

INFORMATION REPORT

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SUBJECT Water Traffic on the Oder River

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SUPPLEMENT TO REPORT NO. 25X1X

1. Water traffic on the Oder River is limited to vessels owned by the Soviet-German Navigation Company, a Soviet stock company, and to Czech and Polish shipping. Barge traffic extends from Szczecin (Stettin) at the mouth of the Oder upstream as far as Kozle. Beyond Kozle the river becomes too shallow to carry barges, although there apparently exists a joint Czech-Polish plan to connect the Oder by canal with the Danube. The Oder transportation system serves Upper Silesia by means of the Gliwice Canal, formerly called the Adolf Hitler Canal, whose Oder terminus is Kozle. At Ratzdorf (053/V80) traffic from the Neisse River enters the Oder; at Fürstenberg the Spree Canal from Berlin enters the Oder, and at Hohensaaten the Hohenzollern Canal from Berlin flows into the river. The Gliwice Canal has not yet been restored to use.
2. From Kozle to Wroclaw (Breslau), a distance of 162 km., the Oder is very narrow and shallow. Sufficient depth on this stretch is maintained by means of a large reservoir located northeast of Kozle and by a series of 22 locks, each of which is long enough to accommodate one tug and a tow of three barges. Because there is very little current, barges are towed downstream as far as Wroclaw. The trip in either direction requires from two and one-third to three days. The trip from Wroclaw to Gryfino, a distance of 460 km., is made by current-propelled barges in six or seven days. Tugs tow the barges back upstream to Wroclaw in ten to twelve days. A tow contains from three to nine barges depending on the size and load of the barges and the power of the tug. Barges are towed 20 km. from Gryfino to Szczecin because of the lack of current in this stretch of the river.
3. The administrative offices of the Polish Oder Navigation Company are located at Ulica Kleczkowska 48/50 in Wroclaw. The company has a branch office in Szczecin as well as small offices in Kozle, Malczyce (P52/G12), Nowa Sol (052/D48), Krosno (053/W00) and Gryfino (054/Q53). There are customs inspection stations at Krosno and Gryfino and document inspection stations at a small village at the mouth of the Neisse River and at Gryfino. The crews of the barges and tugs are not permitted to go ashore at any point between

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Krosno and Gryfino. Border controls are strictly enforced in order to prevent illegal border crossings. No Polish barges are allowed to enter the Soviet Zone of Germany. At one time barge and tug crews contained many Silesian Germans. These have since been replaced by Poles, and at present only Polish nationals are employed by the company.

4. There are approximately 1200 Polish barges on the Oder, almost all taken as reparations from the Germans at the end of World War II. About 500 barges are either being repaired or in need of repairs at the present time. Repair yards for barges and tugs are located in Kozle, Wroclaw and Szczecin. In addition, there are 19 yards along the Oder at which new vessels are built. These include three yards in Kozle, three in Szczecin, four in Wroclaw and one each in Malnia, Rogi (F51/J26), Dobrzen (D8bern), Opole, Brzeg, Katowice, Malczyco, Glogow, and Nowa Sol. The barges have a capacity of from 100 to 900 tons. Two men are assigned to barges of from 100 to 300 tons, three to barges of from 300 to 600 tons and four to the largest barges. Barges are consecutively numbered from 100 to 1300 and are identified by the number and either the words "Odra-Kozle" or the letter "Z" (for Zegluga - navigation) painted in white on a red background on each side near the bow.
5. About 62 tugs handle the Oder barge traffic. Of these, 30 are attached to the port of Kozle, 22 are based in Wroclaw and 10 in Szczecin. The first group, which circulates between Kozle and Wroclaw, consists of tugs of from 150 to 300 h.p. and manned by about seven men. The tugs based in Wroclaw are more powerful. The tugs in both ports are either of German origin or were bought after World War II from the Netherlands. Those based in Szczecin are of from 100 to 250 h.p. and have a five man crew. The following ex-German tugs are based in Wroclaw:

<u>Name</u>	<u>Horsepower</u>	<u>Crew</u>
DOLKO I	750	12
SLASK	1050	14
KOPLERNIK	750	12
GRUNWALD	500	12
KORDECKI	500	10
WALBRZYCH	400	10
SIKORSKI	350	10
KRASINSKI	450	10
NANKIER	350	10

6. In addition to the vessels of the Polish Oder Navigation Company, there are about 60 Polish barges of from 100 to 350 tons capacity attached to the port of Szczecin which carry gravel dredged from the river bed near Bielinek for use in reconstructing Szczecin. These barges are towed by Szczecin city tugs and are marked with the words "Odra-Szczecin" in white letters on a red background.
7. Czechoslovakia has on the Oder about 100 barges of 350-900 tons capacity and 21 tugs of 200 to 750 h.p. Ten tugs are based in Kozle, six in Wroclaw and five in Szczecin. The Czech barges and tugs belong to the Czechoslovakian Oder Navigation Company (CSPO), and can be distinguished from the Polish vessels by the letters CSPO and a four digit number in the case of barges, or the vessel's name in the case of tugs, painted in black letters on a white background. Tug stacks are painted with a red stripe and one blue star. The Czechs no longer employ Germans in the crews of their vessels on the Oder, although they are known to do so on the Elbe River fleet. There is close collaboration between the Poles and Czechs, and the vessels of both countries form a common pool.

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8. Cargoes of Polish and Czech barges consist largely of coal and coke transported by rail from the mines of Upper Silesia to Kozle and shipped to Szczecin for use in that city's factories or for export. On the upstream trip, barges are loaded with iron ore shipped from Sweden and destined for the foundries and smelters in Katowice, Czechoslovakia.
9. A Soviet corporation, the Oder Navigation A.G., also operates a fleet of barges on the Oder. Barges from Berlin carry imports and exports of the DDR via the Hohenzollern Canal to Szczecin; coal and coke from Poland is shipped to Berlin from Kozle via the Oder-Spree Canal. On the southern route the Soviet corporation operates about 800 barges of from 200 to 750 tons capacity and about 75 tugs of from 120 to 800 h.p. The main border control point for this route is at Fürstenberg. In Poland Soviet vessels are subject to customs inspection at Krosno and document inspection near Ratzdorf. The Soviet-owned barges are manned entirely by German crews. The barges are identified by a yellow triangle on which is printed in black a number and letters of the Cyrillic alphabet. Soviet tugs are identified by the name in Russian painted in black on a red background. On the stack is a red stripe.

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