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SOURCE Documentary.

Available on loan from the CIA Library is a copy of a 50-page pamphlet in English entitled "Polish Ports," which was published in Gdynia, Poland, in 1948 by the Polish Shipbrokers' Association. The pamphlet contains information about the Ports of Gdynia, Gdansk, Szczecin, Ustka, Darlowo and Kolobrzeg. Some of the subjects listed in the table of contents are: Harbor Dues, Charges for Harbor Services, Stevedoring Tariff, Bunkering at Polish Ports, and Shipyards in Poland. There is also included a list of vessels owned by the Gdynia-America Shipping Lines, Ltd, the Polish Navigation Co, Ltd, and the Polish-British Steamship Co, Ltd. In the back of the pamphlet are plans of each of the ports mentioned above.

25X1A []

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Approved For Release 2002/08/07 : CIA-RDP80-00926A002700040015-4

THE POLISH SHIPBROKERS ASSOCIATION

POLISH PORTS



POLSKI ZWIĄZEK MAKLERÓW OKRĘTOWYCH
GDYNIA 1948

Approved For Release 2002/08/07 : CIA-RDP80-00926A002700040015-4

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*Compiled by Janusz Mondalski
Copyright by
Polski Związek Maklerów Okrętowych
Gdynia, 1948*

Approved For Release 2002/08/07 : CIA-RDP80-00926A002700040015-4

The Polish Shipbrokers' Association have much pleasure in submitting to their Ship Owner friends the Guide to Polish Ports.

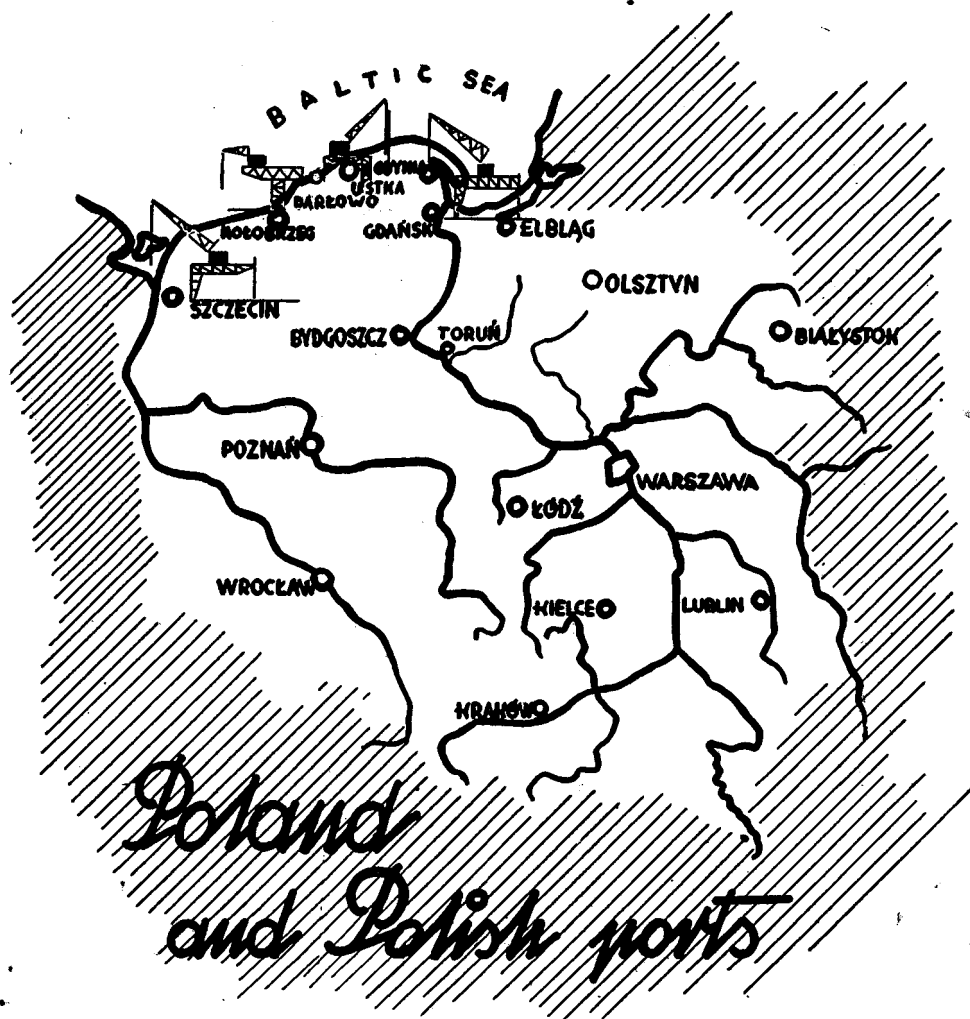
It has been the intention of the Editors to collect in the present booklet the most essential information on the rates of harbour dues and charges, as well as on companies which operate in the ports.

The Editors appreciate the shortcomings of this publication which, on account of the scarcity of space available, gives in many instances but brief extracts from tariffs, with comments on same where thought necessary.

It is sincerely hoped that, despite its many inadequacies, the pamphlet will contribute to the establishment of closer relations with Polish ports, of the Ship Owners abroad.

THE POLISH SHIPBROKERS' ASSOCIATION

Gdynia, July 1948



THE POLISH SHIPBROKERS' ASSOCIATION

ul. Świętojańska 23 'phone 15-25 Cables: „Brokerunion“

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'phone: 419-21

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Cables: „AGMOR“

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Szczecin, ul. J. Malczewskiego nr 8

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Cables: „BALTSHIP“

Code: The New Boe

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Szczecin, ul. Parkowa nr 6

'phone: 33-05

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Code: The New Boe

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Cables: „NAUTICA“

Code: The New Boe

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Cables: „NEPTUN“

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„NAVIGATOR“

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Cables: „NAVIGATOR“

Code: The New Boe

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'phone: 33-13

Cables: „POLSHIP“

Code: The New Boe

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Cables: „DALE“

Code: The New Boe

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U S T K A

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'phone: 247

Cables: „BALTICA“

Code: The New Boe

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Ustka, ul. Kopernika nr 3

'phone: 280

Cables: „BALTSHIP“

Code: The New Boe

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Cables: „GAMMA“

Code: The New Boe

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Shipbroker & Chartering Agent

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'phone: 290

Cables „HICHEL“

Code: The New Boe

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Ustka, Port

'phone: 303

Cables: „NAUTICA“

Code: The New Boe

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Polish Shipping Co. Ltd.

Ustka, ul. Stalina nr 36

'phone: 397

Cables: „NAVIGATOR“

Code: The New Boe

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'phone: 287

Cables: „POLBAL“

Code: The New Boe

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Ustka, ul. Stalina nr 20

'phone: 258

Cables: „DALE“

Code: The New Boe

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DARŁOWO

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Darłowo, ul. Kwiatkowskiego nr 26

'phone: 31

Cables: „BALTICA“

Code: The Boe Code
& The New Boe

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„BALTSHIP“

Baltic Agency Ltd.

Darłowo, ul. Kwiatkowskiego nr 64

'phone:

Cables: „BALTSHIP“

Code: The New Boe

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Shipbroker & Chartering Agent

Darłowo

'phone:

Cables:

Code:

*

„NAVIGATOR“

Polish Shipping Co. Ltd.

Darłowo, ul. Kwiatkowskiego 58

'phone: 148

Cables: „NAVIGATOR“

Code: The New Boe

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Darłowo, ul. Żeromskiego nr 69

'phone: 123

Cables: „POLBAL“

Code: The New Boe

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Bunker Coal Suppliers

Darłowo, ul. Żeromskiego nr 41

'phone: 47

Cables: „DALE“

Code: The New Boe

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Telephone: 131

Cables: „BALTICA“

Code: The New Boe

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„BALTSHIP“

Baltic Agency Ltd.
Kołobrzeg, ul. Wojewódzka nr 10

Telephone:

Cables: „BALTSHIP“

Code: The New Boe

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KAZIMIERZ HICHEL

Shipbroker & Chartering Agent
Kołobrzeg

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„NAVIGATOR“

Polish Shipping Co. Ltd.
Kołobrzeg, ul. Biała

Telephone: 152

Cables: „NAVIGATOR“

Code: The New Boe

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POLISH BALTIC SHIPPING AGENCY, Ltd.

