

~~CONFIDENTIAL~~

Document No. 05

NO CHANGE in Class.

DECLASSIFIED

Class. CHANGED TO: TS S C

IDA Memo, 4 Apr 77

Auth: DBA/RNG 7/17/83

Date: 04/04/78 By: 029

25X1A2g

~~SECRET~~
~~CONTROL~~
U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

COUNTRY Poland

DATE: 25X1X6

SUBJECT Condition of and Traffic on Inland Waterways

INFO. 

25X1A6a

This document is hereby regarded to CONFIDENTIAL in accordance with the letter of 13 October 1976 from the Director of Central Intelligence to the Archivist of the United States.

DIST. 25 November 1946

PAGES 2

SUPPLEMENT

ORIGIN 

25X1X6

Waterways

- Warsaw-Modlin: This sector is not regulated and is full of sandbanks, which make navigation difficult during drought. Several times the crews of ships have had to dig canals in the sandbanks for the ships to secure passage.
Modlin-Flock: This section is in better condition than the Warsaw-Modlin section. There are obstructions near the bridge in Modlin, and ships have to pass under the right span of the bridge.
Flock-Torun (Thorn): Normal traffic without major difficulties.
Torun-Gdansk (Danzig): Traffic is normal except at the broken bridge at Grudziadz (Graudenz). Ships pass under the right span of the bridge, but during the spring thaws this is not possible. Because the remaining parts of the bridge have not been removed, the river has on occasion flooded fields in the vicinity.
- Signals along the banks of the river and direction pointers are being constantly changed by the special canal service.
- On 5 or 6 June 1946, the ship "Warnenosyk" sank while passing under the railway bridge in Warsaw, because it struck some broken iron pier on the bed of the river.
- There is no traffic up the river beyond Warsaw, as the river is not regulated and the broken bridges present obstacles to navigation.

Inland Water Craft

- Among others, the following tugs ply the Gdansk-Warsaw sections:
 - "Gdansk": one of the better preserved tugs; can tow six barges.
 - "Goplana": a steam tug in good condition.
 - "Wanda": a steam tug in fairly good condition.
 - "Lubecki": a motor tug in good condition.
 - "Kollataj": a motor tug in good condition.
 - "Edward": a steam tug in very bad condition; it has to be towed itself most of the time.
 - "Min. Lubecki": a motor tug in good condition.
 - "Kostielni": a steam tug.
 - "Flock".

~~CONFIDENTIAL~~

CENTRAL INTELLIGENCE GROUP

-2-

~~CONFIDENTIAL~~

6. The following tugs are undergoing repair in the Plock shipyard: "Poznan", "Klara", "Witez", "Reduta Ordona", "Warszawa".
7. On the whole, tugs are in better condition than passenger craft, chiefly because of the help given by UNRRA, which uses the barges for transporting goods.

Passenger Craft

8. The following passenger craft are in service: "Goniec", "Warnenczyk", "Saturn", "Mazur", "Krakow", "Raclawice", and "Herold".
9. Adherence to schedule depends on the depth of water. Because of the drought, traffic in May and June was very difficult. Under good conditions, the passage from Gdanek to Warsaw on a passenger ship takes four days. Tugs cover the same route in about two weeks.

River Ports and Shipyards

10. Warsaw: The shipyard is working; but, because the Soviets have dismantled all plants, very little can be done by way of repairs. Generally speaking, the river port has not suffered great damage due to military action.
Modlin: Here there is a quay.
Plock: Here there is a jetty placed on a barge. The shipyard has been largely dismantled by the Soviets.
Torun: No details; war damage was not excessive.

Personnel

11. Captains of ships and tugs are said to obtain their posts after paying suitable bribes in cash or UNRRA goods. The efficiency of the personnel engaged in river navigation is not tested, and this leads to frequent damage to river craft. The ships suffer considerable damage. As a rule, every craft goes to the shipyard for repair and overhauling for several months at the end of every season.
12. A captain is paid approximately 3,400 zlotys per month; a sailor, 1,200 zlotys per month.
13. Theft occurs frequently in the case of lighters when crews intentionally let water into the holds of barges in order to find an excuse for re-loading the goods.

~~SECRET
CONFIDENTIAL
U.S. OFFICIALS ONLY~~~~CONFIDENTIAL~~~~CONFIDENTIAL~~