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CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT



COUNTRY Poland

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2.

Some of the plans now under consideration date back to pre-war (World War II) times and some

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50X1 [redacted] have been alternately approved, disapproved and then approved again by the incumbent regime. It would appear that the Polish engineers plan with good faith but that the ultimate decision to go ahead with a project is frequently made in Moscow rather than Warsaw.

THE NAVIGABLE WATERWAY ALONG THE VISTULA

3. The transformation of the river Vistula into a modern navigable waterway accessible at its ordinary water level by craft of 1000-1200 tons can be accomplished most easily by:
- (a) Canalization of a larger area of the middle and upper sectors and
  - (b) Extension of the usual river training and regulation works in the lower sector. The length of the sectors and the work required are as follows:
    - (1) Completion of construction of the navigable canal Vistula-Oder. According to a plan worked out in the 1920's and still being considered, the canal would leave the Vistula near Krakow, follow the valley of the Vistula westward toward the town of Gliwice where it would join the existing Upper Silesian Canal (formerly Adolph Hitler Canal). It would then cross the watershed at an altitude of 259 meters. Craft would surmount the total head of 108 meters by means of 15 locks. The length of this stretch would be one-hundred kilometers. In addition, canalization works would be required along the River Przemsza over a distance of 10 kilometers (in two steps) in order to extend the Vistula-Oder Canal to Myslowice in Upper Silesia.
    - (2) Canalization works (approved and under consideration as late as 1950) on the River Vistula from Krakow to the town of Torun. This work anticipates the construction of 39 or 41 movable weirs of low-height type, locks and hydroelectric stations. The length of this sector would be 657 kilometers. This project would provide the opportunity to construct 39 hydroelectric stations with a total head of 177 meters. It would be possible to have installations capable of developing 807,000 KW with a yearly output capacity of about five billion KWH.
    - (3) Finally, complementary regulation and river training works on the lower Vistula River from Torun to the Baltic Sea (a distance of 203 kilometers).

THE NAVIGABLE WATERWAY THROUGH THE TRANSEUROPEAN GREAT INLAND NAVIGABLE WATERWAY, WEST TO EAST.

4. This project would create a middle link suited for navigation of 600 to 1000 ton barges. It would join up the existing sectors of the waterway, namely, the western, from the Rhine to the Polish frontier, and the eastern, from the Polish frontier to the Black Sea, (Prypec and Dnieper). The total length of this great route would be 3,597 kilometers. The middle link within Polish territory would require the following developments:
- (a) Improvement of the existing waterway along the canalized River Notec and the Bydgoszcz Canal (183 kilometers). Since this way is already in existence, improvement by dredging to accommodate the barges at low-water level is all that would be required. This stretch now has 22 sluiceways for navigation and rafting.
  - (b) Regulation and canalization works on the River Vistula from the estuary of the River Brda to Warsaw (this sector, 259 kilometers long, was included above under paragraph 3.)

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- (c) Construction of an artificial navigable canal from the Vistula to the Bug River for craft up to 1000 tons, taking into account the fact that the canal from the Bug River below Malkinia to warsaw would only be 84 kilometers long as against 170 kilometers if the works followed the Bug and the Vistula. This canal would create a head of 17 meters which would be surmounted by two locks. The canal could be exploited for its hydroelectric possibilities, having a potential of 30,000 KW with a capacity of energy output close to 180 million KWH per annum.
- (d) Canalization of the River Bug over a stretch of 188 kilometers from Malkinia to Brzesc, and construction of 11 movable weirs and locks with falls of from three to four meters. This project would include the construction of 11 hydroelectric stations with a total capacity of 48,000 KW and a yearly output of 272 million KWH.
- (e) Adjustment of the Royal (Krolewski) Canal, now on the USSR side (since 1945) for the navigation of 600 ton barges along the 214 kilometers between Brzesc and Pinsk. This waterway already exists and joins the Bug and the Prypec Rivers. It would need only a rebuilding of the canal to make it suitable for modern requirements.
- (f) Completion of the regulation works of the River Prypec from Pinsk to the Dnieper River.
5. Both of the above waterways, planned for a yearly transport capacity of 20 million tons, have been under consideration by Polish authorities in very recent times. Priority was finally given, however, to the West-East project and work actually started in 1952. Since most Polish engineers in exile had concluded from information leaked out of Poland that the emphasis was definitely in favor of the East-West waterway, the sudden switch in plans strongly implies that pressure from Moscow to orient the waterways toward the USSR may have been responsible for the last-minute decision.
6. Among other water developments covering international communication problems in east-Central Europe, the link joining the Baltic basin with the Black Sea through the Oder-Danube canal appears to be attractive to the Polish government and is included in its second stage plan. Its route along the projected canal of the Rivers Oder and Morawa crosses the low pass of the Morawa gate in the Carpathian Mountains. According to preliminary plans the length of this canal will be 301 kilometers. It will be made fit for water transport by the construction of weirs and locks (partly river canalization and partly artificial waterways). Craft of 1200 tons would be able to surmount the head of 225 meters by means of 29 locks.
7. There were other projects under discussion, such as the Oder (from Opole-) Kalisz-Bydgozcz canal, which would form the shortest way from Silesia to the Baltic sea, but this project was dropped in 1952.

