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SECURITY INFORMATION

INFORMATION REPORT

REPORT NO.

CD NO.

REFERENCE COPY

COUNTRY Poland

DATE DISTR.

4 August 1952

SUBJECT 1. Gorno-Noteccki Canal
2. Bydgoszcz Canal
3. Oder Shipping

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NO. OF PAGES

2

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

PLACE ACQUIRED

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The total length of the Gorno Noteccki (Upper Notec) Canal is 114.5 km; the navigable depth is 150 cm.; permissible tonnage for barges is 250 tons. Its course runs as follows:
 - a. The canal begins at the junction of the Warta-Goplo Canal in Lake Goplo and continues along the lake for a distance of 27.8 kms.
 - b. It then follows the canalized Notec River for 18 kms. as far as the northern part of Lake Pakosc, where it continues along the lake for 12.4 kms. At the junction of the canal and Lake Pakosc there is a lock 42 x 5 m.
 - c. From Lake Pakosc the canal follows the canalized Notec River for 27.5 kms. as far as Labiszyn (52°38'N 15°37' E). There are no locks in this sector. The canal then continues for 4 kms. along the Notec. Three locks of 42 x 5 m. are located in this sector.
 - d. After this, the canal leaves the river bed of the Notec and turns due north as far as the junction with the Bydgoszcz Canal. This sector of 24.8 kms. in length has four locks of 42 x 5 m.
2. The Bydgoszcz Canal has not yet been restored for public use because only about thirty percent of its locks have been repaired. The initial reconstruction program provided for the reopening of the canal on 10 April 1952, but work was delayed.
3. Transport of goods on the Odra (Oder) River between Wroclaw (Breslau) and Szczecin (Stettin) is hampered to a great extent by the acute shortage of trawlers and barges. All available ones have been requisitioned by the Soviet Army authorities, who use them for towing equipment from Szczecin upstream. The barges going up river are for the most part heavily laden, while those returning are almost empty.

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- 2 -

4. Anyone using the Szczecin and Krosno sector of the Odra river must be in possession of a special permit issued by the army authorities and approved by the WOP (Border Security Guard). This part of the river is constantly patrolled by WOP motor boats.

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