

SECRET

SAFE HAVEN PROJECT

BRUCE MAIER

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## P O R E W O R D

In the process of establishing the pivotal figures in the Germans' effort to entrench themselves financially, industrially and commercially abroad, the name of Erich Maier becomes increasingly prominent.

Erich Maier is head of the German ship-designing firm of SAHNSON & Mahler, Bremen, whose operational sphere is rather extensive and appears to have been expanding steadily since 1942 (the earliest date for our information on the firm). The activities of the firm extend to the neutral countries of Spain and Portugal, as well as to the enemy and enemy-occupied territories - Germany, Holland, Roumania. Erich Maier, by his own statement, (see quotation, page 1), is currently engaged in a large program destined to bring profit in the post-war ship-building industry. His accomplishments to date and his prospective activities in the post-war period mark him as a subject for further surveillance and thus make him a substantial part of the Safe Haven Project.

ACTIVITIES OF ERICH MAIER

Erich Maier's activities are concerned predominantly with ship and shipyard designing. He is, to a lesser degree, engaged in the purchase (for re-sale) of all variations of boats and is often charged with the re-designing (for renovation or repair) of such boats. He does not at any time seem to be directly responsible for the actual construction of ships.

In conjunction with a certain CASPAR, DIVIDAG, TUCHENSKY, VANDEL and LEHRMAN\*, Erich Maier is preparing for the post-war period when he feels boats will be at a premium and prices will necessarily be at their highest. In a communication of June 2, 1944, he explained this to his Materform Office in Germany, as follows:

"Together with Dividag tell 'GEN' consignors that at the end of the war when they most need vessels and these have the highest value, they will have none, since they have postponed the Caspar proposal about continuing construction till the end of the war. Caspar is carrying on entirely different interests especially as post-war delivery will be more profitable. We shall continue to work with Dividag according to agreement. Dividag, Tuchensky, Vandel, and Lehrman should personally inform Dr. Heiser and the other delegated consignors staying in Berlin of it, and advise us by wire Madrid....."

OFFICES OF ERICH MAIER\*\*

In Germany:	Bremen, Rivekamp 12 Angerstrasse Berlin	known as "MAIERFORM G.m.b.H."
In Spain:	Madrid	known as "EPYR S.A." (on Statutory List)
In Portugal:	Lisbon - Materil	known as "RESHIP"
In Holland:	Rotterdam	known as "DISHIP"

\* See PERSONS CONNECTED WITH ERICH MAIER.  
 \*\* The most recent directories available do not list his offices (except the one in Bremen), which seems to imply they are of rather recent establishment and development.

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### SALENSHIP

It is also possible, though not confirmed, that he may have a branch in Stockholm, Sweden, known as "SALENSHIP". He has contact with this office in a communication of January 25, 1944, Ref. No. 49010 I.

### RECENT TRANSACTIONS

#### 1. Preparation of technical specifications, sketches, blueprints

##### a. For passenger-freight ships

(1) The most recent customer of these constructional plans is the COMPANHIA UNIAO PAISELL, a Portuguese steamship company with its main office at Rua de Comercio 47, Lisbon. Nator's Rotterdam office, DENIP, has been framing up the designs and specifications and the Madrid office, IATA S.A., has represented the COMPANHIA UNIAO PAISELL's interests to DENIP. Preliminary plans and specifications for the passenger steamer include:

Displacement	12000 tons
Cargo-capacity	6300 tons (plus 120 reserves)
Fresh water allotment	300 tons
Fuel	850 tons
Deadweight	7500 tons
Motor	400-450 H.P.
Speed	14 knots
Plank length (not outlined- varies)	130 (129, 134.5)
Breadth of frame	17.3
Draught	7.3
Holds	6
Masts	2

Fees to be charged for calculations were quoted as follows:

Description of construction	30,000 ESP**
Plans for classes (there will be 3 classes)	10,000 FR
Material specifications	11,000 FR

\* Referred to hereafter as ESP  
\*\* Reichsmarks

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The negotiations for these plans have been in progress since the beginning of 1944. As late as June, 15, 1944 the sketches were not in final form and alterations in measurements were expected. The CNF Lines are planning to have the passenger-freight boats constructed of American material and specifications are being drawn up with this in mind. Past negotiations (1943) of the CNF Lines with their purchasing agents, A.P. LINDEN, 29 Broadway, New York City, record purchases by CNF Lines of American shipbuilding materials, for which export licenses were granted at that time by INW. CNF is on the MFR Watch list because it was reported to have repaired a Panamanian boat which was on the British Statutory List. In 1942 there was some suspicion that CNF acted as intermediary for a firm trading with the enemy. In 1943 suspicion was cast on CNF in connection with the escape of the Germans of the Graf Spee.