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MEMBERS OF THE POLISH COMMITTEE FOR WATER ECONOMY.

8.

Professor Witold Wierzbicki--Chairman  
 Julius Zakowski--Vice Chairman  
 Doctor Eugeniusz Olszewski--Councillor  
 Michal Krajewski--Vice Chairman

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Podsekcja Budownictwa Wodnego (Water Economy Sub-Committee)

Professor Edward Czetwertynski--Chairman  
 Professor Romuald Cebeciowicz--Vice Chairman  
 Professor Wacław Balcerski--Councillor  
 Professor Stanisław Huckel--Member  
 Doctor Julian Lambor--"  
 Roman Marymańczyk--"  
 Kazimierz Matul--"  
 Adolf Riedel--"  
 Ignacy Sobiepan--"  
 Mieczysław Sowinski--"  
 Tadeusz Tillinger--"  
 Professor Witold Tubielewicz--"  
 Professor Czesław Zakaszewski--"  
 Professor Zbigniew Zmigrodski--"

Podsekcja Geofizyki (Geophysical Sub-Committee)

Professor Edward Stenz -- Chairman  
 Doctor Julian Lambot-- Vice Chairman  
 Doctor Tadeusz Olczak-- Councillor  
 Doctor Irena Bobr-Modrakowa--Member  
 Professor Kazimierz Debski-- "  
 Professor Edward Janczewski--"  
 Jan Jasnorzewski-- "  
 Zofia Kalinowska-- "  
 Doctor Teodor Kopcewicz-- "  
 Doctor Josef Matusewicz-- "  
 Doctor Stanisław Pawłowski-- "  
 Anamiasz Rojecki-- "  
 Doctor Stanisław Zych-- "

HYDROLOGICAL SERVICES OF POLAND.

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The Hydrological Services of Poland are centralized in two institutions, the Hydrometeorological Institute and the Water Economy Department. The aim of the first is to survey and collect all basic data (in much the same manner as the US Geological Survey and US Weather Bureau). Its findings (such as precipitation and stream gauging) are published in yearbooks. The aim of the second is to work out and supervise the projects scheduled for construction. Both offices were established under the Ministry of Transport

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The first Chairman of the Hydrometeorological Institute was Doctor Josef Matusewicz. He was followed by Professor Kazimierz Debski. Then came Mr Bartnicki /fnu/. These ex-chairman are still with the institute. Others are W Jarocki, J Gumiński, Professor E Stenz, Jan Wokroj and K Cislo.

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OFFICE OF WATER MANAGEMENT

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- A. The Director of the office is Zdzislaw Kornacki. Vice Director is Adolf Riedel. Other individuals in the Central Office are:

Tadeusz Tillinger  
 Zbigniew Zmigrodeki  
 Marian Chudzynski  
 Jacek Domanski  
 Kazimierz Puczynski  
 W. Dunin  
 J. Grabinski  
 J. Komacki

Adam Bielanski represents the office in Krakow, Z. Tyszka in Warsaw, J Kajzar in Wroclaw and Breslau and S. Lambor in Poznan.

DANUBE-BLACK SEA CANAL, OR THE DANUBE-CONSTANTA CANAL:

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The lower course of the Danube changes its general direction from west to east at Silistra and runs northwards to the ports of Braila and Galati, on a line parallel to the coast of the Black Sea. Further downstream it again flows to the east as a maritime reach. The point at which the Danube approaches the shore of the Black Sea most closely is at Cerna Voda, from which it is only a distance of about 45 kilometers to the port of Constanta in a direct line. The watershed between Cerna Voda and Constanta constitutes a plateau at an altitude of 55-65 meters above sea level. It would not be difficult to construct an artificial canal which would run in this flat terrain, thus forming a short cut to the Black Sea. The length of this canal would be about 55 kilometers and it would be necessary to build only two locks to surmount the head, one at Constanta and one on the high banks of the Danube. For this purpose, it was proposed in 1947 to adopt the type of lift locks (boat elevators) which have been used with success on the Central and Hohenzollern Canals in Germany where the head amounts to 36 meters. With such a canal, the traffic coming from or going to the Middle East would be diverted from the present long roundabout route by river, delta and sea, and shortened to about one-tenth of the present length of the route.

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