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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

25X1A

COUNTRY **Poland**  
SUBJECT **Port Information: Gdynia**

PLACE ACQUIRED (BY SOURCE) **25X1A**  
DATE ACQUIRED (BY SOURCE)  
DATE (OF INFO.)

RESPONSIVE TO	
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DATE DISTR. **7 Sept 54**

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THIS IS UNEVALUATED INFORMATION

SOURCE **Swedish merchant mariner. Officer on a ship which called at Gdynia, Poland, from 26-28 Apr 54 to load refrigerated canned ham.**

The Navy interviewing officer assigned an evaluation of "F-2" to the report and stated that source was cordial and cooperative.

THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DI), 8ND No 105-54).

- The following information is based on personal observations of the source.
- Alphabetical Designators In connection with information reported herein, specific points of interest are noted on photograph of HO Chart 4928 by the following alphabetical designators:
  - Pilot Boarded
  - Barth
  - Refrigerator Plant
  - UB Merchant Freighter
  - British Merchant Freighter
  - British Merchant Freighter
  - Swedish Merchant Freighter
  - Danish Merchant Freighter
  - Finnish Merchant Freighter
  - Naval Installation
  - Polish Destroyer
  - Pilot Dropped
- Dates of Call and Conveyance Source visited subject port 26-28 Apr 54 in a 4694 grt, 443'8" length, and 23' draft merchant freighter.
- Cargo Vessel carried several tons of general cargo in addition to three thousand tons wood pulp and newsprint, none of which was discharged at subject port. Vessel lifted 450 tons of refrigerated canned hams in tins consigned for delivery to UB, Cuban and Mexican ports.
- Weather Average temperature during call was 40°F, and weather was clear and sunny without rain.

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6. Pilot Pilotage is compulsory and vessels will be taken in at night. Vessel using a British Admiralty Chart strived outside subject port at 260500A Apr 54. Pilot was picked up without delay at designator A from a 50' motor launch with the international pilot flag on hull, painted gray, and appearing to be in good condition. Pilot spoke English, Polish and German; his services were wholly satisfactory. No guard accompanied pilot although pilot boat was manned by armed guards.
7. Berth Vessel berthed at designator B at Polish Quay in Basin #4 to load canned ham. Channel depth in reaching berth is adequate and tidal range is negligible. Width of Basin #4 is over 600', which is sufficient turning area.
8. Boarding Inspection Boarding party of 15 men came aboard at dockside 260630A Apr 54 and conducted a thorough inspection lasting two hours. A second group of 15 searchers joined the inspection party at 260730A Apr 54. Several searchers were armed with pistols and others with submachine guns. A crew member accompanied searchers, but remainder of crew was not mustered. Vessel was cleared for loading at 260830A Apr 54.
9. Polish Quay Five merchant vessels can be accommodated alongside Polish Quay in Basin #4. Wharf is concrete construction with sheds and warehouses located exactly as they appear on HO Chart 4928. Railroad tracks were located on wharf as they appear on chart. This quay, used for general cargo loading, was where vessel loaded canned hams from refrigerated plant, labeled designator C.
10. Handling Facilities Along Polish Quay and adjoining wharves 25 electric portal-type cranes of three tons capacity were observed. Adequate clearance facilities, railroad spurs and roadways are available on quay.
11. Stevedores A stevedore gang of 10 men worked vessel's two refrigerator holds in eight-hour shifts throughout 24-hour period. Female tally clerks were seen working on the wharf. Stevedores' efficiency was good by European standards; cargo was loaded in 48 hours.
12. Tugs Four 75' length, steam-driven, high-power harbor tugs were active in assisting vessels to berth, shift and depart subject port. Tug assisted vessel in turning around off berth in Basin #4.
13. Supplies Engineering and deck supplies are available, but vessel took aboard only beef and vegetable provisions which were paid for in Swedish currency through usual exchange clearance.
14. Surveillance No surveillance was kept on pilot either in entering or leaving port. Three sentries armed with rifles and stationed on quay at bow, amidship, and stern were neat in dress and presented a smart military appearance.
15. Merchant Shipping Present The 7909 grt US merchant freighter MORMACDAWN or 7642 grt MORMACELM owned and operated by Moore-McCormack Lines, Inc, 5 Broadway, New York, N Y, was berthed at designator D and was loading 350 tons of refrigerated canned hams. Two British merchant freighters of six thousand grt were berthed at designators E and F. A Swedish merchant freighter was berthed at designator G loading coal. A Danish merchant freighter was berthed at designator H, and a Dutch merchant freighter was berthed at designator I.
16. Naval Activity A naval installation is located at designator J. A Polish destroyer of two thousand tons, berthed at designator K, was similar to Soviet Leningrad Class DD. Source was not close enough to vessel to positively identify it or describe its armament and characteristics.
17. Liberty Ashore No restriction was placed on crew going ashore. Cards issued by port authorities were shown at gangway when going ashore and returning aboard. Most crew members did go ashore.

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18. Radio No restrictions were placed on radio.
19. Photography No restrictions were placed on use of cameras.
20. Departure Two-hour inspection prior to departure was conducted by customs and military authorities. Search for stowaways was particularly thorough. Pilot was dropped at designator I.

In file in CIA Library is photograph of NO Chart 4928 with appropriate alphabetical designators.

Comment by Navy officer preparing report: It is noted that security regulations have been somewhat relaxed in that radio silence was not observed, no restriction was placed on use of cameras, boarding inspection was made at dockside, and crew members were not mustered while search of ship was being made.

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