Approved For Release 1999/09/08: Cl RDP82-00457R000200540009-5 Document No. NO CHANGE in Class. DECLASSIFIED U.S. OF ICIALS ONLY 25X1A2a Class. CHANGED TO: DDA Memo, 4 Apr 77 Auth: DDA REG. 77/1763 <del>CE</del>NTRAL INTELLIGENCE GROUP Date: 12 Apr. 78 By: INTELLIGENCE REPORT COUNTRY Germany/Russian Zone DATE: 25X1X6 INFO. SUBJECT Conditions at the Port of Wismar DIST. 1 5 January 1947 PAGES 25X1A6a SUPPLEMENT ORIGIN 25X1X6

- 1. Facilities at the harbor of Wismar (T49) include three electric cranes (formerly coal cranes) which are now used for loading potash. In addition, there is a small number of moveable loading belts, enabling smaller vessels to be loaded from railroad cars. Loading is slow and depends on the supply of labor and electricity from Lübeck (598). The chief export from Wismar is potash, and the speed of loading shows no signs of improving. On 27 October, fifty vessels, three steam cargo ships, and one motor vessel were waiting to be loaded.
- 2. Bunker coal cannot be obtained in Wismar, except in emergency, when ten tons is the mainton allowed. Provisions and ship supplies can similarly be obtained in Wismar only in an emergency.
- J. From Route 6, Buoy No. 4, to Lismar arrival buoy, a flashing buoy flashes seven one-second flashes every fourteen seconds; the channel is marked with three black buoys on the east side of the channel, the channel and three red buoys on the west side of the channel, the ships pass—between the bucys. From the arrival buoy and landwards, the channel is marked with red buoys on the west side and black conical buoys on the east side. Hannibal Ground is marked with a white beacon, having two red globes, and occasionally light buoys are placed so that ships having a weight of less than 1,000 B.R.T. can sail in during the night. In good weather the pilot waits midway between the arrival buoy and the signal light on Poel (040), and in bad weather the pilot waits further inside the harbor.
- 4. In mid-October, approximately 5,000 tons of 40% potash and about the same quantity of 60% potash were on the dock; the latter was to be transported to the USSR. Since the entire stock is not protected from the weather, small explosive charges and picks have to be used to break it up for shipment.

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