Kołobrzeg, ul. Wojewódzka nr 13

Telephone: 54

Cables: „POLBAL“

Code: The New Boe

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Shipbrokers & Chartering Agents Ltd.
Bunker Coal Suppliers

Kołobrzeg, ul. Wojewódzka nr 13

Telephone: 150

Cables: „DALE“

Code: The New Boe

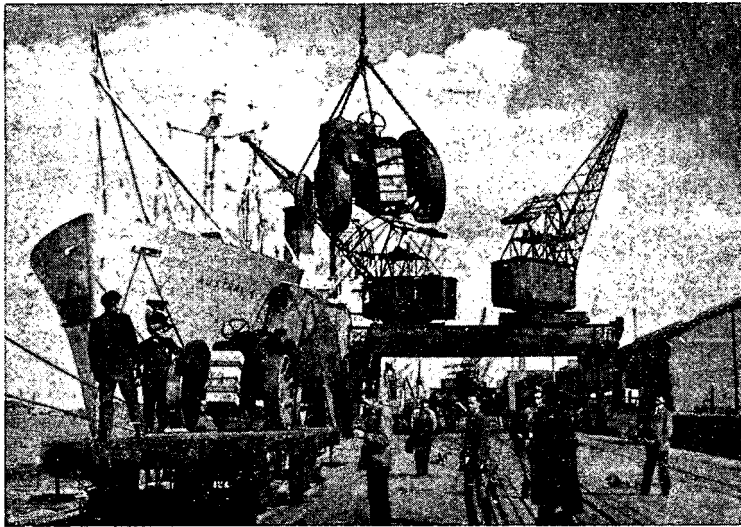
TARIFF of the POLISH SHIPBROKERS' ASSOCIATION

in force from September 15th, 1947

(Approved by Polish Authorities)

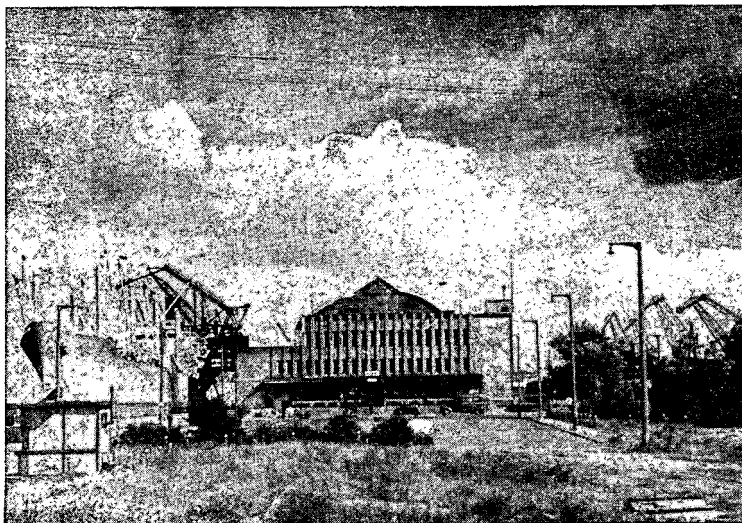
Members of the Association will charge at Polish ports to steamers, motor-vessels, sailing-vessels, seagoing tugs and seagoing lighters, the following fees:

- | | | |
|-------------------------------------|-------------|---------|
| 1) Up to 1500 cbm net | USA \$ 0.06 | per cbm |
| for that part of vessel's capacity | | |
| exceeding 1500 but not 3000 cbm net | „ „ 0.04 | „ „ |
| „ 3000 „ „ 4500 „ „ | „ „ 0.02 | „ „ |
| „ 4500 „ „ 6000 „ „ | „ „ 0.01 | „ „ |
| „ 6000 „ „ 7500 „ „ | „ „ 0.005 | „ „ |
| „ 7500 cbm net | „ „ 0.0025 | „ „ |
- 2) The fees are charged each way, both in and outwards.
 - 3) Vessels with compound cargoes are charged with an additional fee of 25%.
 - 4) Vessels arriving or leaving in ballast or empty are only charged with half fees for inward resp. outward clearance.
 - 5) Vessels with part-cargoes not above half of the deadweight or cubic or standard capacity to pay half of the fees only.
 - 6) Vessels calling for bunkers only, to pay 1/4th of the fees.
 - 7) Tankers and vessels carrying iron-ore, pyrites, phosphates, apatites, coal and/or coke cargoes in bulk are charged with 2/3 of the fees only. For entering or leaving empty or in ballast stipulations of point 4) are applicable.
 - 8) Vessels with cargoes to pay a minimum agency fee of USA \$ 15.—; in ballast or empty USA \$ 7.50.
 - 9) Seagoing tugboats to pay USA \$ 20.— each way.
 - 10) Seagoing lighters arriving or leaving with cargo to pay USA \$ 30.—, in ballast USA \$ 15.—.
 - 11) Vessels not engaged in any commercial activity to pay 1/4th of the fees only.
 - 12) Commission for collecting of freight:
1/4% for bulk cargoes, 1/2% for compound cargoes.
 - 13) Outlay commission is charged with 2% for each month commenced after date of disbursements-account, but only in case the amount of outlays has not been remitted within one month after the date of the disbursements-account.
 - 14) The above charges do not apply to regular service vessels. No other exceptions are allowed.



Gdynia, Polish Quay

Fot. Ryś.



Gdynia, Harbour Master's Office

Fot. Ryś.



GDYNIA – AMERYKA

LINE ŻEGLUGOWE S. A.
(GDYNIA-AMERICA SHIPPING LINES LIMITED)

Also Managing Agents for:

ŻEGLUGA POLSKA S. A.
(Polish Navigation Co., Ltd.)

POLSKO-BRYTYJSKIE TOW. OKRĘTOWE S. A.
(Polish-British Steamship Company Ltd.)

GDYNIA

ul. Portowa 13/15

Telegrams: POLAMERYKA

Telephones: 2901 (10 lines)

BRANCH-OFFICES:

| | | |
|--------------------------------------|---------------------|---------------------|
| WARSZAWA | ul. Zgoda 3 | telephone: 861-00 |
| SZCZECIN | ul. Jarowita 4 | „ 20-43 |
| GDAŃSK-Nowy Port, Strefa Wolnościowa | „ | 424-24 |
| LONDON W. C. 2 | 47, Whitcomb Street | „ White Hall 3761 |
| NEW YORK 4, N. Y., 32, Pearl Street | „ | Bowling Green 91919 |

REPRESENTATIVES:

| | | |
|----------|---------------------|-------------------|
| KRAKÓW | ul. Michałowski 1 | telephone: 544-11 |
| ŁÓDŹ | ul. Piotrkowska 181 | „ 130-08 |
| PRAHA II | Revolucni 6/III p. | „ 641-19 |

Agents in all larger ports of the world

F L E E T

GDYNIA-AMERYKA LINIE ŻEGLUGOWE S. A.

Gdynia-America Shipping Lines Ltd.

| | | | | | |
|-----|-----|--------------|-----------|--------|-----|
| 1. | s/s | Bałtyk | | 10.098 | TDW |
| 2. | m/s | Batory | | 14.287 | BRT |
| 3. | s/s | Białystok | | 10.490 | TDW |
| 4. | s/s | Borysław | | 8.635 | " |
| 5. | m/s | Gen. Walter | | 6.720 | " |
| 6. | s/s | Jagiello | | 6.261 | BRT |
| 7. | m/t | Karpaty | | 9.420 | TDW |
| 8. | s/s | Kiliński | | 10.719 | " |
| 9. | s/s | Kościuszko | | 11.200 | " |
| 10. | m/s | Morska Wola | | 4.550 | " |
| 11. | s/s | Narwik | | 10.420 | " |
| 12. | s/s | Pułaski | | 10.105 | " |
| 13. | m/t | Rysy | | | |
| 14. | m/s | Sobieski | | 11.030 | BRT |
| 15. | m/s | Stalowa Wola | | 4.550 | TDW |
| 16. | s/s | Tobruk | | 10.430 | " |
| 17. | m/t | Turnia | | 980 | " |
| 18. | m/s | Warta | | 8.500 | " |
| 19. | m/s | Waryński | | 7.180 | " |

ŻEGLUGA POLSKA S. A.

Polish Navigation Co., Ltd.

| | | | | | |
|-----|-----|-----------|-----------|-------|-----|
| 1. | s/s | Hel | | 1.545 | TDW |
| 2. | s/s | Katowice | | 3.007 | " |
| 3. | s/s | Kolno | | 3.200 | " |
| 4. | s/s | Kołobrzeg | | 4.180 | " |
| 5. | s/s | Kraków | | 3.000 | " |
| 6. | s/s | Kutno | | 3.375 | " |
| 7. | m/s | Lechistan | | 3.240 | " |
| 8. | m/s | Lewant | | 3.240 | " |
| 9. | s/s | Nyssa | | 796 | " |
| 10. | m/s | Oksywie | | 1.010 | " |
| 11. | s/s | Olsztyn | | 3.142 | " |
| 12. | s/s | Opole | | 3.200 | " |
| 13. | s/s | Poznań | | 3.000 | " |
| 14. | s/s | Rataj | | 1.700 | " |
| 15. | s/s | Śląsk | | 1.515 | " |
| 16. | s/s | Toruń | | 3.011 | " |
| 17. | s/s | Wilno | | 3.000 | " |
| 18. | s/s | Wisła | | 5.125 | " |

and 15 Tug-Boats

POLSKO-BRYTYJSKIE TOWARZYSTWO OKRĘTOWE S. A.

Polish-British Steamship Company, Ltd.

| | | | | | |
|----|-----|--------|-----------|-------|-----|
| 1. | s/s | Lech | | 2.110 | TDW |
| 2. | s/s | Lida | | 2.183 | " |
| 3. | s/s | Lublin | | 1.960 | " |

HARBOUR DUES AND CHARGES IN POLISH PORTS

(EXTRACT)

in force from the 15th July, 1947,
with amendments until the 5th June, 1948.

