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HISTORICAL

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To: Air Commodore Bufton, D.B.Ops., Air Ministry
Col. Maxwell, D. of Ops., U.S.S.T.A.F.

Col Allen P/H 5381
 WETA F (advanced)

GERMANY : OIL REFINERIES.

1. Important information has just been received which throws some light on the progress of German measures for meeting Allied attacks on the oil industry. We hope to obtain further information in due course from the same source.

2. On March 2 the Reichs Ministry of War Production (Crude Oil Division) notified the Zentral Büro für Mineralöl in Vienna that the Reichsbahn would now give priority to the handling of four trains per day of crude oil for Northern and Central Germany and ordered Vienna to resume shipments at this rate immediately. The destinations to which the trains are to be consigned vary from day to day in accordance with the following cycle:-

	<u>No. of trains</u>			
	<u>Day 1</u>	<u>Day 2</u>	<u>Day 3</u>	<u>Day 4</u> <u>etc.</u>
(a) HAMBURG (for Ebano & Eurotank)	1	2	1	2
(b) LEHRTE/SEELZ (for "Hoosbach")	1	1	1	1
(c) KRUNPA	1	-	1	-
(d) "OPEN 5/8"	1	-	1	-
(e) "OPEN 19/22"	-	1	-	1

3. Although the despatch point of the crude appears to be Vienna, we cannot as yet say what is its origin. As Austrian crude differs little in gasoline content from N. German crude, of which there is a large surplus available, the probability is that these consignments consist at least in part of Hungarian crude which has been collected at Vienna for forwarding. It is known that Hungarian crude was being despatched to Hamburg for refining during the summer. The programme of 4 trains per day, however, indicates a rate of shipment of 60,000 tons per month. This would represent virtually the whole of the production of the Hungarian oilfields working to full capacity and would leave little crude available for treating in the remaining Hungarian or Austrian refineries. It is therefore unlikely that these consignments consist wholly of Hungarian crude.

4. As regards the destinations we have the following comments:-

- (a) The Ebano refinery at HAMBURG is known to have been active recently. The Eurotank refinery is definitely not in production, but a very large amount of tank-car activity is always observed in the vicinity of this plant and around the tankage of the adjacent Petroleum Hafen. This message confirms what had previously been suspected - that the considerable remaining surface tankage in the Petroleum Hafen is being used for holding crude at the disposal of such of the Hamburg refineries as can be put into operation from time to time.

/(b) Consignment

(b) Consignment to the LEMFTE/SEELZE range of unloading points indicates that this daily shipment is destined for use in the Hanover area. No place of the name of MOOSLACH is known in this district; MOOSLACH is not a typical North German place name. We consider that this is possibly a mis-transcription for MISBURG. The MISBURG refinery has recently been active.

(c) KRUMPA is the unloading point for the LUTZKENDORF synthetic plant. The consignment of crude oil to this point may indicate that LUTZKENDORF has been converted to the hydrogenation of a mineral oil feedstock but this is not conclusive for the following reasons:-

(i) LUTZKENDORF, like all synthetic plants, has a large refinery section normally engaged in the treatment of its own synthetic crude. There have been a number of occasions when the refinery sections of synthetic plants have been observed to be working - presumably on the refining of mineral crude - at a time when the synthetic section has been inactive.

(ii) LUTZKENDORF has an important special section engaged in the production of high grade lubricants by synthetic treatment processes. It is possible that this may operate with a mineral crude feedstock.

(d) and (e). The designations "OFEN 5/8" and "OFEN 19/22" are thought to indicate plants rather than places, although places called OFEN do exist in Germany. The addition of numerals suggests that in this context "OFEN" means "still" and that these consignments are destined for the new dispersed topping installations which have been expected to come into production at about this time. It would appear from the numerals

(i) that if the numbering is continuous there are at least 22 such stills in existence or under construction.

(ii) that these stills are arranged in groups of up to 4 units on each site. There may therefore be at least six sites.

(iii) that there are now at least two sites in production in Northern and Central Germany but probably not more.

The rate of crude supply planned indicates a throughput of 250 tons of crude per day for each site (i.e. about 60 tons per day or 1,800 tons per month for each separate OFEN). The two sites named may therefore be estimated to have a throughput capacity of 7,500 tons per month each. The minimum indicated total of 22 OFENS at various sites would, on the same basis, have a combined monthly throughput of 40,000 tons. If Hungarian crude is to be used exclusively in such units, and can be supplied in sufficient quantities, the total gasoline output from the indicated programme would be 12,000 tons per month. If, however, the feedstock consists of Austrian crude, total gasoline output would not exceed 5,000 tons per month.

5. CONCLUSIONS.

The following preliminary conclusions may be drawn:-

(a) Two dispersed refineries erected under the GEILENBERG programme are now in operation. Beyond the fact that they are /situated

situated somewhere in Northern or Central Germany, their location is not known. All intelligence agencies should be alerted to the importance of tracking down these sites.

(b) There is a presumption that there are at present no other dispersed refineries in Northern or Central Germany in operation, though there may be some under construction. It is however possible that some such plants may already be in operation in Austria or South Germany. There may be a minimum of six new plants in operation or under construction which require identification.

(c) The scale and probable performance of these undertakings is not such as to yield a large additional production of gasoline and in general conforms with the expectations which had already been formed.

(d) The enemy is taking considerable trouble to supply major oil producers in Germany with selected feedstocks - probably in order to obtain maximum gasoline output. This enhances the importance of immobilizing the remaining major synthetic plants and refineries at the earliest opportunity.

(e) The Petroleum Hafen at HAMBURG is being used for the storage of crude which has been railed right across Europe on high priority. It is therefore a worthwhile target for secondary effort, though still not comparable in importance with the refineries in the same area.

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E.A.B. (F.O. & M.E.W.)
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