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REPORT

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THIS IS UNEVALUATED INFORMATION

[Redacted]

1. M. Popiel is the Minister of Shipping in Poland

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[Redacted] L. BIELSKI, is Vice Minister of Shipping and colonel in the U.B., the Polish Secret Police.

[Redacted] he will take over the Ministry of Shipping when Popiel is removed. Meller (fnu), formerly head of the Polish naval mission in Berlin, has charge of the shipping section in the Polish Foreign Office and is responsible for foreign affairs relating to Polish shipping.

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(1)

2.

[Redacted]

3. During the last two years, the nature of cargoes of Polish ships bound for Albania has greatly changed. Two years ago

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[Redacted] the ships chiefly carried food for the international brigades employed in Albania; they now carry industrial products. In early August 1951, the S.S. Olsztyn had a cargo of Skoda motor trucks and the M.S. Marchlewski which left for Albania on 23 August 1951, had a cargo of 2 or 2 1/2-ton motor trucks from the Soviet Zone of Germany.

[Redacted] Polish ships also carried rails, machinery and oil industry equipment to Albania from Odessa and Novorossisk (44°43'N/37°43'E).

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4. In September 1951, Polish shipmasters and chief engineers were instructed by their owners to buy oil fuel and engine oils in Holtenau, near Kiel, and refuel in other ports. The masters of the M.S. General Walter and the M.S. Curie Sklodowska were directed to fuel in Albania on their out voyage to China. (4)
5. The repair of Polish ships was frequently delayed in Polish shipyards. For example, the S.S. Kosciuszko was in the shipyard in Danzig for ~~more~~ than five months instead of the six weeks as had been planned. Subsequently, it had to undergo some special repairs in Kiel. The S.S. Jednosc Robotnicza, which had been built in the shipyard in Danzig in 1950, and was scheduled to undergo repair for six weeks, actually remained in the shipyard for almost eight months. [redacted] these continuous delays caused considerable difficulties in maintaining regular runs. (5) 25X1
6. [redacted] the shortage of trained personnel for Polish merchant ships was so serious that the fulfilment of the six-year plan appeared doubtful, especially as the expiration of the charter contracts with foreign shipowners creates difficulties. None of these contracts was renewed [redacted] Purchases of foreign ships also were almost impossible. [redacted] (6) 25X1
7. The construction of new ships was sped up in Polish shipyards to increase the tonnage. [redacted] four ships of the M.S. Lewant type, 1,923 GRT, were on the stocks to be put into service in the Mediterranean Sea [redacted] six smaller motor vessels of the Nysa type, about 700 GRT, were under construction. The first two will be named San and Pilica. [redacted] 18 Soldek type ships, about 2,000 GRT, would be built for the U.S.S.R. in Stettin and Danzig, and [redacted] the two steamers, Piervii Mai and Zaporozje, had already been delivered to the U.S.S.R. Two ships of this type were under construction in Stettin under supervision of Soviet engineers. [redacted] difficulties in the supply of propulsion engines, auxiliary machinery and other items existed. The completion of these ships was considerably delayed, and the management of the Danzig shipyard was severely reprimanded for insufficient output. Its managing engineer, Urbanowicz (fnu), a graduate engineer, was dismissed. (7) 25X1
8. The steam tanker Praca was bought and will be stationed in the Mediterranean to serve as a refueling ship. This was necessary, as Polish vessels were no longer supplied by countries in the Mediterranean. (8)

[redacted] Comments. 25X1

- (1) This report supplements information on the organization of the Polish merchant fleet [redacted] 25X1
- (2) The Pofracht firm handles freight including transfers for Polish ships. [redacted] 25X1
- (3) [redacted]
- (4) The Polish merchant fleet recently has great difficulties in fueling especially on long voyages as a result of the International Embargo Act. [redacted] 25X1

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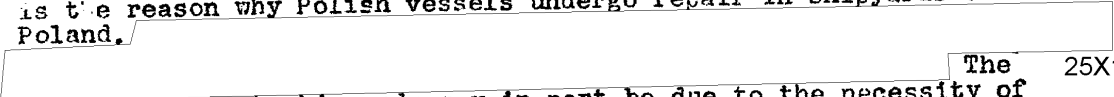


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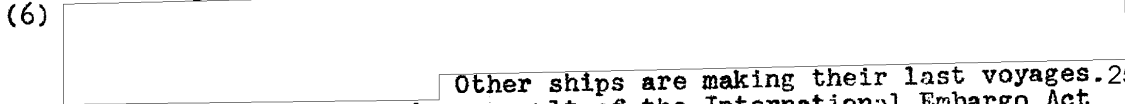
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(5) It is believed that the low efficiency of the Polish shipyards, is the reason why Polish vessels undergo repair in shipyards outside Poland.



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delays in Polish shipyards may in part be due to the necessity of obtaining replacement parts from foreign countries. An additional factor apparently is inefficiency necessitating that Soviet ship-building engineers supervise Polish shipyards.



(6)

Other ships are making their last voyages. This loss of tonnage is a result of the International Embargo Act now in effect. Unconfirmed reports say that Poland could buy two ships for deliveries of coal. However, although Poland will pay any price, it is almost impossible for her to effect new charter contracts.

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(7) It has been repeatedly reported that ships under construction in Polish shipyards cannot be completed because of the unavailability of Diesel engines and auxiliary machinery in Poland.

(8) This tanker on her voyage to Constanta on 30 November 1951. She has not been observed after that date.

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