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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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- 25X1 1. The main entrance to the harbor of Gdynia is in very good condition. The channel was not deepened after the war; its depth is approximately ten meters. The width of the main entrance is approximately 30 m., which enables two large ships to pass each other freely.
- 2. Two small sentry boxes have been built at each end of the breakwater at Gdynia. These are equipped with searchlights which are turned on to passing ships by the Border Guard (WOP). The sentry boxes are connected by a telephone line with the WOP headquarters in Gdynia.
- 3. At Gdynia hydrants are available on all quays at intervals of 200 yards, by means of which ships take in water for drinking and for the boilers. The water is converted into boiler water on board ship by the addition of the necessary chemicals. A request for water is placed with the Harbormaster's Office, from where a man is sent at the hour specified to connect a hose of the kind used by fire engines to the nearest hydrant. The output of the hydrant when such a hose is used is approximately 50 tons of water per hour. The cost of the water is approximately two or four dollars per ton.

25X1 4. The S.S. JOZEF WIECZOREK has been renamed the S.S. GDYNIA. The hull was built in Gdansk (Danzig) [] The ship was sold to the USSR and in July 1953 was taken by a Polish crew to Riga. []

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25X1 5. [] disposition of the following ships known to have been launched in Poland in 1950-1951:

25X1 The S.S. GDANSK is being completed in the Paris Commune shipyard at Gdynia.

25X1 The S.S. WARSZAWA was probably renamed the S.S. NOWA HUTA.

25X1 The S.S. SZCZECIN [] has now been sold to the USSR. []

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6. The S.S. MIKOLAJ REJ is not the slowest vessel in the Polish fleet. When her keel is clean and in average weather she can make a speed of ten knots. The slowest ship is the KOLOBRZEG, whose greatest speed is seven knots though her theoretical speed is 12. It was discovered by chance that the Germans had blocked up several of the steam vents before handing the ship over. When some of the blocked up places were found and unstopped, her speed was increased from six to seven knots. A similarly slow ship is the STALOWA WOLA, which can make at most ten knots in good weather.
7. It is true that the lift boom on the forward mast of the S.S. KOSCIUSZKO has a lifting capacity of 120 tons. The ship is adapted for carrying heavy cargoes such as locomotives. The S.S. PULAWSKI has a similar lift boom.

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