

INFORMATION REPORT

CD NO.

50X1

COUNTRY

Poland

DATE DISTR.

29 July 1955

SUBJECT

Port and Military Installations of Gdynia and Ckeyswie (Orchoeft)

NO. OF PAGES

16

50X1

50X1

PLACE ACQUIRED

[Redacted]

NO. OF ENCLS. (1)
(LISTED BELOW)

SUPPLEMENT TO REPORT NO.

[Redacted]

50X1

DATE OF INFO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW - THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1

SOURCE

[Redacted]

1. General remarks.

50X1

Gdynia is located at 54°32'N/18°33'E, on the west side of the Danzig; the harbor was artificially built between the two world wars. Gdynia is the most important sea harbor of Poland owing to vast and efficient harbor installations of this port. A harbor community with Danzig (Gdansk) was recently created in the same manner as previously under German administration.

The northern section of the harbor is reserved for the Polish Navy as its main base. The harbor is also used as a base by Soviet war vessels, in particular during the ice season in the northern areas of the Baltic Sea.

2. Nautical Data.

50X1

(See also German Ostseehandbuch, southern section, and German Chart D 29)

a. Approach is still by a swept channel running straight from the south spit of Cape Trela to the leading buoy, and no difficulties are met in making for the harbor, since the approach channel is deep enough. Numerous land marks are available and beaconage is excellent. Although the leading buoy is taken up when endangered by ice, the range lights, which in this case remain lighted all day long, permit entry to the harbor.

The harbor has three entrances: The main entrance, reserved for merchant vessels, leads into the outer harbor; the entrance north of it is for war vessels only, and the south entrance is available for fishing vessels.

The wharf installations, quays, piers, and all points dangerous to shipping are marked with excellent lights. A red blinking light recently was erected on the west side of the entrance to harbor basin No 13 (46 flashes per minute), and a red fixed light was mounted on the head of a new landing stage recently built in harbor basin No 1 (about 60 meters south of the north quay and 60 meters from the harbor entrance).

b. Anchorages are available everywhere in depths ranging between 6 and 12 meters and on good holding ground on the north side of the northern entrance to the harbor. Heavy ground swells, however, must be met when the wind is blowing with gale force from an easterly direction between the northeast and southeast.

50X1

S-E-C-R-E-T

CLASSIFICATION

STATE	NAVY	ARMY	AIR	NSA	NSRB	DISTRIBUTION

(1 Encl.)

SECRET



- 2 -

Numerous cables are laid in the harbor district and their respective positions are marked by cable beacons and markings on the quays.

- c. Tides, ice conditions. Gdynia is a tidefree harbor. The current generally runs across the harbor entrance in a northerly direction occasionally reaching a velocity of 2 knots when the strong winds are blowing from southerly direction; with northerly and north-westerly winds the current sets in a southerly direction. Formation of ice in the Gulf of Danzig generally sets in in January and ends in March; easterly winds sometimes block the harbor, although as a rule, shipping traffic can be maintained by means of icebreakers and powerful tugs.
- d. Pilotage is compulsory, the pilots being taken aboard or dropped near the leading buoy.

3. Harbor installations (navy).

a. Quay installations:

Harbor basin No X, located on the north side of the outer harbor, is the naval harbor of the Polish Navy and is entered through the northern entrance. The quay installations of this harbor basin have been steadily expanded and improved by permanent operations and the construction of new quay piers. The two mole heads are well lighted; a signal station is located in a conspicuous position on the head of the north mole (1, on map). A new mole has been erected on pile dolphins approximately at right angles to the outer mole and carries 10 pairs of masts. (2) The purpose of these masts could not be identified. A hook-shaped mole, also recently built, forms the end of this mole which is fitted with an adequate entrance gap (3).

The other wharves are in a good condition and are used to berth the warships. Three quay piers, 80 meters long and 8 meters deep alongside, jut from the western quay. Several buildings purpose of which could not be definitely identified are located at harbor basin No X. Those identified included the Naval Officers' School (4), a converted former torpedo hall, a white three-story building; the naval hospital (5), a main supply depot, and an ordnance workshop. The naval headquarters building (6) with a radio antenna and a signal station fitted on the roof is located north of the warship harbor. A meteorological institute with a signal installation for time and weather signals is located in Oxhoeft, where the Hydrographical Office of the Navy is also located. Three recently built, long barracks installations buildings (7), beginning at the rear of harbor basin No X extend as far as the connection pier with harbor basin No IX. Several repair shops (8), an ammunition depot (9) and wooden barracks of the Polish Navy (10) are located close to that connection pier.

