

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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SUBJECT	1. Gdynia Branch of C. Hartwig 2. Satellite Shipments to China from Gdynia	DATE DISTR.	28 April 1953	
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(FOR KEY SEE REVERSE)

[REDACTED] 25X1

1. The Gdynia branch of the Polish state forwarding firm C. Hartwig is the largest branch of this firm in Poland and employs about 500 clerks. Personnel of this branch include the following:

- a. Witold Andrzejewicz: director of the branch. [REDACTED] 25X1
- b. Ryszewski: assistant to the director [REDACTED]
- c. Zielinski: assistant to Ryszewski [REDACTED]
- d. Krukowska: chief of the section charged with forwarding "special goods" to China; her office is located on the second floor of the Cotton House (Dom Bawelny) at Ulica Dedowskiego 7, in a building other than the main office in Gdynia. [REDACTED] 25X1

e. Prokopczuk: leader of the firm's council (rada zakladowa), [REDACTED]

The Hartwig forwarding organization divides the harbor of Gdynia into three sections; [REDACTED] the first section is the free zone; the second [REDACTED] section is the Sugar Port (oukreport). 25X1

2. The Polish-Chinese Ocean Line owns about 15 of the largest Polish and Chinese vessels, all of which are over 8,000 BRT and bear Polish names. [REDACTED] 25X1

25 YEAR RE-REVIEW

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STATE	x	ARMY	x	NAVY	x	AIR	x	FBI	x	AEC		OTF	x	ORR	EW	x
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(Note: Washington Distribution Indicated by "X"; Field Distribution by "#")

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[redacted] On the average, five Polish-Chinese vessels and one chartered vessel, altogether totaling about 55,000 DWT, leave Gdynia every month for China. Once every two months [redacted]

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[redacted] other vessels chartered by Czechoslovakia leave Gdynia for China; these chartered vessels are also over 8,000 BRT in size. In addition to vessels regularly chartered, Czechoslovakia chartered three other vessels in 1952, all for only one trip to China. The vessels going to China are loaded in one of the three port sections mentioned above -- the section used depends on the goods being shipped. As a rule, however, vessels leaving for China depart from the free zone. When the vessels take on "special goods", loading takes place at the naval port at Oksywie. In April 1952 three Chinese vessels,

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[redacted] with a crew composed entirely of Chinese, came to Gdynia. From April to July, the ships were painted, received Polish names and hoisted the Polish flag; their crews were then partially made up of Poles and Chinese and the vessels were put into service carrying cargo to China. On other vessels of the Polish-Chinese Ocean Line, Chinese officers, as well as an increasing number of Chinese seamen, are employed, but the ship captains are still Polish.

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3. Goods shipped to China are as follows:

a. From Poland:

- 1) Locomotives. Up until October, 15 locomotives had been shipped in 1952. These were manufactured at the factory at Chrzanow, and they were described as follows: equipment for European gauge, i.e., 1435 mm. span, with three small and three large wheels on each side, and with a very large tender with four small wheels on each side, two wheels of which are jointed together (*po dwa kolo zlaczone razem*).
- 2) Rails and other railroad equipment.
- 3) Special cars, such as refrigerating and hospital cars produced at the factory at Sanok, [redacted] about 50 such cars were shipped in 1952.
- 4) Ball bearings, of which at least 25 tons are shipped every month.
- 5) All kinds of milling machines, lathes, drilling machines, and grinders, produced in various factories in Silesia.
- 6) White zinc (*biel cynkowa*) in large quantities. It is impossible to obtain white zinc on the market in Poland.
- 7) Chemicals and drugs of all kinds; 80 to 100 tons, from various factories in Silesia.
- 8) Precision apparatus produced by factories in Silesia; up to 50 tons a month are shipped. This equipment is never identified by name nor is the purpose for which it is intended ever reported, but they are destined for use in laboratories, hospitals, and similar installations.
- 9) Textiles of various kinds and qualities, both finished and semi-finished, including linen for use by military services, hospital linen and socks. These goods are produced at factories at Lodz, Tomaszow Mazowiecki, and Zyrardow.
- 10) Paper of various kinds in large quantities, several hundred tons a month.
- 11) "Sport" arms, together with necessary ammunition, up to 50 tons on every ship.