HARBOUR DUES

I. TONNAGE DUES

Vessels entering the harbour, or vessels leaving the harbour, on each commenced cubic Metre of their Net capacity:

Units of
Calculation
(UoC)

1. a) vessels arriving or leaving in ballast,

vessels arriving from, or leaving for, European ports, inclusive of extra-European ports in the Mediterranean & in the Black Sea, and loading or discharging up to 25% of their Net loading capacity*)

vessels arriving from, or leaving for, extra-European ports (except ports in the Mediterranean & in the Black Sea), and loading or discharging up to 50% of their Net loading capacity*)

passenger vessels

2.20

b) vessels arriving from, or leaving for, European ports, inclusive of extra-European ports in the Mediterranean & in the Black Sea, and loading or discharging over 25% of their Net loading capacity*)

vessels arriving from, or leaving for, extra-European ports (except ports in the Mediterranean & in the Black Sea), and loading or discharging over 50% of their Net loading capacity*)

4.40

2. Liner vessels are allowed the following reductions on the rates set out in par. 1.:

a) vessels plying to ports in Europe, in the Mediterranean & in the Black Sea, or ports on the Atlantic coast of Africa as far as 25° N. — a reduction of

40%

b) vessels plying to other ports — a reduction of

50%

*) „Net cubic capacity“ in case of vessels carrying measurement cargoes, and „cargo DW capacity“ in case of vessels carrying deadweight cargoes.

Note. —

By a „regular line“ is meant a service by sea between Polish ports and scheduled ports, which is run by a shipping company or a group of shipping companies that have a permanent agent at Polish ports, and which is run according to plan and schedule of sailings arranged for a period of at least four months and notified to the Port Authority. Such liner vessels are under obligation to accept general cargo from Polish ports to all ports indicated in the schedule, and vice versa, and to call at the terminus ports.

The renewal of the sailing schedule for a further period of four months should be submitted at least 8 days prior to the termination of the current schedule.

Regular lines in service to ports in the Mediterranean, and to ports in Western Finland (Gulf of Bothnia), in the Abo (Turku)/Uleaborg (Oulu) range, may indicate no more than three ports as their optional terminus ports. Extra-European lines, with the exception of lines to the Mediterranean, may indicate more terminus ports.

Regular line vessels which serve Gdynia and Gdańsk, fulfill the requirements of the Tariff also when, for want of cargoes available in both ports, they should call at the scheduled time at one of the above ports only.

The term „general cargo“ covers goods packed in cases, bags, barrels, bales, bundles, baskets, etc., or alternatively goods loaded as individual pieces, such as machines, motor-cars, pipes, engineering construction parts, animals, etc.

When a regular line vessel carries in a given voyage, inwards or outwards, cargoes in bulk only, such as ore, phosphates, fertilizers, potassium salts, coal, timber in a homogeneous cargo, etc., or when a cargo of general merchandise amounts to less than 10% of the whole cargo carried, then reductions as set out in par. 2. are not applicable. The reductions do not apply, either, when the vessel does not call at the terminus port scheduled.

The putting in of substitute vessels is allowed on the condition that such substitution is notified in advance on each occasion.

The supplementation of a line by additional vessels is permissible subject to a 5 day notification before the vessel's arrival at the port. The same length of notice applies also to any alterations in the sailing schedules. Additional vessels supplementing lines to ports in the Baltic Sea may be notified 3 days before their arrival.

Additional vessels enjoy the same reductions as regular liners on the condition that the cargo carried on board the additional vessel consists of at least 50% of general merchandise as compared with the total loading capacity of the vessel.

3. Vessels which anchor in the roads, and there (dis)embark passengers or (un)load cargo, are charged according to rates set out in par. 1. or 2., less a reduction of 50%
4. Liner vessels which are scheduled for regular calls at two or at more Polish ports, are charged in each port as in par. 2., less a reduction of 50%
5. Vessels plying regularly between Poland and non-European ports, are charged as in par. 2., less a reduction of 50%

Units of
Calculation
(UoC)

6. Liner vessels which call twice at a port in the course of one round voyage, are charged only for the first call at the port.

Note.— If the charge for the first call should appear lower than the charge due for the second call, the vessel to pay the difference additionally.

7. Tramp vessels which call frequently at a port, are allowed the following reductions on rates set out in par. 1.:

- a) commencing with the 6th call at a port within one calendar year, a reduction of 10%
b) commencing with the 11th call at a port within one calendar year, a reduction of 20%

Note.— The consecutive calls of a vessel at Gdynia and Gdańsk count as calls at one port.

8. Tramp vessels which call in one round voyage direct at two or at more Polish ports (no foreign port in-between), are charged in that voyage as in par. 1. or 7., less a reduction of 15%

9. Vessels which in one round voyage call at Gdynia and at Gdańsk, the time of arrival at the second port being not later than within six hours from the time of departure from the first port, are charged as in par. 1. or 2. in the first port only.

Note.— For the purpose of counting the time used in the passage, the time of arrival in the roads of the second port counts as time of arrival at the port.

When the inward or outward dues in the first port have been collected on the basis of a rate for a „vessel in ballast“ or for a „vessel partly laden“, and in the second port the vessel should load or discharge a quantity of cargo which makes her liable to pay a higher rate (inwards or outwards), then the vessel shall pay the difference between the two rates.

In order to obtain an exemption from Tonnage dues in the second port, the Harbour Authorities in the first port issue, at the Master's or Agent's request, a certificate to the effect that a given vessel has been charged with Tonnage dues (inwards and outwards). The certificate shall contain the date and the hour of the vessel's departure from the first port, which will enable the Authorities in the second port to ascertain that the time of six hours has not been exceeded in the passage. The certificate will also specify the rate at which the Tonnage dues have been collected in the first port.

II. LYING-UP DUES.

Vessels lying in the harbour for a period longer than one month, are liable to Lying-up dues, for each commenced month over and above one month, and for each cubic metre of their Net capacity 0.90

Note.— The time spent by a vessel at Gdynia and at Gdańsk to be added, and to be treated as an uninterrupted stay in one port.

Units of
Calculation
(UoC)**III. QUAY DUES.**

- | | |
|--|------|
| 1. Vessels berthed next to quay, for each metre of the quay filled, and for each commenced day of 24 hours | 1.80 |
| 2. Vessels berthed in the second row off the quay, for each metre of ship's length, and for each commenced day of 24 hours | 0.70 |

Note. — Vessels which call in the same voyage at Gdynia and at Gdańsk pay the Quay Dues for the day on which they pass from the first port to the second one — in the first port of call. The Quay Dues are then levied in the second port, commencing with the next day after the vessel's arrival at the port.

IV. PASSENGER DUES

For landing and embarking passengers, for each passenger:

- | | |
|---|------|
| a) in overseas traffic | 30.— |
| b) in coastwise traffic, between Polish ports | 1.— |

V. CARGO DUES

[These being seldom of concern to Shipowners, the latter are requested, if need be, to apply for the rates to the Polish Maritime Forwarding Agents' Association, Gdynia.

It may only be mentioned here that various commodities are grouped under eight headings (A—H), the rates ranging from UoC 0.40 per 100 kilos (coal, coke, patent fuel, when exported from Poland) to UoC 9.90 per cubic metre (round timber, sawn deals).]

VI. PILOTAGE DUES

These are levied on all vessels of over 283 cub. metres Net capacity (= 100 NRT), irrespective of whether, or not, the pilot was used.

1. Each entry and each departure:

A. Gdynia and Gdańsk*)

- | | |
|---|-------|
| a) vessels of from 283 to 1000 cub. metres Net | 330.— |
| b) vessels of from 1001 to 2000 cub. metres Net | 660.— |
| c) vessels of over 2000 cub. metres Net: | |
| aa) for the first 2000 cub. metres Net | 660.— |
| bb) for each next commenced 500 cub. metres Net | 165.— |

Note. — Vessels which call in the same voyage at Gdynia and at Gdańsk, are liable to Pilotage dues in the first port of call only. Pilotage dues are levied in the second port when a pilot was actually used.