Harbor basin No IX, facing basins Nos IV and V, is also used by the Polish Navy. Its north quay is 350 meters long with a depth of water alongside of 8 meters, its west is 420 meters long with depths alongside ranging between 6 and 8 meters and its south quay, 380 meters long, also has a depth of water alongside of 8 meters. A wooden bridge (15), at the eastern corner of the basin, is the landing stage for the Oxhoeft ferry.

A storage shed of the Polish Navy (11) is located west of harbor basin No IX. Two T-shaped quay piers used as unloading berths for tankers, are located close to it and are adjoined by a small foundry, (12), which is also used by the Polish Navy.

SECRET

SECRET

50X1

- 3 -

- b. Bridges and locks. No bridges or locks are in harbor basins Nos IX and X.
- c. Except for a single steam crane (13) located on the northwest end of the west quay in harbor basin X, no cranes are available.
- d. The exact number of navy tugs is unknown. The two large tugs 3G 1 and 118 were the only tugs observed in Gdynia harbor.
- e. A floating dock for naval vessels is generally moored in harbor basin No IX, and a marine railway of the Polish Navy is located northwest of the T-shaped quay piers (14).

4. Harbor installations (commercial).

a. Quay and storage installations:

Except for the yacht harbor, the outer harbor and the harbor channel, the harbor area is reserved for merchant vessels and the shipyard comprises harbor basins No I through VIII. Harbor basin No I is reached through the south entrance, exclusively reserved for fishing vessels, passing by the yacht harbor (21) which is 4 meters deep.

Harbor basin No I (partially used as a fishing harbor):

The south quay, 620 meters long with 9 meters depth alongside, is a concrete wharf in good condition. A WOP guard station (22), for the supervision of the fishing fleet, and a watchtower with a searchlight are located at the rear of four wooden T-shaped piers in the eastern section of this quay. A wooden customs building and a restaurant (23) are located in the western half of the south quay which is used as a landing stage for excursion steamers. The Danzig ferry also calls at this landing stage.

The fishery school (24) and a WOP observation tower are located south of the restaurant.

The west quay of the basin, 250 meters long, is also 9 meters deep alongside. Three rows of recently built barracks installations (25) quartering navy and army personnel extend along the quay, each row comprising 3 or 4 buildings. This barracks area is fenced in.

The north quay, 640 meters long with a water depth alongside of 9 meters and fitted with several wooden quay piers projecting into the basin, is used to berth unloading and loading Polish fishing vessels. Fish halls (26) of the fishery combine and new sheds (27) extending for the entire western half of the north bank are located at the rear of the wooden landing stages. A fish meal plant is located at the eastern corner of the quay (28).

The north quay has a single spur track.

Harbor basin No II (partly used as fishing harbor):

Harbor basin No II, 8 to 9 meters deep, is accessible through a wide entrance channel.

The south quay, also called England Quay (B), 500 meters long is 8 meters deep alongside. A small pier at the western end of this quay separates a small fishing harbor (C), 5 to 6 meters deep, from the other section of the basin.

SECRET

SECRET

50X1

- 4 -

A tank installation of the Polish Navy (33), consisting of two large and one small fuel tank of conventional steel construction, is located at the outermost spit of the quay. Several storage sheds (34), adjoined by a large fish processing plant (35) equipped with vast refrigerating units, are located west of the tank installation in the middle of the quay.

A repairshop for fishing vessels (36) and a net-mending shop (37) are located at the rear of the separating mole. Canteen building (38) and a conference hall (39) are located south of the spur track, which extends for the total length of the quay, and the administration building (40) of the Polish salvage company (P.R.O.) is east of them.

An office building of the Polish merchant marine (P.M.H.) (41), which is responsible for the checking of permits of the workers and the harbor permits in general, is situated on the quay which borders the fishing harbor (C) in the west. A repairshop for fishing vessels (42) and a small fish cannery (43) adjoining it, are located south of this office.

