

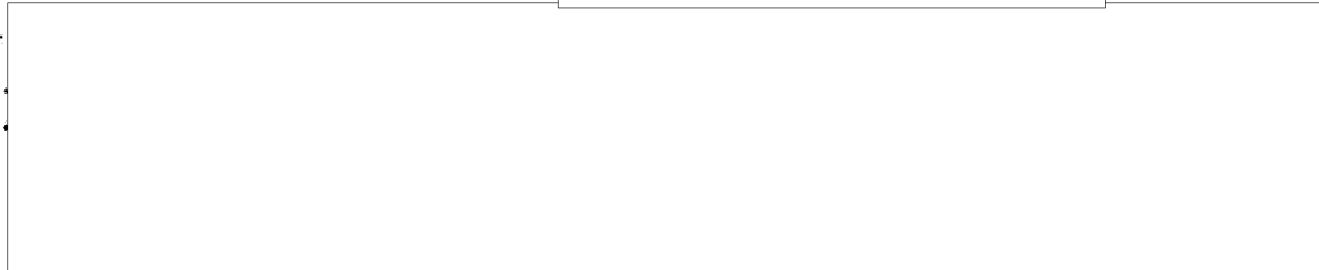
SECURITY INFORMATION

Poland

50X1-HUM

THE PORT OF GDANSK

Date of distribution: 11 Dec 54



A. Port Data: [redacted] "Westerplatte" east of the Wisla estuary is a restricted area, occupied by the Polish navy. Several minesweepers and torpedo boats are stationed in the port basin. [redacted] large diesel engine shops are located on the isle of "Der Holm" formerly a submarine base.

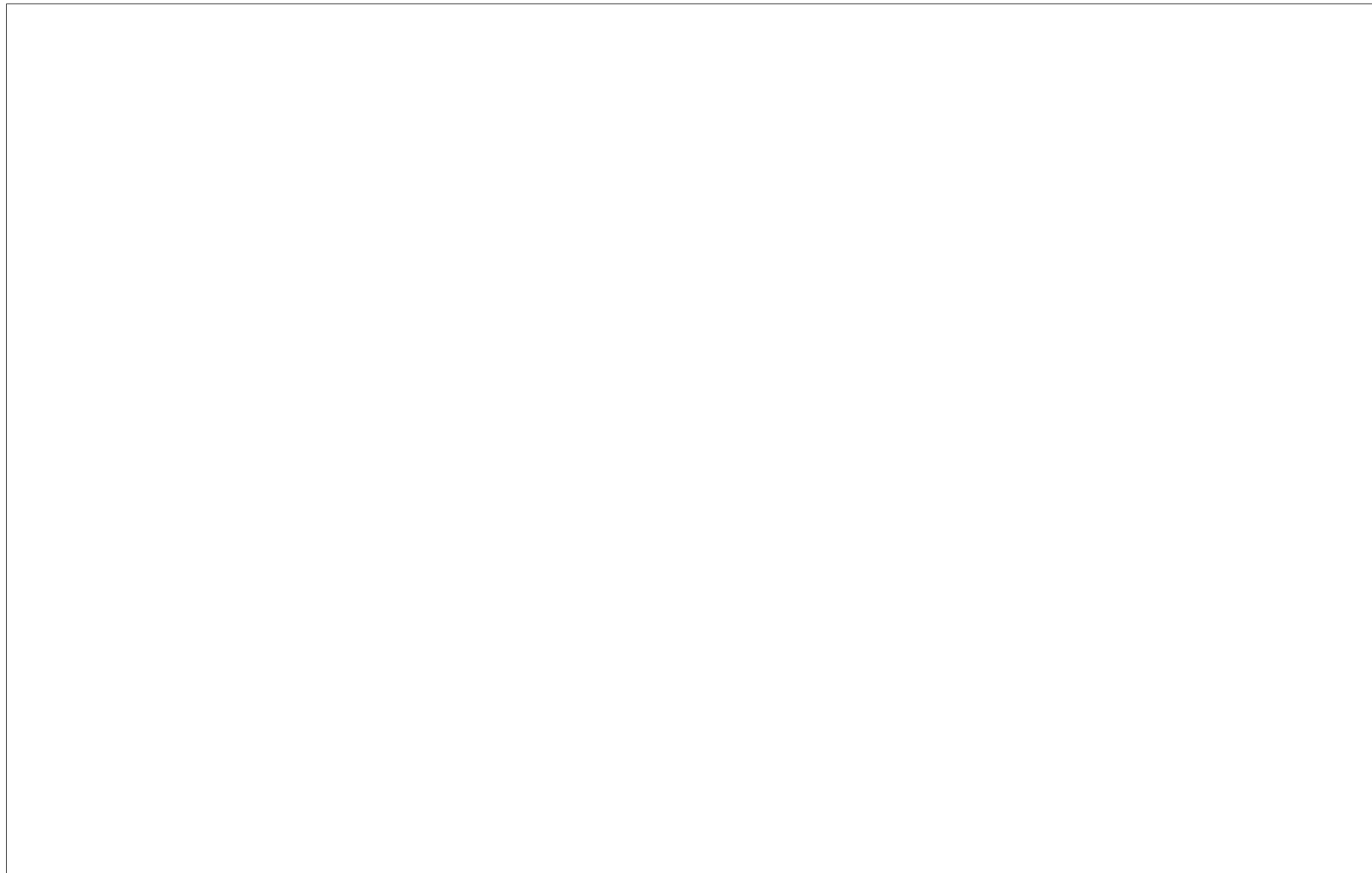
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B. [redacted] shipyards: "Stocznia Polnocza" (Built 14 type-K steel luggers in 1950 - 1952) and "Stocznia Gdanska". A Purge of approximately 300 workers took place at the latter shipyard in May 1952. The purged workers were transferred from the coastal area to central Poland. Return to their homes even for a vacation is prohibited. [redacted] sabotage of the shipyard was the cause for the purge. A similar purge may have occurred at "Stocznia Szczecin" in Szczecin.