B. Pilotage from Gdynia to Gdańsk, and vice versa, or from the Hel Point to Gdynia / Gdańsk, and vice versa.

- | | |
|--|--------|
| a) vessels of up to 1000 cub. metres Net | 680.— |
| b) vessels of from 1001 to 2000 cub. metres Net | 1360.— |
| c) vessels of over 2000 cub. metres Net, for each next commenced 500 cub. metres Net | 340.— |

*) Also Swinoujście, Kołobrzeg, Ustka & Darłowo

Calculation
(UoC)**C. Szczecin**

Piloting covers the route from Świnoujście to a berth in harbour (approx. 33 nautical miles), and vice versa.

| | |
|---|--------|
| a) vessels of from 283 to 1000 cub. metres Net | 2000.— |
| b) vessels of from 1001 to 2000 cub. metres Net | 4000.— |
| c) vessels of from 2001 to 7500 cub. metres Net: | |
| aa) for the first 2000 cub. metres Net | 4000.— |
| bb) for each next commenced 500 cub. metres Net | 500.— |
| cc) for each next commenced 500 cub. metres Net over 7500 cub. metres Net | 200.— |

Note. — Vessels of less than 283 cub. metres Net (= 100 NRT) are subjected to Pilotage dues only when a pilot was used, the rates being:

| | |
|---------------------|--------|
| a) Gdynia, Gdańsk*) | 330.— |
| b) Szczecin | 2000.— |

2. Shifting of vessels inside the harbour, carried out at the Ship Master's request (only the first shifting is charged for):
- | | |
|---------------------|---------------------------|
| a) Gdynia, Gdańsk*) | 80% of the rate set out |
| b) Szczecin | 15% in par. 1. |

D. Gdynia, Gdańsk and Szczecin*)**3. Vessels:**

- a) in regular service, which pay reduced Tonnage dues according to Section I. par. 2.,
- b) putting in for repairs or breaking up, for refuelling, provisions or necessary stores, if the vessel remains in the harbour no longer than actually required for the purpose, and if the vessel does not engage in any other form of commercial activity,
- c) under command of Masters who hold a pilot licence issued by the Main Maritime Office, and which exempts the Master from the compulsion of employing harbour pilots,
- d) in Szczecin — vessels in ballast,

pay rates set out in par. 1. or 2., less 50%

4. If a pilot has been ordered to assist, and at the appointed time the vessel is not ready to move, then a penalty charge is levied, for each commenced half hour of delay 440.—

VII. EXEMPTIONS

1. Following categories of vessels are exempted from Dues contained in this Tariff:
- warships and training vessels,
 - yachts, if not run for profit,
 - vessels engaged in the construction and maintenance of the harbour, but not engaged in any other earning activity,
 - craft not exceeding 6 metres in length.
2. Subject to the notification of the vessel in advance, the following categories are exempted from Dues set out in Section I. (Tonnage Dues):

*) Also Świnoujście, Ustka, Kołobrzeg & Darłowo

- a) vessels putting in for purpose of obtaining information, or for orders, and which leave the harbour within 48 hours after their arrival, and which are not engaged in any commercial activity;
 - b) vessels putting in for repairs, breaking up, for refueling, for provisions or stores, if the vessel remains in the harbour no longer than actually necessary for the purpose, and if the vessel does not engage in any other commercial activity;
 - c) vessels in distress and seeking refuge, and not engaging in any commercial activity;
 - d) tourist and cruising ships which are in passage from foreign ports, and which do not engage in any commercial activity other than clearance of passengers;
 - e) vessels leaving for repairs, and returning to the port after the repairs have been carried out, if during the given voyage they do not engage in any commercial activity.
3. Vessels under repair are exempt from Dues set out in Section II. (Lying-up Dues).
 4. Dues set out in Section III. (Quay Dues) do not apply to laid-up vessels, which are berthed at unused quays.
 5. Dues set out in Section IV. (Passenger Dues) do not affect vessels on tourist trips organized by Students' Associations, schools, educational organizations, also by sports and charity institutions.
 6. The following are exempt from dues set out in Section VI. (Pilotage Dues):
 - a) vessels which remain in the roads,
 - b) tourist and cruising vessels, which do not engage in any commercial activity except the clearance of passengers.

NOTE.— WITH EFFECT FROM THE 1st SEPTEMBER 1947 THE RATES OF THE FOREGOING TARIFF APPLY IN FULL TO THE PORTS OF GDYNIA AND OF GDAŃSK. THE DUES LEVIED AT SZCZECIN AND AT THE REMAINDER OF POLISH PORTS, ARE REDUCED BY 10%. THE REDUCTION OF 10%, HOWEVER, DOES NOT APPLY TO PILOTAGE AND TO BOATMEN AT SZCZECIN.

CHARGES FOR HARBOUR SERVICES

| | Units of Calculation (UoC) |
|--|----------------------------------|
| I. FRESH WATER (drinking & boiler). | |
| 1. supplied from the mains (ex hydrants on quays), per cubic metre | 40.— |
| 2. supplied by waterboat | |
| a) any quantity up to 10 cb. metres | 800.— |
| b) for each next cb. metre, from the 10th to the 50th cbm. | 70.— |
| c) " " " " " " " 50th " " 100th " | 60.— |
| d) " " " " " " over " 100th cbm. | 45.— |

Note.— Fresh water at Gdańsk can be supplied by water-boats only, no hydrants on quays being available.

II. SAILOR'S HOME

[A contribution (compulsory) levied on all vessels calling at Polish ports.]

| | |
|--------------------------|--------|
| vessels of up to 500 GRT | 55.— |
| from 501 GRT " 1000 " | 110.— |
| " 1001 " " 2500 " | 220.— |
| " 2501 " " 5000 " | 440.— |
| " 5001 " " 8000 " | 660.— |
| 8001 " and over | 1100.— |

Note.— Vessels calling in the same voyage at Gdynia and at Gdańsk, are liable to the contribution to the Sailor's Home at the first port only.

III. BOATMEN

| Vessel's N.R.T. | Mooring | Unmooring |
|-------------------|-------------|-------------|
| up to 300 NRT | U.S. \$ 2.— | U.S. \$ 2.— |
| from 301 " 600 " | " 3.— | " 2.— |
| " 601 " 1000 " | " 4.— | " 3.— |
| " 1001 " 1500 " | " 5.— | " 4.— |
| " 1501 " 2000 " | " 6.— | " 4.— |
| " 2001 " 2500 " | " 8.— | " 6.— |
| " 2501 " 3000 " | " 10.— | " 6.— |
| " 3001 " 4000 " | " 12.— | " 6.— |
| " 4001 " 5000 " | " 14.— | " 7.— |
| 5001 NRT and over | " 20.— | " 10.— |

Note.— From 6 p. m. to 6 a. m., 20% are charged additionally.
 During Ice period 50% extra, during Heavy Ice period 100% extra.
 Sundays & Holidays 50% extra.

IV. TOWAGE CHARGES (approved by the Main Maritime Office)

1. Towage is charged for on the Gross Register Tonnage of the vessel towed.
2. Assistance of a tugboat is compulsory:
 - a) at Gdynia, for vessels of 2001 GRT and over,
 - b) at Gdańsk, for all vessels.

Units of
Calculation
(UoC)

3. Charges for the assistance of one tugboat:
Vessel's GRT

| | | | | |
|------|-------|-----|---------|---------|
| | up to | 500 | U. S \$ | 13.20 |
| from | 501 | " | 1000 | " 16.— |
| " | 1001 | " | 1500 | " 21.60 |
| " | 1501 | " | 2000 | " 24.40 |
| " | 2001 | " | 2500 | " 27.60 |
| " | 2501 | " | 3000 | " 30.80 |
| " | 3001 | " | 3500 | " 34.80 |
| " | 3501 | " | 4000 | " 38.40 |
| " | 4001 | " | 5000 | " 46.08 |
| over | 5000 | " | | " 51.20 |

4. Sunday & holiday work 50% extra.

5. Towing of vessels with engines not running, 25% extra.

6. Towing outside the normal working hours (i. e. from 5 p. m. to 7 a. m.)

a) overtime from 5 p. m. to 10 p. m. and from 5 a. m. to 7 a. m. — 20% extra,

b) night work from 10 p. m. to 5 a. m. — 40% extra.

Note. — Towage commenced before 7. a. m. or completed after 5 p. m. to be charged for in full as under a).

Towage commenced before 5 a. m. or completed after 10 p. m. to be charged for in full as under b).

7. Waiting time of a tugboat for the commencement of man-oeuvring, in excess of half-hour:

for vessels of up to 1500 GRT — \$ 8.— for each half-hour in excess

for vessels of up to 3000 GRT — \$ 9.60 for each half-hour in excess

for vessels of over to 3000 GRT — \$ 11.20 for each half-hour in excess

8. When the tugboat has been ordered to assist, and then discharged upon arrival, 25% of the tariff for actual assistance is charged (according to GRT of the vessel). Waiting time, if any, is also charged for.

9. During Ice period 50% extra is charged.

During Heavy Ice period 100% extra is charged.

Note. — The duration of the Ice period and of the Heavy Ice period is indicated by a certificate of the Main Maritime Office, Hydrographic Dept.

Note. — Assistance of a tugboat for the purposes other than towing, is charged at \$ 16.80 for each commenced hour.