The Silesia Quay (D), located on the north side of the basin, about 670 meters long and 8 meters deep alongside, is subdivided by a transverse pier.

A boiler house (44) heating the main workshop (45) and located west of it is located at the root of the quay, and three new 50 by 30-meter buildings (46), for the storage of fish meal adjoin the boiler house. Then follows a tank installation of the C.F.N. (47) (Main administration of petroleum products) and a customs office building with a guard room (48), and a P.D.W. office (salvage company) building (49).

Six modern 5-ton luffing cranes with an outreach of about 10 meters are erected on the quay.

A railroad track runs along the edge of the quay and a road passes by in a west-easterly direction.

A watch-tower is located on the transverse quay between harbor basins No II and III.

Harbor basin No III:

Harbor basin No III, located on the south side of the outer harbor, is used mainly for the transshipment of coal and ores.

The Sweden Quay (E), 780 meters long and 8 meters deep alongside, is an iron-concrete construction 1.7 to 2 meters high above the mean water level. The quay surface is fitted with a wooden floor planking. No sheds or other buildings except for the harbor administration office building (56) are on this quay.

Large coal dumps are located between the three railroad tracks which are between 5 and 15 meters away from the edge of the quay.

Eight electrically operated luffing cranes (57) moving along the whole length of the quay and two 10- to 12-ton traveling shipping appliances (58) are available for loading operations.

Two quay piers, 110 meters long and fitted with two conveyor installations for the shipment of coal and with railroad tracks on them, projected from the Danish Quay (F) which is 400 meters long and 6 to 7 meters deep alongside.

A coal tipping plant (59) is available on each quay pier. Conveyor belts for the shipment of coal from cars are fitted between the two quay piers. New office buildings (60) are located at the rear of the plant about 100 meters away from the edge of the quay, and further two conveyor belts for unloading coal (61) are installed north of these buildings.

SECRET

SECRET

50X1

- 5 -

Warehouses of the P.L.O. (Polish Oceanic Line) (62) are located on the road running parallel to the quay, and the harbor fire service (63) and the harbor police buildings (64) are situated south of it. The guard station of the harbor guard (65) and a customs office building (66) adjoining it are on the opposite side of the street. The harbor administration building (67) is located south of them. The office building and the workshops (8) of the harbor administration are situated at the corner leading to the Sweden Quay.

The Holland Quay (G), located on the north side of the harbor basin, also 400 meters long, is 8 meters deep alongside. It is fitted with 7 cranes (69) and two railroad tracks.

All corners of the quays in the harbor basin are provided with watchtowers (70), and the southern quay pier carries a searchlight.

The France Quay (J) 420 meters long is located inside the main entrance to the harbor which is 150 meters wide on the south side of the outer harbor. The outer harbor with a turning circle area of 500 meters in diameter is 12 meters deep. The administration building of the P.L.O. is located on its east side (74) and the building west of it accommodates the pilot station (75), the harbor master's office (76) and the guard rooms of the WOP unit.

Four cranes are erected along the quay (77).

A railroad track runs along the quay (the former marine terminus also is located on this quay).

This harbor passage, which is separated from the outer harbor by the two inner moles, is between 180 and 250 meters wide and 9 to 12 meters deep. A watchtower (78) stands on the south mole.

Berths for the pilot boats (79) are provided alongside the quay adjoining the south mole in the southwest, the available length being 180 meters.

Harbor basin No IV:

This harbor basin, which closely adjoins the western end of the pilot quay, extends in a southwesterly direction:

The Poland Quay (K), 1,100 meters long and 9 meters deep alongside, is made of iron concrete with wooden fenders similar to the two other quays. The quay wall is about 3 meters above the water level.

The buildings erected on this quay include, beginning from the northeastern end, the building of the harbor health office (port medical officer's office) (83) and the office of the harbor guard's chief (84) close to it; five warehouses (85) with loading ramps near the quay immediately adjoining them, extend as far as the large cold storage house (86) which is a most conspicuous brick building higher than all other warehouses. The harbor ambulance station is close to it (87).

Two railroad tracks run along the quay, one in front of the buildings and one at the rear of them. Three packing houses (88) are situated on a road running along on the side away from the second track.

The crane tracks are laid outside and parallel to the railroad tracks. The rails of the cranes are 8 to 10 meters apart.

