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CENTRAL INTELLIGENCE AGENCY

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COUNTRY **Poland**

REPORT

SUBJECT **Gdansk Shipyard in Gdansk**

DATE DISTR.

6 APR 1959

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1

REFERENCES

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DATE OF INFO.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[Redacted area]

[Redacted] a report on the Gdansk Shipyard at Gdansk (Danzig). The report contains information on shipbuilding at the yard as well as general information on the manufacture and import of certain ship components. A sketch showing installations at the yard accompanies the report.

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[Handwritten date] 27 APR 1959

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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While shortages of materials had existed at the shipyard [redacted]

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[redacted] this was not the case in [redacted]

[redacted], about 10,000 persons were employed at the shipyard.

In general, only one shift is worked, but the foundry, the carpenter shop, and the precision oxy-acetylene welding shops work in two shifts. Three shifts are worked only by the fire company, the shipyard guards, in the boiler room, compressor room, and by the "technical preparedness". [redacted]

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[redacted] the manager of the shipyard was Czeslaw Znajewski (formerly a "brigadier" of electrotechnics).

The radar equipment installed in ships built at the shipyard is of Soviet manufacture, with the exception of a few [ships] which received other radar equipment in foreign yards.

All equipment such as radar, radio, and gyro compasses and regular compasses for ships built at the yard for the USSR are of Soviet manufacture.

This equipment carries Soviet [redacted]

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[redacted]
Gyrocompasses [redacted] are available from storage.

Electric winches, anchor windlasses, manometer dials, and some smaller auxiliary machinery are of Polish manufacture, coming from N-11 (Gdanskie Zaklady Maszyn Elektrycznych, the Gdansk Electrical Equipment Works, formerly Siemens). Steam winches and [steam] anchor windlasses, on the other hand, are made at the yard. Boilers are imported [redacted]

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Shipbuilding at the Yard

Supertrawlers of 660 tons deadweight

With the exception of supertrawlers, the yard stopped building vessels under 5,000 tons already [redacted] The supertrawlers being built are of 660 tons deadweight and have a speed of 12 knots. All of them were ordered by the USSR. The steam engines for the Soviet supertrawlers are made at the Skoda I ironworks, Stalowa Wola. The propellers are cast in Elblag. (Other fishing vessels are being built at Nordwerft.)

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Fisheries depot vessels of 9,300 tons deadweight

A fisheries depot vessel, type B 62, of 9,300 tons deadweight is being fitted out. [redacted] the electrical conduits were installed in the ship. The vessel was ordered by the USSR. The refrigeration equipment was supplied by Mostostal, Wroclaw.

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A tanker of 18,000 tons deadweight

A tanker, the largest ship ever built in a Polish shipyard, is under construction. The ship, being built for Poland, is of 18,000 tons deadweight, 12,600 gross register tons, type B 70.

Tramp freighters of 4,800 tons deadweight

A series of ships for the tramp trade, type B 31, of 4,800 tons deadweight, 3,800 gross register tons, are being built at the yard. The pace of construction is about one ship per month [redacted] 13 ships were completed and delivered to the USSR. [redacted] two ships of this type were built for Brazil and two for Egypt. [redacted] a total of 58 ships of this series, which is to include 68 ships, had been built. The ships are oil fired. Propellers and steam turbines for them are made by Skoda I, Stalowa Wola. With the exception of two ships built for Poland, three for China, [redacted] the whole production has gone to the USSR.

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SECRETFreighters of 10,800 tons deadweight

Of this series of freighters of about 10,000 [sic] tons deadweight, 7,200 gross register tons, type B 54, Poland has thus far received eight ships. The ninth and tenth, [redacted] were being fitted out, are to be delivered to the USSR. The eleventh, [redacted] was still on the construction ways, is intended for Poland.

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The radio navigation equipment for ships of this series which are not going to the USSR [redacted]

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During the past five years, this shipyard has built only one naval vessel. This was the survey vessel BALTYK, of 450 tons. [redacted] Soviet radar equipment was installed. [redacted]

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[redacted] The hull of this vessel is of the same design as those of the 450 ton fishing vessels, the only difference being the cable troughs built into the bow, which cable troughs do not appear on the construction drawings. Space for storage of weapons is also found aboard this vessel.

