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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

25X1A

COUNTRY Poland  
SUBJECT Pilotage/Security Measures/Vessels Observed/  
Facilities/Miscellaneous Data

REPORT

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The Office of Naval Intelligence, SMD, in report No. 41-54, furnished the following information to CIA for IAC dissemination in accordance with paragraph 3(c) of NSCID No. 7.

Pilotage

- At the Kiel Canal our ship took aboard a German pilot, under contract to the ship's owners, and he took us as far as the entrance to the Nowy Port. He remained on board during our stay in Gdansk, and was not permitted to go ashore. Approaching the Gulf of Danzig our ship kept well off shore, between five and ten miles from the Hel Peninsula, to avoid the mined area which exists off that spit of land. H. O. No. 4876 does not show the buoys which mark the cleared channel for entering the Gulf of Danzig. Upon nearing Gdynia we were signalled to proceed to Gdansk, and at the entrance to the Nowy Port we took on the Gdansk pilot. This pilot, who came aboard alone, was about 50 years old and appeared to be quite competent. He spoke English, but did not engage in any conversation with members of the ship except to give helm orders. Tugs used to assist ships in entering the harbor were tied up at the northern end of the breakwater, two of which were dispatched to assist our ship in negotiating the Martwa Wisla. Two tugs were used whenever our ship moved within the harbor. We tied up first at the Customs Pier, where we were obliged to wait for several hours before a berth was available in the Gorniczny Basin. Our ship entered Gdansk in ballast, and upon departure its maximum draft was 27'0".

Security Measures

- Immediately upon mooring at the Customs Pier the ship was boarded by a search party of 25 or 30 men, including two or three officers. The officers and four or five men were in uniform and armed with revolvers, but the rest were dressed in dungaree clothing suitable for searching the ship's spaces. The search lasted three or four hours and was intended to be quite thorough but because of lack of knowledge about ships on the part of the investigators it was not actually complete or effective. All crew members were required to remain in their quarters until the search was completed, and whenever it was

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necessary for individual members to move about the ship they were always accompanied by an armed guard. The authorities did not seal the ship's radio, but forbade the use of cameras. Upon departure another search, even more thorough than the first was conducted and lasted between four and five hours. The emphasis in this examination was on looking for stowaways, long poles being used to probe through the holds.

3. Three armed guards were stationed on the dock at all times, one each at the bow, the stern and the gangway. In addition there was one guard on each crane and one on each of the railroad engines which came on the dock. No special passes were required to leave the ship. The gangway guard had a roster of the crew which he checked against the ID card of the person going ashore, and logged the times of departure and return for each individual. All Polish workers who came aboard were required to show their passes to get on and off. This applied to the Polish pilot as well as to stevedores and trimmers. I noted that similar security measures were observed with other merchant ships in the harbor, and that Soviet and Polish ships were not only guarded but no one was allowed on or off.

#### Vessels Observed

4. In the vicinity of Bornholm Island in the Baltic Sea I observed a medium size submarine somewhere between a coastal craft and an ocean-patrol type, proceeding on a southeasterly course. It carried no ensign or hull number, and was painted a very dark grey. I saw no armament of any sort. I can make no further identification except that it appeared to be new and in good condition, and was not snorkel-equipped. I saw no other naval vessels either in the Baltic or at Gdansk. There were, however, many merchant ships present at Gdansk. While our ship was waiting to move to the Coal Tip, the UK ship, OTHRYS, was loading cement at a small wooden pier on the left bank of the Martwa Wisla across from the northern end of Wyspa Holm. The cement was bound for Argentina in exchange for grain. The pier had no mechanical loading facilities. The cement was brought to the pier in trucks and was loaded in bags on board the OTHRYS by its own gear and by stevedores. The OTHRYS was the only ship I can identify by name. Three Polish passenger vessels, of medium size and apparently of recent construction, were undergoing some sort of repair or alteration at Nowy Port on the south side of the Martwa Wisla. Work was being done on the superstructure but I could not determine what type it was. I believe they were equipped with radar. The three ships all had the same stack markings, consisting of yellow painted funnels with one section having red and black horizontal bands with the Polish eagle superimposed in white. The letters "P" and "D" appeared, one on each side of the eagle. On the left side of the Martwa Wisla in the area across from the Gorniczny Basin I noted a number of Soviet tugs and Polish freighters, apparently inactive. The tugs, moored two abreast, numbered about twelve, while there were six Polish freighters of about 7,000 or 8,000 tons each. I observed no activity in any of these ships during our stay in Gdansk, but the tugs had loudspeakers going continuously broadcasting music interspersed with short speeches.
5. There was a large amount of activity in the Gorniczny Basin, the SW side of which was being used exclusively as an operating base for Soviet tugs which would come in for a few hours to refuel and then depart. This continued during the entire ten days of our stay giving the impression that there were numerous tugs in the area. They were large ocean going tugs but apparently not used for patrol or minesweeping operations since I noted no armament of any sort. Excluding our ship there were a total of seven vessels on the NE side of the Gorniczny Basin, but I do not recall any of their names. All of them were loading coal. Two small coasters, one Swedish and the other Finnish, departed soon after we arrived, and a UK ship was completing loading as we entered the harbor. Two 7,000 or 8,000 ton Italian ships arrived soon after we started loading, and as soon as we finished a Greek owned ship flying the Panamanian flag