- (2) In November, December 1943 and January 1944, ~~CONFAC~~ was designing a passenger liner for ~~PROHIBITIONARY~~ ~~WEST~~ ~~WORLDWIDE~~, Malaga, Sweden. Preliminary specifications (all tentative) included:

Plank length	94 meters
Speed	18.2 knots
Engines	3500 H.P.
	170 Revolutions
Draught	7.40 meters (at least)
Displacement	4000-4200 metric tons

b. For other types of boats

- (1) ~~Finland~~ (2500 tons) - preliminary work was started in November 1943 and was carried on by ~~MARITIME~~, Bremen and ~~INTE~~ S.A., Madrid.
- (2) ~~General~~ (400 tons useful load, speed 8 knots, wooden hull, alternative propulsion, diesel or steam engine) - plans were undertaken in November 1943 by ~~MARITIME~~, Bremen and ~~INTE~~ S.A., Madrid.

\* See ~~FINLAND~~ CONNECTED WITH ~~FINLAND~~.  
 \*\* No further information available yet on this case.

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(3) Water sailing vessel - specifications were drawn up by COMSA\* in January 1943 and the negotiations were handled by MAHREFOHM, Bremen and IPYR S.A., Madrid.

(4) Water vessel for large coastal crossings - complete building plans for this boat were requested March 24, 1943 by INGENIERIA ROMAN DE NAVIGACIONES, MAHREFOHM, Ibralla (Rumania). The request was directed to MAHREFOHM, Bremen. The shipbuilders required the following features for the boats:

Displacement	600 tons
Engine aft	
Speed	11 knots
Operational radius	2000 miles

They preferred that the plans represent an actual ship currently operating satisfactorily, and they recommended either the "TRASK" (760 tons, 11.5 knots) or the "LONER" (600 tons, 11 knots).

(5) 6000 ton steamer for HIRKAIUNAS\*\* - request for measurements was handled by INGENIERIA\*, Madrid and transmitted to MAHREFOHM, Bremen, June - July 1943.

(6) Repair-ship for ALFARO\*\* - transaction was handled through IPYR S.A., Madrid and MAHREFOHM, Augsburg, November 1943.

(7) Deck and hatch tanks (600 H.P.) and coastal ship. (300-400 tons carrying capacity, 450 H.P.) - negotiations through IPYR S.A., Madrid and DESHIP, Rotterdam, July 6, 1944.

(8) Fishing boats

(a) Wooden fishing boats - plans were drawn up for MAHREFOHM\*, Vigo who was to build the boats. The transactions involved the Berlin and Augsburg office of MAHREFOHM and COMSA\* at IPYR S.A., Madrid, March to December 1943.

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\* See PREVIOUS CONNECTIONS WITH BRICH MADRID.  
 \*\* Cia. Nacional de Construcción y Reparación de Buques, Bilbao - shipbuilders and owners.  
 \*\*\* Hijos de J. Barrocas, S.A., Apartado 25, Vigo, Spain - shipbuilders and owners.

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(b) Fish-cutter (displacement 3039) - plans were ordered in May 1944 by a Dutch fishing-boat company. The whole transaction involved EPIN S.A., Madrid, REESHIP, Lisbon, MAIERFORM, Bremen, and the Dutch company was represented by a Mr. AHLB\*.

(c) Trawler (displacement 2210 tons, 800 H.P., 240 revolutions, 13.2 knots) - plans were requested by GRONIC\*\* and negotiated by EPIN S.A., Madrid and MAIERFORM, Berlin, June, 1944.