V. The Hire of Pilot Launches

a) the hire of a large pilot launch, for each commenced hour 225.—

b) the hire of a small pilot launch, for each commenced hour 150.—

THE POLISH MARITIME FORWARDING AGENTS' ASSOCIATION

Gdynia, ul. Derdowskiego 7
Phone: 25-02

Szczecin, Al. Niepodległości 40
Phone: 23-85

Tel. address: „Polex“

MEMBERS:

BAŁTYK

International Shipping & Forwarding
Co-operative — Tel. address: ESBAL
Head Office: Gdynia, Derdowskiego 7
Phone 40-80

Branches:

Gdańsk-Nowy Port
Starowiślna 3-a, Phone 423-87
Szczecin
Jedności Narodowej 17, Phone 29-88

*

BALSPED

Baltic International Forwarding Co., Ltd.,
Tel. address: BALSPED
Head Office: Gdynia, Starowiejska 47
Phone 30-73

Branches:

Gdańsk
Wiślna 35, Phone 420-48
Szczecin
Wielka 5, Phone 24-93

*

BLOK-SPED

Forwarding & Shipping Co.,
Head Office: Gdańsk-Wrzeszcz
Morska 6, Phone 411-18

Branch: Ustka
Port Węglowy, Phone 244

*

FOREMAN

Forwarding & Shipping Co-operative
Tel. address: FOREMAN

Gdynia-Port
Polska 27, Phone 31-34

*

HARBOUR QUICK DESPATCH

Gdynia-Port
Polska 20, Phone 20-82

C. HARTWIG

International Forwarding Co. Ltd.
Tel. address: CEHARTWIG
Head Office: Gdynia, Rotterdamska 3
Phone 14-46

Branches:

Gdańsk-Nowy Port
Oliwska 53, Phone 423-72
Gdańsk-Wrzeszcz
Morska 6, Phone 423-04
Szczecin
Wesoła 6/7, Phone 31-91

Darłowo
Port — Phone 2-01

*

MORSPED

International Shipping & Forwarding Ltd.
Tel. address: MORSPED
Head Office: Gdynia, Polska róg Celnej
Phone 10-60

Branches:

Gdańsk-Nowy Port
Wilków Morskich 17, Phone 424-94
Szczecin
Wojska Polskiego 125, Phone 33-21

*

PAGED

Polish Timber Agency
Tel. address: PAGED
Head Office: Gdynia, Świętojańska 44
Phone 49-82

Branches:

Gdańsk
Skotnicka 7 a, Phone 314-88
Szczecin
Zubrów 1, Phone 27-40

PANTAREI

General Warehousing & Forwarding
Co Ltd. — Tel. address: PANTAREI
Head Office: Gdynia, Polska 20,
Phone 32-83
Branch:
Gdańsk-Nowy Port
Na Zaspy 45, Phone 420-97

*

POLBALTSPEDE

Polish Baltic Forwarding Co.
Tel. address: POLBALTSPEDE
Head Office: Sopot, Abrahama 1
Phone 520-48
Branches:
Gdynia
Skwer Kościuszki 14, Phone 23-21
Szczecin
Parkowa 6, Phone 33-05

*

POLTRANS

Polish Shipping & Forwarding Co
Tel. address: POLTRANS
Szczecin
Wielka 5, Phone 27-45

*

PORTSPED

General Forwarding Co.
Tel. address: PORTSPED
Gdynia
Derdowskiego 7, Phone 25-01

*

RAPID

Forwarding Co.
Sopot
Pułaskiego 4 a, Phone 517-73

*

RAWA

Forwarding
Gdynia
Starowiejska 23, Phone 35-70

*

M. SAWICKI

Forwarding & Transport
Tel. address: SPETRANS
Gdynia
Jana z Kolna 22, Phone 36-81

*

SPEDRAPID

Shipping Agency Ltd.
Tel. address: SPEDRAPID
Head Office: Gdynia, Derdowskiego 7
Phone 11-72
Branch:
Szczecin
Al. Żołnierza Polskiego 16, Phone 30-35

SPOLEM

Union of Co-operative Wholesale Associations of the Republic of Poland
Sea-Forwarding Department
Tel. address: COOSPED
Head Office: Gdynia, Abrahama 37
Phone 22-79
Branches:
Gdańsk-Nowy Port
Al. Przyjaźni 20, Phone 412-62
Szczecin
Niedziałkowskiego 22, Phone 31-01

*

TRANSPORT

International Forwarding Co-operative
Tel. address: TRANSPORT
Head Office: Gdynia, Derdowskiego 7
Phone 16-61
Branch:
Szczecin, Subistawa 1

*

TRANSPORTER

Stevedoring & Forwarding Co.
Kołobrzeg
Kapitanat Portu, Phone 15-14

*

VISBALT

International Forwarding Co.
Tel. address: VISBALT
Head Office: Gdynia, Derdowskiego 7
Phone 37-12
Branches:
Gdańsk-Wrzeszcz
Danusi 5, Phone 416-45
Gdańsk-Nowy Port
Bliska 9, Phone 411-16
Szczecin
Wielka 5, Phone 27-45

*

WARRANT

Forwarding Agency Co. Ltd.
Tel. address: WARRANTBANK
Head Office: Gdynia, Derdowskiego 7
Phone 27-22
Branch:
Szczecin, Mariana Buczka 14

*

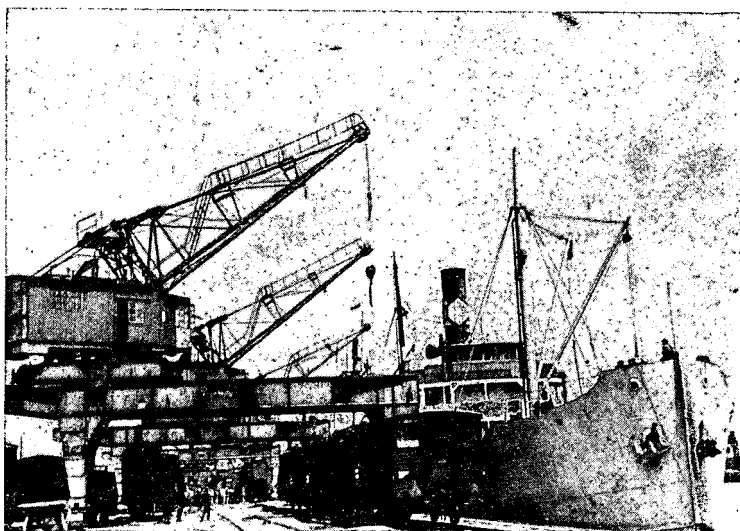
**WARSZAWSKIE TOWARZYSTWO
TRANSPORTOWE Co. Ltd.**

Tel. address: WARTRANS
Head Office: Gdynia, Derdowskiego 7
Phone 36-91
Branch:
Szczecin
Subistawa 1, Phone 23-32

*

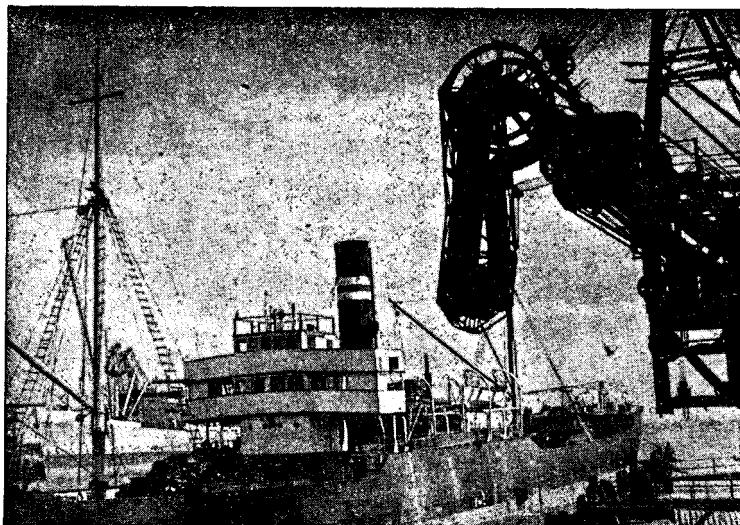
**WARSZAWSKIE TOWARZYSTWO
TRANSPORTOWE Co. Ltd.**

Tel. address: WARTRANS
Head Office: Gdańsk-Wrzeszcz,
Ks. Miszewskiego 18, Phone 411-65
Branch:
Gdańsk-Nowy Port
Na Zaspy 35 a, Phone 423-82



Gdynia, Dutch Quay

Fot. Ryś.



Gdynia, Steel Belt Conveyor

Fot. Ryś.

STEVEDORING TARIFF

in force from April 1st, 1948.

| | Units of Calculation (UoC) |
|--|----------------------------------|
| CATEGORY I. | |
| General cargo, per metric ton | 80.— |
| CATEGORY II. | |
| Cotton, wood, woodpulp, per metric ton | 68.— |
| CATEGORY III. | |
| Cement, salt, per metric ton | 56.— |

REMARKS:

The following additions will be charged:

| | |
|---|----------|
| for measurement goods, also for dirty and poisonous goods | plus 50% |
| general cargo, if containing ammunition or pitch, etc. | ,, 100% |
| heavy lifts | |
| from 500—1500 kilos | ,, 50% |
| " 1500—3000 " | ,, 100% |
| over 3000 kilos according to agree- ment, exclusive of the costs of the floating crane. | |
| goods from 8—12 metres in length, for heavy trimming vessels | ,, 20% |
| goods over 12 metres in length, for all vessels | ,, 20% |
| Holiday addition: | |
| Work on Sundays and official holidays | ,, 100% |
| Work on solemn holidays according to labourers' agreement | ,, 200% |



**„CENTRALA ZBYTU
PRODUKTÓW PRZEMYSŁU WĘGLOWEGO“**

„POLISH COAL SALES CORPORATION“

Katowice, ul. Kościuszki 30, Polska/Poland

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steam coal and gas coal

domestic, metallurgic and foundry coke

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„Lofix“ briquettes for making fire

fireproof slate (chamotte).

