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Notes on Various Harbors

1. Klaipeda (55-48N, 21-08E): Repair work and the clearing of wrecks in the harbor of Klaipeda was completed in September 1949. Between Klaipeda and Palanga (55-55N, 21-04E), the Soviets are constructing a submarine base. For this purpose large cement bunkers have been erected. The old fortifications built by the Soviets in 1939-1941 along the sea and the former Lithuanian border are being reconstructed and enlarged to be used by the Soviet navy as torpedo and munitions bunkers. These bunkers begin at the beach and extend inland for ten kilometers. To transport munitions between them and the various submarine bases, a new railway network has been constructed from German materials. All approaches to the harbor, by sea, road, and rail, have been repaired and are in use. Diesel locomotives are running on the railway spur between Palanga and the coast.
2. Between five and ten kilometers northeast of Palanga, the Soviets have built an airfield deep in the woods right (presumably east) of the main road between Palanga and Lepaya (56-32N, 21-00E). Until now the field has served YAK-3 fighters and MIG R-1 (?) jet fighters. However, present indications are that the Soviets intend to station large bomber units there. Since August 1949 the Soviets have been working feverishly to enlarge the field, and three-to five-kilometer-long cement runways are under construction.
3. All these areas are very heavily guarded. Most of the guards and control groups are equipped with blood hounds. The harbor itself has been hermetically sealed off from the outside world. Even the people of Klaipeda may not enter the harbor area without a pass issued by the "Seekommandantur".
4. Kaliningrad (54-43N, 20-30E): The canal from Baltiisk (54-39N, 19-55E) to Kaliningrad has been deepened and widened sufficiently to allow battlecruisers up to 20,000 tons to be brought into the shipyards in Kaliningrad. The Soviets are now proceeding to the reconstruction of the harbor at Kaliningrad. The Pregel River is being dredged for six kilometers from its mouth; the dredging will deepen the river from 50 centimeters to a meter. The wharves along the river are in large measure being renovated, and the wooden planks are being replaced by cement supports with wooden rings to protect the paint on the ships.

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The reconstruction of the large warehouses is proceeding rapidly, and new unloading piers are being put into service. The barrages for storing water power are being equipped with automatic hoists; all the new cranes installed by the Soviets are moveable ones on tracks. Double tracks to the shipyards are being built.

5. The reconstruction of the south railroad station should have been completed by January 1950. The large apartment building in its immediate vicinity is used primarily by the Soviet authorities and their families; the large building directly across from the station houses the offices of the MVD division. Regular streetcar connections have been established from the old main street, Stalingrad-Prospekt (1), to the Leningrad suburb. To expedite switching, the Soviets have developed for streetcar traffic special under-carriages for freight cars, which make possible the rapid transporting of freight cars through the city. Soviet-gauge railway tracks run east from Birkenfeld near Insterburg (54-38N, 21-48E). Here almost all the German repair goods going to Kaliningrad are stored, sorted, and then sent on to the various parts of the USSR. In Birkenfeld there is a large warehouse for repair goods, which are for the most part stored in the open air. Transporting is hampered by the serious shortage of equipment, particularly freight cars, in the USSR.
6. The Kaliningrad shipyards, which have been in full production since early 1949, are producing German-type submarines under the direction of German engineers. Most of these submarines go to Klaipeda and Palanga; the rest are used in Baltiisk and Cranz (54-57N, 20-29E) to train police from the Soviet Zone of Germany. At the Insterburg training ground, most of these police, which are estimated to number 150, are trained in the use of new weapons, principally close-combat weapons such as new-type incendiary hand grenades and rifled Very pistols (Kampfpistolen) and a new kind of anti-tank gun (Panzerfaust).
7. Since the summer of 1949 East Prussia has become a large army camp. Most of the Soviet troops are Mongolians. On the banks of the Memel and Pregel rivers, the Soviets have erected bunkers for fortifications. Some of the former German "East Wall" fortifications have been renovated and put to use; those parts which the Soviets do not need have been blown up. Controls are very strict, and seamen are stringently forbidden to bring their boats within twelve miles (2) of the places where the Soviets are making secret military preparations. (3) The border between Poland and Soviet-occupied East Prussia has been sealed and is heavily occupied by Soviet troops. On the sea side, untold numbers of patrol boats watch the border. Kaliningrad itself can be entered only with a special pass.
8. Baltiisk: In Baltiisk is the headquarters for the small Soviet naval units. As of 17 October 1949, four destroyers had been anchored in the harbor for three weeks. Southwest of Baltiisk, the Soviets are constructing a seaplane base. This construction, begun in September 1949, is to be completed by the summer of 1950. Three thousand civilians and two Soviet companies are employed on the project.
9. Stettin (53-26N, 14-33E): The Poles have proclaimed that they, with the help of the USSR, will make Stettin the largest harbor in Europe. For this reason they are allowing other eastern states to make large capital investments in the harbor. The Silesian coal mines alone deliver between 18 and 25 freight cars of coal a day to Stettin harbor. In the six weeks preceding 21 October 1949, allegedly 80 Danish ships, approximately 25 Finnish steamers, 20 Dutch steamers, 60 Swedish, 5 German, 30 Norwegian, and 30 other ships from western states (USA, England, France, etc.) have docked in Stettin. The construction of large barrages for storing water power is proceeding rapidly. The building on the Hakenterrasse in the harbor is occupied by the Polish sea directorate.
10. Swinemünde (53-55N, 14-14E): In Swinemünde bay, the light buoy on the wreck of the steamer Ruth Geiss has been replaced by a spar buoy. The exact geographic location is 54°2'11" north, 14°20'13" east. Marking another wreck is a light buoy at the following location: 53°56'36" north, 14°16'24" east, on the east side of the sunken ship. This buoy formerly had a flashing light, but it now has a fixed green light.