2. Purchase and sale of boats

a. In January 1944 Erich Maier offered the COMPANIA UNIAO FABRIL the S/S KARISHAM for 2,600,000\*\*\*. SALEMSHIP was to furnish an estimate of cost of repairs so that Maier could procure the sailing certificate.

b. Also in January 1944 Maier tried to purchase "TANDEM" ships through ALMAN JOHANSSON, Helsinki, but he learned they could not be sold. Later, on the 30th of January, he offered to buy "two 6000 ton deadweight motor ships built by ORLICHSON VULCAN ABO 1942, 15 knots with two KRUPP diesel motors, and the motor ship built by the same shipyard 1937, 3000 tons deadweight, 14 knots, with ATLAS diesel motors" - again through ALMAN JOHANSSON. He planned to change the flag to Switzerland. The ultimate result of this offer is not yet known.

c. In May 1944 the Lisbon office, REESHIP, in conjunction with HEINE SCHLIMM†, Geneva, received a request from a "well-known proprietor" for the purchase of:

- Steamship - 8950 tons, 12 knots
- Steamer - 7875 tons, 12.5 knots
- Motorboat - 6025 tons, 12 knots

3. Shipyard projects

a. In November 1943 DINAMICA\*\*\*\*, Bucharest placed an order with MAIERFORM, Angermünde for a provisional shipyard project.

\* See PERSONS CONNECTED WITH ERICH MAIER.  
 \*\* No further information as yet available on this name.  
 \*\*\* Currency unspecified - possibly in Swedish crowns since it was negotiated through SALEMSHIP, STOCKHOLM.  
 \*\*\*\* Apparently a Rumanian shipbuilding concern.

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In July 1943 this same firm, BERMUDA, was commissioned to build some 30 ships, the plans for which had been supplied by MAISFELD, Bremen. Part of these 30 ships were to be constructed according to Mator's "round frame system" and the other part according to Mator's "best frame system".

- b. Another shipyard project seems to have been planned involving OTTO WOLFF and a Dr. LAUBNER of Berlin. On May 19, 1944 it was thought it might be cancelled.
- c. In November 1942 MAISFELD, Bremen received orders through IFRE S.A., Madrid for technical details for Kapota and Galaga shipyards.
- d. June 15, 1944 the Ministry of Industry (Spain) granted permission for the building of extensions to the Cadia shipyards, (Artilleros de Cadia), of the firm BERNARDINI Y LARRINAGA, where ships up to 20,000 tons gross will be built. The permit for building stipulates that the project must be completed within 2 1/2 years. On May 30, 1944 MAISFELD, Berlin referred to certain drawings and particulars that had been handed over to BERNARDINI Y LARRINAGA. It is not clear whether these drawings ~~and particulars~~ ~~concern the drawings~~ pertain to the shipyard building, but it is very possible that Erich Mator will (or has already) received the contract for the job to be done on the Cadia shipyards.

#### 4. Salvage operations

Salvage operations have been in progress this year in Basin and Giesberg and in some other unspecified places. Erich Mator has been furnishing technical and trade data for these operations. On May 11 and 12, 1944, the MAISFELD office, Berlin, feared that one of the salvage transactions involving a Mr. FRANZMANN, might collapse because of FRANZMANN's attitude. FRANZMANN refused to cooperate with MAISFELD technically and commercially and wanted to handle the essential matters of the deal as "sole Director with power to act". He threatened to withdraw his financial support, if the matter was not settled to his satisfaction.

- \* Otto Wolff, Engelmannstrasse 2, Cologne - large iron and steel works with branches in Berlin, Frankfurt, Leipzig, Munich. See also under PERSONS CONNECTED WITH ERICH MATOR, Carper.
- \*\* No other details are as yet available on these shipyards.
- \*\*\* Located at Cruza y Irujoa 6, Bilbao - mining, bearing, and shipbuilding firm.

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TRAVEL OF ERICH MAYER OUTSIDE GERMANY\*

Date	Place
8/28/42	In Madrid (Palace Hotel) Returned to Germany shortly after with a Mr. Tschiersky.
2/2/43	In Madrid again
3/23/43	In Sofia
3/24/43	In Bucharest (Athens Palace Hotel)
11/43	In Bremen
12/6/43	In Malaga
12/24/43 - 1/23/44	In Madrid
1/23/44 - 1/28/44	In Lisbon
2/3/44 - 2/7/44	In Madrid. Return trip to Germany via Switzerland was to start February 24th.
4/29/44	In Astoria - Lisbon
4/29/44 - 4/29/44	In Madrid
6/2/44	In Lisbon
6/14/44	In Madrid

\* When Erich Mayer is in Madrid, he makes his headquarters at the offices of EPTA S.A. When in Lisbon, his address is ERENIP. In Bremen he is located at MAINPISAN G.m.b.H.