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**...DEALS ALSO THROUGH ITS OWN OFFICES IN POLAND
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WARSAW, Lwowska 11
Telephone: 858-89

GDAŃSK, Wrzeszcz, Batorego 26
Shipping Branch
Telephones: 411-41 — 411-45
Telegraphic address — „Polcoal, Gdańsk“

FRANCE, 23 rue Taitbout, Paris 9-e
Telephone: Paris-Provence 85-70

SWEDEN, Delegaten i Stockholm
Regeringsgatan 22
Telephone: 216-809

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Telephones: U. 204-57, U. 284-13
Telegraphic address - „Polkarbon, Vienna I“
dealing on Austrian and Swiss coal market.

BELGIUM, „POLIMPORT S. A.“
Société Belge d'Importation des charbons
Polonais.
16, Avenue de la Toison d'Or, Brussels,
Telegraphic address - „Impolbel, Bruxelles“
dealing on Belgian coal market.

DENMARK, „DANPOL-BUNKER A. S.“
5, Holmens Kanal, Copenhagen K.
providing Polish Coal as bunkers.

GREAT BRITAIN, „POLISH COALING Co Ltd“
24, Saint Mary Axe, London EC 3
Telegraphic address - „Polcoaling, London“
providing Polish Coal as bunkers.

**...IS REPRESENTED FOR IMPORT OF POLISH COAL TO
DENMARK BY**

„POLIMPORT A. S.“
17 Vestre Boulevard — Copenhagen V.
Telephones: 9324 — 9326
Telegraphic address — „Polkuls, Copen-
hagen“

**CENTRALA ZBYTU
PRODUKTÓW PRZEMYSŁU WĘGLOWEGO**

of Katowice is represented at Polish ports by:

HEAD OFFICE — GDAŃSK

Centrala Zbytu Produktów Przemysłu Węglowego
Dział Przeladunków Morskich
GDAŃSK-WRZESZCZ, St. Batorego 26.
Telephones: 411-41 to 411-47
Telegr. address: „Polcoal“ — Gdańsk

BRANCH OFFICE: — SZCZECIN

Centrala Zbytu Produktów Przemysłu Węglowego
Dział Przeladunków Morskich
Delegatura w Szczecinie
Szczecin, Dworcowa 19
Telephone: 3295
Telegr. address: „Polcoal“ — Szczecin

HARBOUR OFFICES: — GDYNIA—GDAŃSK

Centrala Zbytu Produktów Przemysłu Węglowego
Dział Przeladunków Morskich
Port Węglowy

GDYNIA, Nabrzeże Duńskie
Telephones: 49-51/2/3/4
Telegr. address: „Polcoal“ — Gdynia

*

Centrala Zbytu Produktów Przemysłu Węglowego
Dział Przeladunków Morskich
Port Węglowy

GDAŃSK, Wisłoujście
Telephones: 319-51/2/3
Telegr. address: „Polcoal“ — Gdańsk

LOADING PORTS FOR COAL/COKE:

Gdynia
Gdańsk
Szczecin
Ustka
Darłowo
Kołobrzeg

BUNKERING STATIONS:

Gdynia
Gdańsk
Szczecin
Swinoujście

BUNKERING AT POLISH PORTS.

QUALITY. — Best Large Upper Silesian Bunker Coal, screened over 30 mm.

BUNKERING

PORTS. — Gdynia, Gdańsk, Świnoujście, Szczecin. Also at Ustka, Darłowo & Kołobrzeg. Vessels loading a cargo of coal/coke/chamotte can obtain bunkers at all ports. Vessels calling for bunkering only, are bunkered at Gdynia or Gdańsk, at Suppliers' option, or alternatively at Świnoujście or Szczecin, at Suppliers' option.

METHOD OF

BUNKERING. — Gdynia: ex wharf, ex floating bunkering station (self-propelled, with belt conveyor), at Suppliers' option, or ex lighters, at Owners' option.
Gdańsk: ex wharf, or ex lighters, at Shippers' option.
Świnoujście: ex wharf
Szczecin: ex wharf, or ex lighters, at Shippers' option.
Other ports: ex wharf.

NOTICE. — For quantities up to 250 tons bunkers 3 days
 up to 500 " " 5 "
 over 500 " " 8 "

PRICE. — The current price is US \$ 16.— per metric ton f. o. b. & trimmed, when bunkers are supplied ex wharf or ex floating bunkering station. For bunkering ex lighters (with baskets) the price is increased by US \$ 1.— per metric ton.

Vessels calling for bunkering only are allowed a reduction of US \$ 1.— per metric ton, on the condition that the Owners/Time Charterers sign a bunker contract with the Suppliers (contracts are closed also for single deliveries).

PAYMENT. — 1. Vessels calling for bunkering only, and vessels loading/discharging any cargoes except coal/coke/chamotte:
a) Pounds Sterling for vessels flying the flag of countries in the Sterling area, also for foreign vessels on time charter to Owners in the Sterling area (in the latter case the Time-Charterers to declare in writing that the vessel is actually on time charter to them).
b) free US dollars for vessels flying the flag of all other countries.

All payments to be received by the Suppliers prior to the commencement of bunkering.

2. Vessels loading coal/coke/chamotte:
The terms vary according to the terms of the Sales contract of cargo. Particulars may be obtained on application, from the Suppliers or from Shipbrokers.

NOTE. — THE PRICES, TERMS & CONDITIONS ARE SHOWN AS IN FORCE IN JULY 1948. IT SHOULD BE BORNE IN MIND THAT THESE ARE SUBJECT TO ALTERATIONS.

**RULES FOR THE TRIMMING CLASSIFICATION OF VESSELS
LOADING COAL/COKE AT POLISH PORTS
(EXTRACT)**

approved by the Chamber of Commerce & Industry at Gdynia.

For the purpose of applying various trimming rates, the holds and hatches of vessels loading coal/coke at Polish Ports are classified as follows, depending on the type of each hold/hatch:

- A. Self-trimmer
- B. Easy-trimmer
- C. Ordinary-trimmer
- D. Heavy-trimmer

Each hold/hatch is classified separately in accordance with the measured „distance“ of the hatch. The „distance“ of hatch is the total of all „hatch-wings“ (distances from hatch coaming to ship side) and „hatch ends“ (distances from hatch coaming to bulkhead). On vessels where there is no bulkhead between two hatches, the distance between hatch coamings to be halved, and a half to apply to each hatch.

For the purpose of this tariff a „hatch“ means an opening in the deck, the area of which is not under 10 sq. metres. A „tweendeck“ means a „shelf“ running along the sides of the vessel, the breadth of which is over 1,20 metre.

CLASSIFICATION.

A. — Self-trimmer

- 1) the hold clear
- 2) the „distance“ of the hatch no more than 10 metres
- 3) no hatch „end“/„wing“ over 3,5 metres

B. — Easy-trimmer

- 1) the hold clear
- 2) the „distance“ of the hatch from 10,01 to 12 metres
- 3) no hatch „end“/„wing“ over 3,5 metres

C. — Ordinary-trimmer

- 1) the hold clear
- 2) the „distance“ of the hatch from 12,01 to 14 metres
- or 3) any hatch „end“/„wing“ from 3,51 to 5 metres

D. — Heavy-trimmer

- 1) the hold not clear
- or 2) with tweendeck
- or 3) the „distance“ of the hatch over 14 metres
- or 4) any hatch „end“/„wing“ over 5 metres

The rate for trimming charge to be fixed only on the strength of a Trimming Certificate issued by an authorized sworn Expert at any one Polish port. Such certificates to be valid only when dated earliest on August 1, 1947. Vessels which have no Trimming Certificate will be charged with Heavy-trimmer rates, irrespective of their actual trimming measurement.

In case the Master declares in writing before the commencement of loading that no trimming altogether is required in a certain hatch/hold, and when this is confirmed by the Shippers, then the vessel pays for the hatch/hold in question at self-trimmer rates.

In case a vessel has a special construction, which simplifies the loading, and which reduces the amount of trimming required, the Shippers of Coal/Coke, may, on advice from an authorized expert, accept her exceptional classification.

NOTE. — Trimming Certificates issued by an authorized sworn Expert, are charged for as follows:
Vessel with one or two hatches, minimum \$ 12.—
each next hatch \$ 5.—
Sunday & holiday work, 50% extra.

ADDITIONAL INSTRUCTION on the trimming classification applying to vessels of the loading capacity of below 500 metric tons of Coal, or of below 400 metric tons of Coke.

If, beside a normal hatch of the area of 10 sq. metres, there is a hatch of a smaller area (below 10 sq. metres) which is used for loading the cargo, the latter hatch should be treated as an auxiliary hatch.

