosengefreiter	Seaman 2cl
Strassburger, Hannes	Matrosengefreiter	Seaman 2cl
Lepp, Wilhelm	Matrosengefreiter	Seaman 2cl
Heid, Heinz	Matrosengefreiter	Seaman 2cl
Fries, Erich	Matrosengefreiter	Seaman 2cl
Krafft, Willy	Matrosengefreiter	Seaman 2cl
Hartman,	Funkmaat	Radioman 3cl
Naumann, Georg	Funkmaat	Radioman 3cl
Mansolartz, Karl	Funkobergefreiter	Seaman 1cl
Leitner, Joseph	Funkgefreiter	Seaman 2cl
Roenneberger,	Obermaschinist	Machinist
Puhl,	Obermaschinist	Machinist
Bauer,	Obermaschinist	Machinist
Hesse,	Obermaschinenmaat	Machinist's Mate 2cl
Ostermeyer,	Obermaschinenmaat	Machinist's Mate 2cl
Rombach, Ernst	Obermaschinenmaat	Machinist's Mate 2cl
Gast, Heinz	Maschinenmaat	Fireman 1cl
Werner, Horst	Maschinenmaat	Fireman 1cl

* Denotes survivors.

1 (Not on board.)	Korvettenkapitän	Lieutenant Commander
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Name	Rank	U.S.N. equivalent
Wasserman, Werner	Maschinenmaat	Fireman 1cl
Dick, Heinz	Maschinenmaat	Fireman 1cl
Sabotta, Horst	Maschinenmaat	Fireman 1cl
Dietzmann, Heinz	Maschinenmaat	Fireman 1cl
Theissen, Joseph	Maschinengefreiter	Fireman 3cl
Krueger, Ernst	Maschinengefreiter	Fireman 3cl
Boegner, Joseph	Maschinengefreiter	Fireman 3cl
Basskowski, Heinz	Maschinengefreiter	Fireman 3cl
Theimann, Willy	Maschinengefreiter	Fireman 3cl
Stappert, Paul	Maschinengefreiter	Fireman 3cl
Falkowski, Franz	Maschinengefreiter	Fireman 3cl
Springer, Helmut	Maschinengefreiter	Fireman 3cl
Behrens, Theo	Maschinengefreiter	Fireman 3cl
Haeupp, Willy	Maschinengefreiter	Fireman 3cl
Labinsky, Oskar	Maschinengefreiter	Fireman 3cl
Kaestner, Hans	Maschinengefreiter	Fireman 3cl

Reigler, Joseph	Maschinengefreiter	Fireman 3cl
Breu, Joseph	Maschinengefreiter	Fireman 3cl
Bohn, Helmut	Maschinengefreiter	Fireman 3cl
Tscheutschler, Bernhardt	Maschinengefreiter	Fireman 3cl
Buurmann, Gerd	Sanitätsobergefreiter	Hospital Apprentice 1cl

O.N.I. 250 – G/22 (U-199 Report)

OTHER U-BOATS

(Material derived from Interrogation of Survivors from U-199.)

U-83	Commissioned	Jan/Feb 1941 in Luebeck.
	1st Patrol	Sailed form Kiel July/August 1941.
		C.O. – Oberleutnant zur See Hans Werner Kraus.

Executive Officer – Oberleutnant zur See Juli.

2nd Watch Officer – Leutnant zur See Engel.

Area of patrol – North Atlantic.

Sighted nothing except one corvette which vanished in bad visibility. Arrived at Brest, where attached to 1st Flotilla, in September 1941.

2nd Patrol

From Brest, commencing October 1941.

Area of patrol – North Atlantic. Sank 3-4 merchant vessels and H.M.S. COSSACK. (O.N.I. Note: H.M.S. COSSACK was sunk 24 October 1941 about 110 mi. S.S.W. of Cape St. Vincent.)

3rd Patrol

From Brest, commencing December 1941.

C.O. – Oberleutnant zur See Hans Werner Kraus.

Executive Officer – Leutnant zur See Engel.

2nd Watch Officer – Leutnant zur See Rahn.

Proceeded immediately to the Mediterranean. Sank nothing. Was attached to a flotilla based on Salmis (C.O. Klt. Frauenheim).

4th Patrol

From Salamis, commencing end January 1942. Sank several ships. Returned to Salamis in February 1942.

5th Patrol

From Salamis, commencing February 1942. Sank several ships. Proceeded to La Spezia, where she arrived in March 1942.

6th Patrol

C.O. – Oberleutnant zur See Kraus.

Executive Officer – Leutnant zur See Rahn.

Sailed from La Spezia in March 1942. Some successes. Proceeded to Salamis, where she arrived in April/May 1942.

7th Patrol

From Salamis end June 1942. Some successes. Made La Spezia early in July 1942.

8th Patrol

From La Spezia early in August 1942. One ship sunk from convoy. Made Salamis in August 1942. She then began a long refit. Kraus left her and went on leave.

- General Survivors said U-83 had sunk 21 ships in the Mediterranean and two or three in the Atlantic. Her town of adoption was Luebeck.
- U-168 U-168 did her U.A.K. trials at Kiel for 14 days in early September 1942. Her officers were:
C.O. – Kapitanleutnant Pich.
Executive Officer – Leutnant zur See Stenger.
2nd Watch Officer – Leutnant zur See Baenge.
Chief Engineer – Oberleutnant (Ing.) Beckmeyer.
- U-193 U-193 sailed from Kiel on an operational patrol 10 May 1943. She is a 1,200-tonner commanded by a Kapitanleutnant Buchholz.
- U-197 U-197 is a 1,200-ton boat commanded by Korvettenkapitan Kentrat.
- U-198 U-198 is a 1,200-ton boat commanded by Fregattenkapitan Hartmann. She was commissioned at Bremen shortly before U-199.
- U-200 U-200 is the last of the series of 1,200-ton U-boats U-190 – U-200. She is commanded by Kapitanleutnant Heinz Schonder.
- U-469 Prisoners had heard that during U-199's tactical exercises in February 1943, U-469 had been rammed by another U-boat and sunk. (O.N.I. Note: This is believed to be correct.)