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moved in. A Soviet freighter also about 8,000 tons, extremely old and in poor condition, came into the Gorniczky Basin to load coal and tied up just forward of our ship. Highest priority was given this ship, and all work ceased on our vessel. The cranes and workmen were shifted to the Soviet ship and nothing was done until it had finished loading, a task which took about 24 hours. As we proceeded toward Gdanak I saw a small fleet of fishing vessels in the area off the Hel Peninsula.

Port Facilities

6. Construction work was in progress on the left bank of the Martwa Wisla just across from the north end of Wyspa Holm, consisting of a stone embankment similar to a retaining wall along the river for about 500 yards. The face of the embankment was made of large flat stone slabs, and appeared to be well constructed. No mechanical equipment was in use, all work being done by two labor gangs of about ten men each, using hand tools. In this area also were several mooring piers, which were simply wooden coverings over piles and dolphins, and none of them had mechanical loading facilities. Extensive loading facilities were available at the Coal Tips on the NE side of the Gorniczky Basin. Five pairs of railroad tracks ran the full length of the pier, affording the opportunity of bringing up many coal cars simultaneously. Coal was stockpiled on the pier at night. Twelve portable gantry cranes with jib cranes mounting the bridge, each with an estimated capacity of five tons, were present on the quay. These cranes would be moved along the pier from ship to ship as needed. The bridge of each crane spanned some if not all of the railroad tracks, and at maximum capacity each was rated at 125 tons per day. They were grab-type using clam shells. The cranes would take the coal from the railroad car and dump it in the hold, the maximum number available for our ship being six, but the average four. At most four holds were loaded simultaneously, but for various reasons such as work stoppage and lack of proper coal size, generally only two holds were loaded at a time. Since several different types of coal were loaded on the ship it was necessary to have several cranes present to load more than one hold at a time.
7. At the Coal Tips we took on 9,367 English tons of coal. The loading process continued day and night for nine days, with one day idle while the Soviet ship was given priority, making a total of eight loading days. The mechanical loading equipment was very inefficient and the whole loading operation compared unfavorably with Western European ports. The greatest number of ships being handled at the quay simultaneously was four. Two gangs of 20 coal trimmers each, were used aboard our ship. These men did a good job and appeared to be in good health, although not robust. They were, however, a very suspicious group and would not talk to anyone aboard the ship. The foreman who managed our loading operations seemed to be exceptionally capable. I felt that there was a shortage of trimmers on the quay. Those on our ship were all older men, around 45 to 50 years of age. On the other side of the Gorniczky Basin at the Oreloading Depot I saw six cranes, four being similar to those at the Coal Tips and the other two gantry cranes. On the south side of the Martwa Wisla at Nowy Port in the area where the three Polish passenger ships were located there were several cranes which appeared to be tower or portal type. I saw no floating cranes or other port facilities.

Miscellaneous Data

8. A large amount of sulphur was being stored at the Oreloading Depot on the SW side of the Gorniczky Basin. I did not observe any construction other than the embankment. The Customs House, which was located on the bend of the Martwa Wisla across from the north tip of Wyspa Holm, also was the headquarters for the harbor pilots. I did not see any fortifications, radar installations or aircraft.

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9. A foreman of the work detail on the pier who had been in Scotland during World War II with a Polish exile group confided in me that there was widespread dissatisfaction with Communism in Poland, but because of the strict security measures it never appeared in the open. None of the ship's officers went ashore and only a few of the crew did. Those who did reported that there was no entertainment in the town and little to buy, and prices were exorbitant. The official rate of exchange was so unfavorable that no one exchanged any currency, cigarettes and articles of clothing being used as barter. No one was permitted to carry any money ashore other than Polish currency obtained by the ship through official channels. Since our ship exchanged no currency, no money was allowed to be taken ashore, and the gangway guard searched members of the crew leaving the ship, and confiscated any money he found.

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