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[Redacted]

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A. HARBOR DATA. [Redacted]

1. "Westerplatte" situated east of the mouth of the Vistula is a prohibited zone. The Polish Navy is using this area.
2. The harbor basin is employed by the Polish Navy. Several mine-sweepers and torpedo cutters are anchored in this basin.

General:

- a. Large shops for Diesel motors are situated in the vicinity of the former submarine harbor on Holm Island. [Redacted]

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B. SHIPYARDS

1. STOCZNIA POLNOCZA (Polnocz Shipyard)

- a. In 1950, 1951 and 1952 14 type K steel luggers were constructed for "DALMOR" by the Stocznia Polnocza Shipyard. [Redacted]

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- b. This shipyard also constructed steel cutters for "ARKA". [Redacted]

2. GDANSK STOCZNIA (Gdansk Shipyard)

- a. Because of a drastic purge among the personnel of this shipyard about 300 workers (including a large number of members of the P.Z.P.R.), technicians, etc., and their families were moved from the Polish coast to various places in Central Poland. These persons and members of their families have been forbidden to return to this part of the coast for any reason, including vacations. [Redacted] the reason for this action was sabotage at the shipyard.

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The removal of these 300 workers has resulted in a reduced production at this shipyard. It is possible that the hulls of

[Redacted]

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coasting vessels of the SAN type (about 650 G.R.T., [redacted] 50X1-HUM
Diesel Alpha engines of 500 I.H.P.) constructed by the Stocznia
Gdanska are being completed [redacted] 50X1-HUM

[redacted]
[redacted] a similar purge occurred at
the Stocznia Szczecin (Szczecin Shipyard) at Stettin [redacted] 50X1-HUM



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Remarks:

[redacted] 50X1-HUM
[redacted] the machinery
repair shops of the Stocznia Gdanska would be moved from the
mainland to Holm Island.

This shipyard also has a large floating crane with a lifting
capacity of about 120 tons.

c. Data relating to the production of the Stocznia Gdanska.

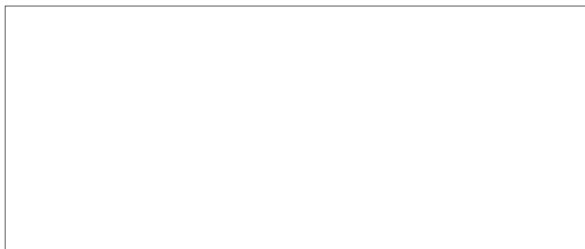
Very little information is available relative to the activities
of this yard. But it is known that 6 trawlers of the same type
as the Polish trawlers REGA and RADUNIA were constructed for the
Russians. However, these trawlers are from 3 to 4 meters short-
er than the REGA and the RADUNIA and have a different type of
bridge and stack. The Russian trawlers have a tonnage of about
612 to 615 G.R.T.

The machinery of four of these vessels is also of another type,
that is, the so-called double compound Friedrichstad steam en-
gines, 1100 I.H.P.

[redacted] The two other 50X1-HUM
ships have the same engines as the REGA and the RADUNIA.

[redacted] 50X1-HUM
[redacted] this shipyard 50X1-HUM
has constructed various other vessels for the Russians. Fur-
ther details regarding these vessels are not known.

The yard police at the Stocznia Gdanska consists partly of men
and partly of women.



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