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PERSONNEL ASSOCIATED WITH ERICH MAIER

Dr. Costa  
When in Madrid, his  
headquarters are the  
offices of EPIN S.A.

- Engineer, (kind of naval architect), working  
for Erich Maier. He has recently been  
developing lines and specifications for  
a passenger ship, but has prepared plans  
and measurements for a variety of types  
of boats.

November - December 1943 he was in Madrid.  
He planned to leave for Germany December  
20, 1943.

1/21/44 - still in Madrid, left soon  
after.

3/21/44 - Back in Madrid, working on designs  
for a cutter, amongst other things.

Helm Schlawen  
Hotel Bergues, Geneva

- Presumably the Swiss representative of the  
firm. He is in frequent contact with Erich  
Maier. He managed the details of visas  
for Maier in his recent trips and arranged  
for discussions to be held in Switzerland  
on Maier's return trip to Germany, February  
1944. On May 20, 1944 he negotiated with  
the RESHIP office for the procurement and  
sale of three ships:

- Steamship - 6950 tons, 12 knots
- Steamer - 7075 tons, 12.5 knots
- Motorboat - 6425 tons, 12 knots

Dinkel (or Dytling)  
Tuchlerky  
Vandl  
Lohren

- The exact affiliation of this group with  
Erich Maier is still somewhat obscure.  
However, they appear to be in close agree-  
ment with Maier in his post-war preparations.  
They were all in Berlin as of June 2, 1944.

- Tuchlerky was in Madrid November 1942 at  
which time he was to accompany Erich Maier  
back to Germany. He was in Madrid again  
April 29, 1944 when he was planning a trip  
to Bremen May 2, 1944 to speak with a certain  
Joachim Lohren who was located at San/Sebastian

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\* Yandl is probably the same as "Yandion" who figures on February 4, 1944 vaguely in connection with specifications for the CUP passenger ship.

Professor Schmidt  
Switzerland 1/23/44  
(possibly Geneva)

\* He was to meet Erich Maier in Zurich in the early part of February and was to accompany him to Berlin. Heinz Schlimmer was the intermediary in arranging this meeting.

Gasper

\* Probably the same as Georg Gaspar, partner in the firm of OTTO VOLFF\*. He is presumably responsible for a proposal to continue construction of boats till the end of the war\*\*. January 26, 1944 he was at the Avenida Palace Hotel, Lisbon.

Hochleitner

\* Seems to be in the employ of Erich Maier. In the first part of 1943 he was in Spain where he transmitted orders for ship plans from HISSKAINHIA\*\*\* to HAINFORD, Bremen. On June 24, 1943 his address was given as the Carlton Hotel, Madrid. His present whereabouts are not known. In January 14, 1944, Erich Maier, then in Madrid, instructed the Bremen office to pay Mrs. Hochleitner 200 Reichsmarks immediately.

Alfaro  
Barcelona

\* Relationship to Erich Maier is that of clients. They are often mentioned in close connection with HISSKAINHIA\*\*\* and CONSTRUCCIONA NAVAL\*\*\*\*. Alfaro signed a ferry-ship contract which Barcelona brought to HAINFORD, Augsburg. Barcelona traveled with\*\*\*\*\*

Bertharcho

\* Director of CONSTRUCCIONA NAVAL, to Germany at the end of 1943. They were evidently planning to meet with HAINFORD there.

\* See footnote, page 6.  
 \*\* See quotation under ACTIVITIES OF ERICH MAIER.  
 \*\*\* See footnote, page 4.  
 \*\*\*\* Full name of the firm is Sociedad Espanola de Construccion Naval. This is the most important of all the naval fabricating companies in Spain. It manufactures munitions, warships and commercial ships of all kinds and operates at least 8 different plants throughout Spain. The plants are located in:

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The following persons figure in transactions of Ulrich Meier but their exact connections are not clear.

Vandergaast

- In Berlin May 1944. Vandergaast was interested in drawings which had been taken to Spain by Ulrich Meier and were presumably destined for **REINVALENTIA y LABORES**.

Rehman

- In Berlin May 1944. Rehman's conduct is a source of great disturbance to **MAURITZ** and Ulrich Meier. However, the circumstances surrounding his behavior are not explained.

Frankenberg

See **ACTIVITIES OF ERICH MAIER, #4**, Salvage operations, page 6.

