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**INFORMATION REPORT**

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THIS IS UNEVALUATED INFORMATION

25X1 1. The following is a list of leading personalities in the Szczecin (Stettin) Port Administration (Zarząd Portu Szczecin):

- Chief Director: Jan Bilinski (a Russian Jew formerly named Bickleman)
- Deputy Director: Kuprynski (former name Kupermann, a Russian Jew)
- Chief of Personnel Department: Jaszczura; formerly chief of Section III of Szczecin UB (Security Police)
- 1st Chief of Port Vessels: Roman Szymik
- 2nd Chief of Port Vessels: Jan Kronenberg
- Head of special UB Department of Port Administration: Jan Grzegorzcyk
- Head of Pilots Department: Wacław Switala; also PZPR (Polish United Workers Party) Secretary of the Port Administration
- UB representative for the crews of vessels of the Port Administration: Jeske
- Chief of personnel for the crews of vessels of the Port Administration: Makowski; a UB agent
- Chief of Technical Department: Engineer Wagner
- Chiefs of Engineering Department: Engineer Swiergiel  
Engineer Matuszewski
- Harbor Master: Wladyslaw Zalewski

2. The following individuals are agents of the UB and WOP (Border Security Guard) for the crews of the vessels belonging to the Port Administration:

- Regimiusz Taborski: Seaman
- Edward Jurewicz: Seaman
- Marian Kulis: Stoker
- Ignacy Paliwoda: Master of the HENRYK
- Jozef Haustowski: Master of the FELIKS
- Jan Glowacki: Skipper of a motorboat
- Wacław Szmaga: Recruitment officer

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3. For administrative purposes, the port is divided into five regions, each having its own office.
  - a. Odra - includes the left bank of the Odra (Oder) from the Harbor Master's Office to Kra (Kratzwik) (sic) and the Gorna Okretowa Island.
  - b. Starowka - the Island of Starowka (Lastadie), except the Free Harbor, which is subordinate to the Russians.
  - c. Ewa - Ewa Island, except the eastern part of the island on which construction work is in progress for Czech Harbor installations.
  - d. Parnica - (former quarry harbor-Steinbruchhafen) includes the Warta and Gornoslaski basins except the area of the fuel stores (C.P.N.).<sup>1</sup>
  - e. Kaszubski - (former Reiherwerderhafen) includes the Wroclawski, Kaszubski, Gliwicki and Notecki basins.
4. The Goinow Repair Workshops are subordinate to the Port Administration of Szczecin. A part of the Wulkan shipyard was allotted to the workshops which are engaged in repair and maintenance of floating objects belonging to the Port Administration. The workshops consist of the following buildings: assembly, engineering workshops, carpenter's shop, forge, painting workshop, floating garage on the canal, and an office.
5. The following cranes are available:

| <u>Crane</u>                                       | <u>Lifting Capacity</u>  |
|--|--|
| 1 revolving crane on fixed mounting with two arms: |  |
| one arm:   | 65 tons  |
| one arm:   | 12 tons  |
| 1 mobile crane:                                    | 63 tons  |
| 1 mobile crane:                                    | 20 tons  |
| 1 floating crane (No. 3)                           | 30 tons  |
| 1 floating crane (No. 4)                           | 100 tons   |
| 2 floating cranes (No. 5 and 7)                    | 63 tons (No. 7 placed at disposal of Szczecin Shipyard)  |
| 2 floating cranes (new)                            | 3 tons <span style="border: 1px solid black; display: inline-block; width: 100px; height: 1em; vertical-align: middle;"></span><br>mounted in May 1951 |
| 2 floating cranes (No. 9 and 10)                   | 9 tons (both placed at disposal of the superphosphates factory at Kratzwik)  |

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6. Floating stock of the Port Administration:

|                          |        |   |      |
|--------------------------|--------|---|------|
| <u>a. Steam Tugs</u>     |        |   |      |
| FELIKS                   | 400 hp | Obtained <span style="border: 1px solid black; display: inline-block; width: 80px; height: 1em; vertical-align: middle;"></span> in 1951  | 25X1 |
| HENRYK                   | 450 hp | Obtained <span style="border: 1px solid black; display: inline-block; width: 80px; height: 1em; vertical-align: middle;"></span> in 1950  |      |
| BIZON                    | 400 hp | ex-German   |      |
| LOS                      | 400 hp | ex-German   |      |
| KAZEK                    | 180 hp | ex-German   |      |
| TADEK                    | 120 hp | ex-German   |      |
| MIETEK                   | 120 hp | ex-German; placed at disposal of WOP (Border Security Guard)  |      |
| TADEUSZ                  | 290 hp | ex-German; overhauled and placed at disposal of Navigation Department of Port Administration  |      |
| WLADYSLAW                | 290 hp | ex-German; overhauled and placed at disposal of the Maritime Office (Szczecinski Urzad Morski)  |      |
| STAS                     | 150 hp | ex-German; for placing buoys in navigation channels   |      |
| <u>b. Diesel oil tug</u> |        |   |      |
| LIS                      | 280 hp | Obtained <span style="border: 1px solid black; display: inline-block; width: 80px; height: 1em; vertical-align: middle;"></span> in 1950  | 25X1 |
| <u>c. Pilot boats</u>    |        |   |      |
| 51                       | 250 hp | Obtained <span style="border: 1px solid black; display: inline-block; width: 80px; height: 1em; vertical-align: middle;"></span> in 1950; diesel driven, maximum speed 13 knots, radiotelephony; placed at disposal of Swinoujscie (Swinemunde) Harbor Master | 25X1 |

- 3 -

Pilot boats

|    |              |  |
|----|--------------|--|
| 52 | 250 hp       | Obtained [redacted] in 1950; diesel oil driven, maximum speed 13 knots, radiotelephony; placed at disposal of Swinoujscie (Swinemünde) Harbor Master |
| 62 | 250 hp       | Obtained [redacted] in 1951; diesel oil driven, maximum speed 13 knots, radiotelephony   |
| 58 | (not stated) | ex-German; diesel oil driven   |

d. Motor boats

The Port Administration owns approximately 16 motor boats. Of these, four were obtained from Sweden in 1946 and 1947.

e. Ferry  
PIOTR

7. Of the four existing slips, in the Szczecin Shipyard, two have been completely rebuilt and the other two dismantled. Parts of the latter are stored on Gorna Okretowa Island. The keel of an iron ore and coal freighter (approximately 1,000 tons) was laid on 22 July 1951. The yard has two small floating docks of approximately 250 and 400 tons.
8. Steel launches are under construction; six of these have been built, three more are under construction on templates. The length of each launch is approximately 14 meters.
9. Wooden fishing craft are also under construction here: length, approximately 14 meters; maximum width, 4.20 meters. Seven of these were completed in July 1951 and are now carrying out trials. In addition, there are 14 of the latter type craft afloat and nearing completion. They are equipped with [redacted] engines, have a speed of 10 knots, and are supplied [redacted] wireless transmitters. These vessels will be handed over to the fishing firms Dalmor in Szczecin, and Barka<sup>2</sup> in Swinoujscie. The former concern is a state firm; the latter, a semi-state firm.
- 25X1 1. [redacted] Comment: The abbreviation C.P.N. signifies the Central Office of the Oil Industry (Centrala Przemyslu Naftowego).
- 25X1 2. [redacted] Comment: The Barka firm has changed its name to Kuter Fishing Enterprise.