A sketch of the shipyard, with explanation of symbols, accompanies this report.

Explanation of Symbols for the Sketchof the Gdansk Shipyard

1. The shipyard management
2. The fire company
3. Childrens' Nursery
4. Communications Division (distribution of coal and work clothing) [sic]
5. Division for Worker Welfare and Hygiene


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6. Test shop for steam winches
 7. Hospital
 8. Office building under construction
 9. Pass office for non-employees
 10. Milk pasteurization plant for the shipyard personnel
 11. Gate No. 2 and guard room
 12. Atomic shelter
 13. Turntable for locomotives and railroad cars
 14. Office of the chief of the electrical shop
 15. Main stores
 16. Culture house, library, auditorium, etc.
 17. Gate No. 1 and guard room
 18. Acetylene production
 19. School for welders
 20. Tools and materials for the school
 21. Hall for assembling hull sections
 22. Construction ways for vessels of 10,000 tons. Six cranes of 50 tons capacity each. Launching is always done stern first.
 23. Dock for supertrawlers
 24. Machine shop
 25. Frame shop
 26. Assembling of steam winches
 27. Foundry for steam winches, windlasses, bollards, etc.
 28. Mess hall II
 29. Plate shop and rope walk ?
 30. Steam boiler shop

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31. Office of the technical control
32. Mechanical works, large machinery
33. Main mechanical works, and toolmaking ?
34. Hardening of tools and machine parts
35. Engine assembly
36. Office of the vacation fund of the employees
37. Design office for assembling of ship engines
38. Fitting out quay for vessels of 5,000 to 10,000 tons, with four cranes of 40 tons capacity each.
39. Fitting out quay for supertrawlers of 500 tons
40. Fire boat, two tugs, and the pilot's motorboat
41. The shipyard's wharf and port office
42. Sheet metal hall, where whole sections are made which are later put together.
43. Paints and chemicals stores
- 43a. Workshop of the port authority. Hawsers, etc.
44. Lumber storage
45. Repair shop for electric motors
46. Construction ways for 500 ton supertrawlers. Two cranes, each of 50 tons capacity. Launchings are sideways.
47. Pontoon bridge which can be swung open.
48. Assembly of sections of 500 ton supertrawlers. "Tramp type".
49. Fitting out hall for 500 ton supertrawlers
50. Material for fitting out supertrawlers
51. Compressor room
52. Workshops for finishing touches to new vessels prior to delivery
53. Hotel and mess hall for Soviet crews

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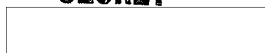
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54. Workshops destroyed during the war.
55. Not shown on sketch
56. Payroll office; credit association
57. Quay for final fitting out of all vessels
58. Assembly hall for semifinished sections of hulls of 5,000 ton tramp vessels.
59. Assembly hall for assembly of hull sections for 5,000 ton vessels
60. Polonia sports hall
61. Office of the "Friends of the Soldiers Society"
62. The Polonia training hall
63. Employment office and issuance of passes for yard personnel
64. Vocational training section
65. Garage and automobile repair shop
66. Main office of the industrial guard
67. Main ship design office
68. Gate No. 1 and guard
69. The Central Ocean[ographic] Institute. Not directly connected with the shipyard.
70. Truck garage
71. Residences of yard personnel
72. Mess hall
73. Construction ways for 5,000 ton vessels and for 18,000 ton tankers.
Six cranes, each of 50 tons capacity
74. Carpenter shop and engine section
75. Furniture stores
76. Drying of lumber
77. Anchor and anchor chain stores

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78. Turntable for locomotives and cars
79. Design office for the mechanical works
80. Storage of ungalvanized pipe
81. Fitting out quay for 5,000 ton and 10,000 ton vessels. Five cranes, each of 30 ton capacity
82. Machinery hall, now moved to 24.
83. Hydraulic work shop (pipe conduits)
84. Galvanizing
85. Repair shop for railroad rolling stock
86. Turntable
87. The shipyard's vocational school
88. Stock records office, and office of yard suppliers
89. Chemical laboratory for metal testing
90. Freight office and storage of equipment and auxiliary machinery for fitting out of ships.
100. Electrical workshop for shipbuilding
101. Boiler room
102. Workshop for electrical repairs
103. Stores and office of the ship chandler cooperative
104. Pipe shop
105. Acetylene shop under construction
106. Coal and coke storage
107. Building materials storage
108. Building maintenance section for the yard's buildings.