Dr. Heider

See **ACTIVITIES OF ERICH MAIER**, quotation, page 2. December 24, 1943 Heider was at the Palace Hotel, Madrid where he was awaiting the arrival of Ulrich Meier.

Abif

Abif figured in discussions regarding a Dutch fishing boat. May 13, 1944 plans were underway for a trip that Abif would make - probably to Spain to pursue discussions about this boat.

In the event that **SALFISHIP\*\***, Stockholm, should prove to be a branch office of **MAURITZ** **Gambell**, the name of **ERICH MEIER** is included in this list. His affiliation with **SALFISHIP** is not yet known, but February 2, 1944 **SALFISHIP** arranged the following deposits for him.

- 6000 pesetas at the Banco Hispano Americano, Madrid
- 35000 escudos at the Credit Franco Portugais, Lisbon

(cont'd from bottom of page 9)

- Bilbao - Santos Works, Horizon Works
- Reims
- Cedin - Matagorda Works, Carraca Works and San Car
- El Ferrol
- Cartagena (D.O.S. #1)

\* See **SWEDISH TRANSACTIONS, # 3**, Shipyard projects, item d., page 6.  
 \*\* See **ACTIVITIES OF ERICH MAIER**, Page 2.

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Rolf Arnsack  
12 Skymningsgatan,  
Stockholm

- 1/29/44 - In Madrid
- 2/1/44 - In Madrid
- 2/5/44 - In Lisbon where he was in contact with Engineer Virginia Ferreira Da Silva, of the Blacklisted firm of ESPINHA MENEZES DE MOURA, Lisbon\*.
- 2/19/44 - In Monte Estoril (near Lisbon).
- 2/29/44 - In Madrid.
- 3/1/44 - In Berlin
- 3/8/44 - Returned to Stockholm

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\* The Engineer's address in Largo Sao Juliao 12 Segunda Lisboa. His private address in Rua Padre Antonio Vieira 15 1/C.

REFERENCES

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- NY. 215131 - 2/24/43
- NY. MAY. 214/43 - 2/15/43
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- NY. 197821 - 1/22/43
- N. 48930 - I
- N. 48930 - VII
- N. 48936 - XII
- N. 48936 - XIII
- N. 58737 - XVI
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- NY 43320
- NY. MAY. 14678/43
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- NYO 202 670-A
- NYO 10423-A
- NYO 643,621 A
- NY. 5182/43
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- N. 36816 - I
- N. 38112 - XI
- N. 40422 - XIII
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- N. 47532 - V
- TR. 40433/43
- N. 47645/43 - IV, XIII
- N. 47795 - IX
- N. 48233 - XIV
- N. 48193 - XI
- N. 48930 - IX

Purchase and Sale of Notes

- N. 45010 - I
- N. 48930 - VII, VIII

Shipyards Projects

- N. 47414 - V
- N. 43520 - VII
- N. 52175 - XII
- N. 28516 - II
- N. 52102 - I
- N. 52973 - XII

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- N. 34310 - VI
- N. 34310 - IV
- N. 39722 - I
- N. 40333 - VII
- N. 47047 - XIII
- N. 48217 - XII
- N. 47795 - IX
- Z. 017749/44
- N. 48741 - XI, XII
- Z. 018149/44
- N. 48930
- " V
- " VII
- " XI
- " XII
- N. 49010 - I
- N. 49121 - XVII
- TR. 06263/44
- N. 49126/44 - VIII
- N. 52102 - I

PERSONS CONNECTED WITH ERICH HALEK

- ORITA N. 49121 - XVII
- TR. 06263/44

\* Information on Erich Halek was collected entirely from intercepts, the numbers of which are listed here. However, a sizable group of intercepts, also used in this compilation, bore no reference numbers and hence can not be represented on this list. The originals are however available in the files of the Projects Unit.

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	N. 018794/44
	N. 48930 - XI, XII
	N. 39762 - X
	N. 47532 - V
	TR. 20137/43
	N. 47062/43 - IV, XIII
	N. 47795 - IX
	N. 48253 - XIV
	N. 48193 - II
SCHEIDT	N. 48741 - II
	N. 48930 - V
	N. 49156/44 - VIII
	TR. 06163/44
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	N. 48930 - V
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	N. 38112 - I
WATKINS	N. 32602 - I
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