The corresponding measurement of the „distance“ along the longitudinal axis of the vessel should be made and calculated as follows:

the distance from the hatch coaming of the normal hatch to the corresponding bulkhead to be measured, and 2/3rds of that distance to be calculated. The latter figure to be treated as the distance sought after.

NOTE. — The certificate shall bear a remark:
„For Ustka, Darłowo and Kołobrzeg only“.

CURRENT RATE FOR TRIMMING OF COAL/COKE
(in force from August 1, 1947.)

COAL

| | |
|---|---------------------------|
| Self-trimmer | US \$ 0.15 per metric ton |
| Easy-trimmer | „ 0.18 „ „ „ |
| Ordinary-trimmer | „ 0.22 „ „ „ |
| Heavy-trimmer | „ 0.30 „ „ „ |
| Each tweendeck, extra (for the whole hatch) | „ 0.06 „ „ „ |

COKE

The rates for trimming Coal, plus 50%

NOTE. — Charges for the trimming are made on the whole quantity of cargo loaded. —
The trimming of deck cargo is charged at self-trimmer rate. —

The trimming to be done by the Shippers of cargo at current rate. —

SHIPYARDS IN POLAND

Contrary to most European shipyards, Polish yards, owing to considerable investments, are still able to accept new orders for repairs to vessels, as well as for building of new tonnage, and to carry these out in the shortest possible time. Moreover, the price for all work done on Polish shipyards being fairly competitive, these open highly advantageous possibilities to all Owners engaged in Baltic shipping.

A state-controlled concern called „Zjednoczenie Stoczni Polskich” (United Polish Shipyards) forms a head-organization for four largest marine shipyards in Poland situated in her three main ports: Gdańsk, Gdynia, and Szczecin, viz.,

- 1) Stocznia Gdańska (Shipyard of Gdańsk),
- 2) Stocznia Północna (Northern Shipyard),
both in Gdańsk
- 3) Stocznia Gdynńska (Shipyard of Gdynia) in Gdynia
- 4) Stocznia Szczecińska „Odra” (Odra Shipyard) in Szczecin

All correspondence to be addressed to the head-office:

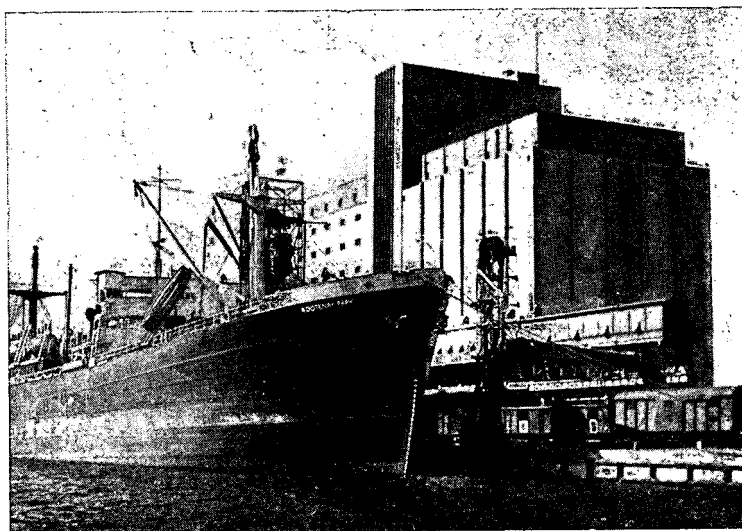
ZJEDNOCZENIE STOCZNI POLSKICH

Gdańsk — Poland
Jana z Kolna 31
Telegrams: „ZETESPE” Gdańsk
Telephone: Gdańsk 31041

Herebelow may be found some general data concerning the technical equipment and facilities of these yards:

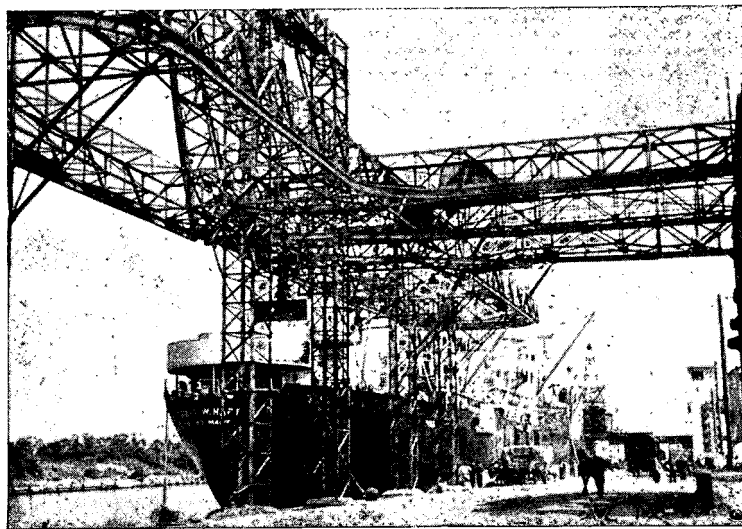
- 1) **Stocznia Gdańska**
2 floating docks of up to 9000 tons lifting capacity each
2 dock-pontoons of up to 1700 tons lifting capacity each
100-ton floating crane.
All ship and machinery repairs.
Building of merchant vessels of all types.
- 2) **Stocznia Północna**
Building of composite and wooden vessels and yachts.
Ship outfitting as well as all wood and rigging work.
- 3) **Stocznia Gdynńska**
3 floating docks of up to 8000 tons lifting capacity each
3 dock-pontoons of up to 1700 tons lifting capacity each
60-ton floating crane
All ship and machinery repairs.
- 4) **Stocznia Szczecińska „Odra”**
Medium-sized ship and machinery repairs — no docking facilities at present (a floating dock of 1500 tons lifting capacity will be provided at the end of 1948).

**THE POLISH SHIPYARDS ARE AT YOUR SERVICE FOR QUICK,
CHEAP AND RELIABLE WORK.**



Gdynia, Grain Silo

Fot. Kosycarz.



Gdańsk, Harbour Canal

Fot. Ryś.

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Approved For Release 2002/08/07 : CIA-RDP80-00926A002700040015-4

SHIPCHANDLERS' SECTION

BALTONA Ltd.

Shipchandlers
Food and Technical Articles
Bonded Stores

Gdynia
Nabrzeże Francuskie
'phone 37-21

Szczecin
Ul. Baden-Powell 21
'phone 26-27

Gdańsk
ul. Zamknięta 39/30
'phone 421-87

Cables: BALTONA

*

KLERYSZ Ltd.

Shipchandlers
Food and Technical Articles
Bonded Stores

Gdynia
ul. Polska, Mag. V, Box 112/2
'phone 47-57

Gdańsk
Nowy Port, ul. Oliwska 33-a
'phone 422-04

*

POLSKI SHIPCHANDLER

Trading Co-operative
Shipchandlers & Contractors
Bonded Stores

Gdynia
ul. Świętojańska 9
'phone 21-96

Gdańsk - Wrzeszcz
ul. Wyspiańskiego 31
'phone 418-04

Gdańsk - Nowy Port
ul. Sportowa 29
'phone 311-07

Cables: POLCHANDLERS

*

PORTOMARE Ltd.

Shipchandlers
Bonded Stores

Szczecin

Gdynia
ul. 10 Lutego 24
'phone 10-16

Gdańsk

*

SHIPASSO

Polish Shipchandlers Association Ltd.
Associated with T. Rózkowski Butcher Stores
Bonded Stores

Gdynia
ul. Świętojańska 13-a
'phone 20-44

Gdynia - Harbour
Mag. V. Kom. 211
'phone 23-54

Gdańsk
Nowy Port, ul. Starowiślna 7
'phone 418-14

*

P. C. H.

Shipchandlers
Fresh & Dry Provisions;
Deck & Engine Stores

Gdynia
ul. Świętojańska 32
'phone 43-06

Gdańsk
Nowy Port, ul. Oliwska 53
'phone 421-88

Szczecin
ul. Kolumba 5
'phone 33-42

Ustka
ul. Stalina 32
'phone 306

Darłowo
ul. Powstańców 84
'phone 43

Kołobrzeg
ul. Pomorska 3
'phone 151

Cables: MORPECEHA

THE ASSOCIATION OF SWORN CARGO SURVEYORS
AND SUPERINTENDENTS

G D Y N I A

ul. Świętojańska nr. 17

| <u>List of Members:</u> | | <u>Tel.</u> |
|---|-----------------------------------|-------------|
| Bałtyckie Towarzystwo Kontrolne Sp. z o. o. (Baltic Superintendence & Control Company Ltd.) | Gdynia, Derdowskiego 7 | 20-81 |
| Piotr Blitek | Gdańsk-Wrzeszcz, Puławskiego 4 | 422-45 |
| Bolesław Ćwilewicz | Gdynia, Tatrzańska 2 | 13-96 |
| Gdyńska Spółka Kontrolna Sp. z o.o. (Gdynia Supervising Co. Ltd.) | Gdynia, Polska 17 | 33-12 |
| Feliks Guziewicz | Gdynia, Portowa 13 | 32-71 |
| Stanisław Kawczyński | Gdynia, Polska 20 | 40-56 |
| Andrzej Kozłowski | Gdynia, Derdowskiego 7 | 28-28 |
| Stanisław Mańkowski | Gdynia, Polska 20 | 25-80 |
| Morskie Towarzystwo Kontrolne Sp. z o. o. | Gdynia, Derdowskiego 7 | 28-28 |
| Florian Nawrocki | Gdynia, Polska 19 | 44-20 |
| Polskie Towarzystwo Kontroli „Supervise” Sp. z o. o. (Agent de la Société Générale de Surveillance S. A. Genève) | Gdynia, Derdowskiego 7 | 40-27 |
| Edward T. Robertson & Son, Inter- national Cotton Controllers | Gdynia, Derdowskiego 7 | 25-09 |
| Julian Staniszewski | Gdynia, Pl.Grunwaldzki 16 | 11-07 |
| Franciszek Urbański | Gdynia, Polska 20 | 16-72 |
| Mirosław Wołowski | Gdynia, Derdowskiego 7 | 26-15 |
| Witold Żórawski | Gdynia, Polska 20 | 13-81 |