The construction ways under 73 in the sketch is too small in relation to No. 22.

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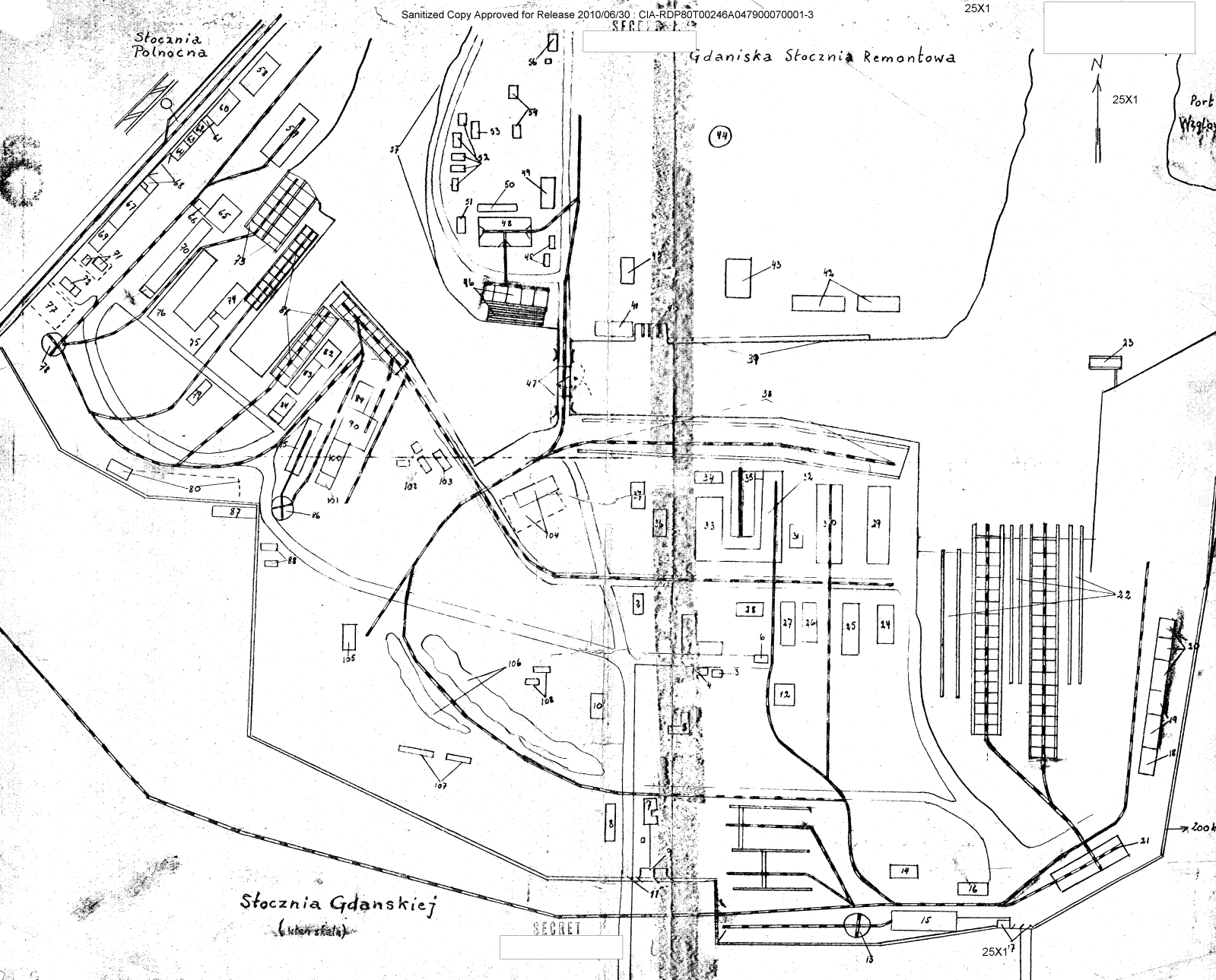
Stocznia
Pólnocna

Gdaniska Stocznia Remontowa

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Port
Wielki



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