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11. Finland: The Sllsø light beacon has been equipped with a radar reflector since September 1949. The exact geographic location is 60-4.5N, 20-44.9E. As of October 1949 the light had been extinguished for four months at Torvskir in Abo-Scharen. The reason for this is unknown. The exact geographic location is 59-50.4N, 21-21.2E.

Raising and Construction of Ships

12. [REDACTED] there were still 620,000 tons of unreclaimed shipping in the Baltic as of October 1949. At that time about 190,000 metric tons of shipping had already been raised by the Soviets. Of this approximately 90,000 tons had already been placed in service again; 30,000 tons had to be scrapped; and the remainder still lay in the dockyards. In addition to the above-mentioned 190,000 tons, the Soviets had raised submarines with a total tonnage of 22,000. All of these submarines were scrapped except for a few being used for experimental purposes.
13. The raising teams are concentrating on clearing all the harbor entrances as far as Stolpmünde (54-35N, 16-53E). (4) The harbors of Wolgast (54-03N, 13-47E), Wisdrow (53-56N, 14-28E), Kolberg (54-11N, 15-34E), Rügenwalde (54-25N, 16-26E), and Danzig (54-22N, 18-39E) bay are allegedly completely full of sunken sailboats, yachts, flat-bottomed boats, houseboats, tug boats, etc. All units on the high sea have been sent to these harbors to complete the necessary raising work before winter. Since September 1949 the Poles have participated in this activity in the Polish harbors. (5)
14. The following ships have been raised or are to be raised:
- The Monta Rosa, a 14,000 ton ship of the former Hamburg Südlinie, was raised in September and is now lying in Warnemünde (54-10N, 12-06E) awaiting disposition. During the first years of the war it lay in Stettin and was used for pilot cadets; from 1944 on it was used in East Prussia for evacuation purposes; in the beginning of 1945 it was sunk between Warnemünde and Gedser (54-33N, 11-54E).
 - In the fall of 1949 the Soviets were working on the raising of the Hansa and the Gneisenau, which together have a tonnage of 40,000 metric tons. The Gneisenau a German battleship, was supposed to be raised by 1 March 1950 and great efforts were being made to meet this goal since the ship was blocking the south entrance to Gdynia (54-30N, 18-33E) harbor. The Soviets have made known to the Polish Government their interest in the wreck, if the ship can be used again. The ship was being raised by means of raising pontoons (Hebeponton), constructed in the Neptunwerft in Rostock (54-05N, 12-08E). They were attached to the wreck under water and then filled with air.
 - The Oceana is to be raised by means of these same pontoons. (6)
 - In the Rostock and Zingst (54-26N, 12-42E) area, the following known ships are included in the Soviet raising plan for 1949:

<u>Insterburg</u>	approximately 4,000 metric tons
<u>Hanau</u>	approximately 2,500 metric tons
<u>Florida</u>	approximately 6,000 metric tons

<u>Gastor</u>	} a total tonnage of 13,000 metric tons
<u>Utklippen</u>	
<u>Tugboat Peter I</u>	
<u>Navy gunboat</u>	
<u>Agnes</u>	
<u>Minesweeper 26</u>	

15. In the first ten months of 1949 the Soviets put into service in the Baltic the following ships: two tankers with a total tonnage of 17,000; 14 motor ships with a total tonnage of 89,000 tons; and 37 patrol boats with a total tonnage of around 7,000 tons. (7) Of the patrol boats, the merchant marine received 28, and the rest were turned over to Poland. Most of the ships recently put into service are equipped with radar. The home port of most is Baltiisk.