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b. From Czechoslovakia:

- 1) Trucks of the Praga, Skoda, and Tatra models, up to 150 a month.
- 2) Cars, mostly of the Tatra model; in October, about 200 had been shipped in 1952.
- 3) Large busses of the Skoda model; in October, about 100 busses had been shipped in 1952.
- 4) Motorcycles and bicycles, of which several thousands had been shipped by October 1952.
- 5) Radio receivers and accessories, mostly of the Tesla model; up to three tons are shipped a month.
- 6) Cameras of the Opema, Flexaret, and Etareta models are shipped in quantities up to two tons a month.
- 7) Typewriters and accounting machines in large quantities.
- 8) Topographic equipment and medical equipment for hospitals, up to three tons a month.
- 9) "Optical apparatus", up to 20 tons a month. 25X1
this equipment is always packed in chests without any other description being given and this equipment probably consists of radar apparatus.
- 10) Ball bearings, up to 100 tons a month.
- 11) Roller bearings (lezyaska rolkowe), up to 80 tons a month.
- 12) Iron poles of various kinds, and wire for use in industry.
- 13) Pipes for use in water and gas installations; up to several hundred tons are shipped a month.
- 14) Milling machines, drilling machines, grinders, and leather. (sic). At least twice as much of these goods are shipped by Czechoslovakia as are shipped by Poland, but the quantities are not known.
- 15) Precision machines for production of precision tools, weapons, and motor accessories; up to 50 tons are shipped a month.
- 16) Textiles of all kinds, including the most luxurious.
- 17) Chemicals of all kinds, up to 80 tons a month.
- 18) Drugs, up to 30 tons a month.
- 19) Precision apparatus, descriptions of which are not given.
- 20) Paper of all kinds, but in lesser quantities than those shipped from Poland.
- 21) Saccharin.

Formalities connected with the export of Czech goods are occasionally handled by the former private, now nationalized firm, SPEDRAPID, and by C. Hartwig.

c. From East Germany:

- 1) Cameras, Contax model, both cheap and expensive models.

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- 2) Photographic equipment of all kinds, up to two tons a month.
- 3) Precision tools packed in chests, several tons a month.
- 4) Optical apparatus and accessories.

[redacted] large quantities of the above-described goods, as well as other East German products, are also loaded at Szczecin (Stettin) for shipment to China.

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d. From the Soviet Union:

- 1) Bicycle chains, up to 70 tons a month.
- 2) Matches, up to five tons a month.

These goods come to Gdynia on board Soviet vessels and originate in the Baltic Soviet Republics.

e. From Hungary:

- 1) Tooling machines in large quantities, several hundred tons a month.
- 2) Telephone equipment and switchboards in large quantities.
- 3) Transformers, both large and small, several thousand tons a month.
- 4) X-ray equipment and installations for hospitals, laboratories, and scientific establishments.
- 5) Complete hospital laboratories, several tons a month.
- 6) Drugs of all kinds in large quantities from the Hungarian state firm Medimpex; Hungary ships much more of these products than do Poland and Czechoslovakia.
- 7) Cameras, similar to those from Czechoslovakia.
- 8) Topographic equipment, similar to that from Czechoslovakia.
- 9) Textiles of very poor quality.
- 10) Bicycles, several thousand a month.
- 11) Saccharin, a great deal more than is shipped by Czechoslovakia.
- 12) Watches of various MOM models, up to five tons a month.
- 13) Expensive silver products and ornaments, up to five tons a month.