**LIST OF REGULAR LINES (DIRECT AND WITH
TRANSHIPMENT) WHICH ARE REPRESENTED IN
POLISH PORTS BY VARIOUS SHIPPING AGENTS**

„AGMOR“

Shipbrokers' Co-operative, Gdynia

| | |
|--|---|
| Svenska Amerika Linien, Gothen- burg | East Coast U.S.A., Canada, Mexico, Gulf of Mexico, West Indies |
| Red. A/B. Transatlantic, Gothen- burg | Canary Islands, West & South Afri- ca, Australia, North America |
| Wilh. Wilhelmsen, Oslo | South & East Africa, Australia, New Zealand, India, Burma, Far East, U.S.A., Gulf of Mexico, Cu- ba, Mexico, the Mediterranean |
| Red. A/B. Svenska Lloyd, Gothen- burg | France, Portugal, Spain, Italy, Yugoslavia, North Africa |
| Svenska Orient Linien, Gothen- burg | East Sweden, Levant, Casablanca, Malta, Egypt, Palestine, Syria, Greece, Turkey, Bulgaria |
| A/B. Svenska Ostasiatiska Kompa- niet, Gothenburg | Far East, India, Pakistan, Persian Gulf, Red Sea |
| Hallands Angbats A/B., Gothen- burg | West Sweden |
| Coasting A/B., Gothenburg | East Sweden |
| Fred Olsen & Co., Oslo | East Norway, West Coast U.S.A. |
| Det Stavangerske Dampskibssels- kab, Stavanger & Det Bergenske Dampskibsselskab, Bergen | West Norway |
| Knut Knutsen O.A.S., Haugesund | West Coast South America |
| Den Norske Syd Amerika Linien, Oslo | South America |
| Lykes Bros., New Orleans | Gulf of Mexico |
| Isbrandtsen Line, New York | |
| Worms & Cie., Paris | |
| Herlofson Line, Oslo | the Mediterranean, Persian Gulf |
| Kersten Hunik & Co., Rotterdam | Portugal, Azores, Brazil, Argentina |

AMERICAN SCANTIC LINE IN POLAND, Ltd., Gdynia

| | |
|--|--|
| Moore-Mc Cormack Lines Inc., New York | East Coast U.S.A. |
| Pacific Republic Lines, Inc. | West Coast Central America |
| American Republic Lines | South America |
| Grace-Line | Colombia, Venezuela, Central America (transhipment in New York) |

„BALTICA“

Baltic Shipping Agency Ltd., Gdynia

| | |
|--|--------------------------------|
| The East Asiatic Company Ltd., Copenhagen | Copenhagen, New York, Far East |
| Finska Angfartygs A/B., Helsinki | Finland |
| The Swedish East Africa Line, Ltd., Stockholm | West Africa |
| Stockholms Rederi A/B. SVEA, Stockholm | Stockholm, South Sweden |
| Turkish State Shipping Lines and Ports Administration, Izmir, | |
| Waterman Steamship Corporation, Mobile, Ala. U.S.A., | |
| Sudden & Christenson, Inc., San Francisco, | |

„G.A.L.“

Gdynia - America Shipping Lines Ltd., Gdynia

| | |
|---|---|
| G.A.L., Gdynia | Copenhagen, Southampton, New York |
| G.A.L., Gdynia | Gothenburg, Antwerp, Rio de Janeiro, Santos |
| Polish-British Steamship Co. Ltd., Gdynia | London |
| Polish-British Steamship Co. Ltd., Gdynia | Hull |
| „Zegluga Polska“, Polish Navigation Co. Ltd., Gdynia | Alexandria, Haifa, Tel-Aviv, Beirut, Istanbul |
| „Zegluga Polska“, Polish Navigation Co. Ltd., Gdynia | Gothenburg |
| „Zegluga Polska“, Polish Navigation Co. Ltd., Gdynia | Malmoe, Gothenburg, Oslo, Copenhagen |
| „Zegluga Polska“, Polish Navigation Co. Ltd., Gdynia | Rotterdam, Antwerp |
| „Zegluga Polska“, Polish Navigation Co. Ltd., Gdynia | Stockholm |

„GAMA“

Shipping & Insurance Agency Ltd., Gdynia

**Det Forenede Dampskibs-Selskab
A/S., Copenhagen**

**Copenhagen (& various ports of the
world with transhipment in Co-
penhagen)**

**United Fruit Company Steamship
Service, New York
Alcoa Steamship Company Inc.,
New York**

**Central America (transhipment in
New York & New Orleans)**

„NAVIGATOR“

Polish Shipping Co. Ltd., Gdynia

**„KNSM“, Koninklijke Nederland-
sche Stoomboot Maatschappij
N. V., Amsterdam**

**Holland, Central America, the Me-
diterranean, Levant, North Africa,
Pacific Coast South America,
Madeira**

Egon Line, Limhamn

West Sweden

**Koninklijke Hollandsche Lloyd,
Amsterdam**

**South America (transhipment in
Amsterdam)**

**Holland-Oost-Azie Lijn, Rotter-
dam**

**Malay Peninsula, Far East (tran-
shipment in Amsterdam, Rotter-
dam & Antwerp)**

**Holland-Bengalen-Burma Lijn,
Rotterdam**

**India, Burma (transhipment in
Amsterdam, Rotterdam & An-
twerp)**

**Holland-Bombay-Karachi Lijn,
Rotterdam**

**Pakistan, India (transhipment in
Rotterdam, Amsterdam & An-
twerp)**

**Holland-Perzische Golf Lijn,
Rotterdam**

**Fersian Gulf (transhipment in Am-
sterdam, Rotterdam & Antwerp)**

Holland-Afrika Lijn, Amsterdam

**East & South Africa (transhipment
in Amsterdam & Antwerp)**

**Holland-West-Afrika Lijn, Amster-
dam**

**West Africa (transhipment in Am-
sterdam & Antwerp)**

**N. V. Stoomvaart Maatschappij
NEDERLAND, Amsterdam**

**Dutch Indies (transhipment in Am-
sterdam, Rotterdam & Antwerp)**

Currie Line, Leith Scotland (direct or transshipment, in
Copenhagen)

Holland-Australie Lijn, Rotterdam Australia

„POLSHIPPING“

Shipbrokers & Chartering Agents Ltd., Gdynia

D/S Neptun, H. Ostervold, Bergen West Norway

POLISH UNITED BALTIC CORPORATION Ltd., Gdynia

| | |
|---|---|
| Anglo Baltic Line | London, Grimsby (Humber) |
| Union Castle Mail Steamship Co. Ltd., | South, South West & South East Africa |
| Elder Dempster Line | West Africa, Nigeria |
| American Merchant Line | North America |
| Blue Star Line | South America |
| Canadian Pacific Railway | Canada |
| Aberdeen & Commonwealth Line | Australia |
| Shaw Savill & Albion Co., Ltd. Port Line, Ltd. New Zealand Shipping Co., Ltd. | New Zealand |
| Brocklebank Well Line | India, Ceylon |
| Mac Andrews Line | Spain, Portugal |
| Strick Line | East Mediterranean, Turkey, Pale- stine, Egypt, Persian Gulf, Port Said, Malayan Islands, Philippine Islands |

RUMMEL & BURTON Ltd.,

Shipbrokers, Shipping & Chartering Agents, Gdynia

| | |
|--|--|
| Blue Funnel Line (Alfred Holt & Co.), Liverpool | Far East (transshipment in Rotter- dam) |
| Glen Line, Ltd., London | Far East (transshipment in Rotter- dam) |
| N. V. Polen Lijn (Ruys & Co.), Rotterdam | Rotterdam, Amsterdam, Antwerp |
| Arnold Bernstein Steamship Corp., New York | passenger traffic Antwerp/Rotterdam — New York Plymouth — New York |
| Eimskipafjelag Islands, Reykjavik | Iceland |

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