Security Measures in the Harbors of the USSR, Poland, and the Soviet Zone of Germany

16. The Germans living in Stettin have all been released from harbor work and must now fish for the Poles. The German fishermen in Polish areas are allowed to use only the harbors of Stettin, Wolgast, Rügenwalde,

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and Stolpmünde. Use of the coast between these cities is strictly forbidden and is thwarted by heavy gunfire. Along the coast between Stettin and Zoppot (54-26N, 18-34E), the Poles and the Soviets have established watch towers, equipped with spotlights and machine guns. It is therefore practically impossible for refugees to land or to put to sea in these areas. These security measures have been in effect since early 1949 and have been increasingly intensified.

17. The previously reported twelve-mile limit (8) established in Polish and Soviet-controlled waters for all vessels not in the Soviet service is being strictly enforced. All offenders have their ship taken over and the cargo confiscated.
18. Whenever a ship comes into a harbor in the USSR, Poland, or the Soviet Zone of Germany, it is immediately boarded by Soviet guards and Soviet Zone police (9), whose number varies according to the size of the vessel. First a close search is made for illegal passengers, the carrying of whom subjects the offender to a most severe punishment. The private luggage aboard is superficially inspected, and the cargo is much more carefully checked. Finally, the papers of the ship's crew are examined. During the ship's stay in port, up until the time the cargo is unloaded, the personal papers (Ausweise) of the entire crew, including the captain, and the ship's muster role are taken into custody by the Soviets.
19. Controls over going ashore are for the most part very strict, although they vary according to the whim of the various harbor commanders. In the Soviet Zone of Germany the crew is allowed ashore every day until 2300 hours. Goods for barter may not be taken from the ship, and the sale of fish to the local population is strictly forbidden. Crew members are not checked when they return aboard, but a check is made shortly before the departure of the ship. The Soviets have turned over most of the inspection work to the German police, who are subject to bribery. In Pomerania, landing cards are usually issued. Crew members are allowed ashore only one day during the ship's stay, and then they must return by 2100 hours. The crew is carefully checked both on their return to the ship and before the ship sails. In the East Prussian harbors, the crew is permitted ashore only until sunset, and leaving the harbor area is very difficult, if not forbidden.

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Miscellaneous

20. Rybalko, (11) a general in the Soviet Army, has taken over command of the Polish and Soviet troops in Pomerania and East Prussia. The main task of the general is supposed to be the erection of V-weapon bases around Stettin, Stargard (53-20N, 15-03E), Belzard (54-00N, 16-00E), Kolberg, Köslin (54-11N, 15-12E), Korflin (54-03N, 15-54E), Scutawo (54-22N, 16-42E), Stolpmünde and Kartuzy (54-20N, 18-14E).

21. [redacted] large radar installation twelve kilometers south-southwest of Danzab. (10) A complete set of radar stations has been set up extending from Baltiiski bay to Klaipeda. These radar installations cover the cities of Baltiisk, Insterburg, Kalininograd, and Klaipeda.

25X1A (1) [redacted] Comment: The German reads: "von der alten Hauptstrasse dem Stalingrad-Prospekt früher Steindamm".

25X1A (2) [redacted] Comment: Presumably these are German miles (7420 meters), although

25X1A (3) [redacted] Comment: The original German reads: "Die Seeleute führen daher auch die scharfen Bestimmungen der Russen über die 12 Meilen auf die geheimnisvollen Vorbereitungen der roten Armee zurück." 25X1A

25X1A (4) [redacted] Comment: [redacted] this means as far east as Stolpmünde or as far west. 25X1A

25X1A (5) [redacted] Comment: The Poles were previously excluded from this work.

(6) [redacted] Comment: According to [redacted] the Oceana, a former Hagag ship recently known as the Sibir, is reported to be unattended in the Baltiisk harbor. 25X1A

25X1A (7) [redacted] Comment: Presumably this is total tonnage, though the original report does not specify.

25X1A (8) [redacted]

(9) [redacted] Presumably the inspection by Soviet Zone police applies only to German harbors.

25X1A (10) [redacted] Comment: See [redacted] on this installation.

25X1A (11) [redacted] Comment: Possibly Marshal P.W. Rybalko.

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