4. Except for large machinery, rails, locomotives, poles, wire, and similar bulky goods, nearly all products going to China are packed in large chests. The documents accompanying goods so packed, as well as the goods themselves, are never checked by customs officials; the latter only lead onto a vessel those goods having documents stamped by the custom house. All formalities connected with the shipment of the "special goods" are arranged by Krukowska. The "special goods", which are always packed in large chests, are always loaded onto a vessel first and are placed in the bottom of the vessel; loading takes place either at the naval port of Oksywie, or at Paged, the part of the port of Gdynia which was converted into a naval port. An average of 100 tons of "special goods" are shipped to China with every ship going there, except for chartered vessels which never carry cargo of this kind. "Special goods" are never stored in the storage areas of the three port sections mentioned in paragraph one above; storage is always handled by the navy at Oksywie or Paged. Loading of "special goods" takes place as follows: a vessel goes to Oksywie or to Paged entirely empty, and then the crew is

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given leave to go into town or is assigned to a shipyard or to perform some work in another part of the port; meanwhile, the "special goods" are loaded on the vessel by soldiers who have been specially assigned to the job or by very reliable port workers selected from several sections of the port. Occasionally, however, in the course of loading, chests containing "special goods" have been broken and these goods have been seen; moreover, workmen have been wounded or even killed, as a result of these accidents. Information about these goods has, as a result, leaked out, in spite of all restrictions and orders. Workmen have seen the following in these chests:

- a. Infantry weapons such as rifles and machine guns.
- b. Ammunition for these weapons, as well as artillery ammunition.
- c. Disassembled artillery pieces, principally antiaircraft and anti-guns (sic) without wheels.
- d. Disassembled fighter planes without any insignia indicating nationality.

[redacted] these goods, [redacted] 25X1
[redacted] come from all the satellite countries. 25X1

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5. In addition to "special goods", each ship receives a cargo of about 50 tons of "collective goods" (Towar Zbiorowi), which are loaded onto the vessel directly from freight cars which have been brought into the port area. Although the freight cars are Polish [redacted] these "collective goods" also come from other satellite countries. These goods are also packed in chests, but on the chests can be read descriptions, such as precision apparatus, analytic weights, electrode weights; the chests bear no indication of the shipper or of the receiver. All formalities pertaining to the shipment of "collective goods" are also handled by Krukowska and no other employee of the G. Hartwig firm is entitled to ask her for any information on these shipments. "Collective goods" are handled by customs authorities in the same manner as "special goods". [redacted] 25X1
[redacted] chests [redacted] contain arms. 25X1

6. Most of the vessels employed by the Polish-Chinese Ocean Line return to Poland empty, or carrying very little cargo. On the average, these ships bring to Poland about 4,000 tons of rubber [redacted] each month. In addition they also carry about 50 tons of natural silk yarn or cocoons, about 40 tons of wolfram ore which occasionally has already been ground, and about 15 tons of mica. During June and August 1952, vessels of the Polish-Chinese Ocean Line brought to Gdynia during each month 8,000 tons of rubber [redacted] which, after being unloaded into magazine number six, were re-loaded the following day onto Soviet vessels and shipped to the Soviet Union. [redacted] 25X1
[redacted] altogether 16,000 tons of rubber were shipped to the Soviet Union. [redacted] 25X1

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and canned meat to England and bring to Poland from England milling, grinding, and other machines.

9. Goods shipped from Gdynia to the Soviet Union, almost entirely on Soviet vessels, [REDACTED] include coal, sugar, canned meat, woollens, and leather. During 1951, over 200,000 tons of sugar were shipped from Gdynia to the Soviet Union and up until October, 50,000 tons of sugar were shipped in 1952. The difference in the amounts shipped in 1951 and 1952 are caused by the fact that shipments of sugar take place every year during the sugar campaign, i.e., at the end of the year. Moreover the export of sugar to the Soviet Union in 1952 was expected to be much lower since the yield of beets had been very low and in large areas beets were frozen in the fields.

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[REDACTED] Comment: [REDACTED] all cargo taken on by Polish vessels anywhere and consigned to Hartwig is in reality intended for the Polish-China Shipping Company for delivery to China.

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