A crane with a straight and almost horizontal lifting beam (89), standing at the outermost corners of the quay (89), is followed by fourteen cranes (90) with straight swinging arms and two tall steep-jib cranes (91) in front of the cold storage house.

The Rotterdam Quay (L), located on the south side of the basin, is 320 meters long and 6 to 7 meters deep alongside.

The frontage of a brick warehouse building (92) with a loading ramp on the quay side occupies the largest portion of the quay surface. A low brick building, the shipbroker's office, is located on a street running along at the rear of this large warehouse (93).

SECRET

SECRET

50X1

- 5 -

A custom house office (94), and a canteen for dockers (95) to the north of it, are located on the side away from the intersection of the roads.

The railroad tracks run along the edge of the quay.

The crane tracks on this quay are arranged in exactly the same manner as on the Poland Quay. Three cranes with straight swinging arms (96) and two steep-jib (97) cranes of 1.5 tons lifting capacity and over are fitted there.

The India Quay (M), 1,000 meters long and 8 meters deep alongside is located on the northwest side. The buildings extending from the southwest to the northeast include a seven-story red brick building (98), a brick warehouse (99), a new six-story concrete building (100), the oil mill "Union" (101) and, on the outermost end a large round concrete building roughly completed, a grain elevator (102) with a stowage capacity of 12,000 tons. Several low warehouses (103) are located between the oil mill "Union" and the large grain elevator.

A large Dutch floating grain elevator lies in front of the grain silo with a watchtower, about 10 meters high, close to it.

One railroad track is in front and two railroad tracks are at the rear of the quay buildings.

The Norway Quay (N) is the connection quay leading to harbor basin No V. It is fitted with several cranes, including two recently erected ones of unidentified types and lifting capacities.

Harbor Basin No V:

The America Quay (O), 810 meters long and 8 to 9 meters deep alongside, is the free zone of the port.

Three large storage houses (110) are located between the two rail tracks running along this quay. Two further warehouses (111) are located on the road running along the second rail track. The office building of the salvage company (112) is situated at the extreme end of the quay. Four above-ground oil tanks (113) with a 5-in. or 6-in. pipeline leading to the India Quay are located midway between the America Quay and the India Quay.

Eight new 5-ton luffing cranes (114), standing close together, are installed at the northeastern corner of the quay. Five to seven cranes (115) with a lifting capacity of over 1.5 tons each, and four bridge cranes (116) closely adjoin them at the corner leading to the Czech Quay (P)

The Czech Quay (P), 220 meters long, also between 8 to 9 meters deep alongside, is fitted with three cranes (117).

A parking lot (118) adjoins it at the rear.

WOP barracks (wooden huts) (119) and a storehouse of the ship chandlers are located south of the railroad tracks (12).

The Rumanian Quay (R) 860 meters long and 9 meters deep alongside, borders on harbor basin No V on the northwest. No sheds are erected on this quay, which has only one large store building (121) located on the opposite side of the rail tracks within the free zone area.

Four cranes of unidentified types and capacity (122) are installed close together at the extremity of the quay.

The Yugoslavian Quay (S) leads to harbor basin No VI which serves as a shipyard basin together with harbor basin No VIII.

SECRET

SECRET

50X1

- 7 -

Harbor Basin No VIII:

Harbor basin VIII which borders on harbor basin No VII in the north is used as a lumber harbor.

Its only quay installation is located on its north side, its eastern section being a concrete pier 250 meters long and 8 meters deep alongside. Three wooden landing stages, 130 meters long and another three landing stages 80 meters long and 7 to 9 meters deep alongside, project into the basin. Three large wooden bridges, 4 to 5 meters high, are fitted with narrow-gauge field railways. The remaining wooden bridges are 2.5 meters wide and 1.8 meters above water. The PAGED (Polish state lumber and export and import corporation) office building (128) with its lumber yards is located at the rear of bridges. Several concrete shelters (129), about 6 meters tall and fitted with a roof about 1.5 meters thick, divided into four longitudinal compartments, are erected west of the wooden bridges. They are of unidentified purpose and arranged in six parallel columns of three standing close together.

- b. There are no bridges or locks in the harbor area. Only underpasses are fitted at the intersections of rail tracks and roads.
- c. Means of transportation:
The goods unloaded in the harbor are dispatched by railroad cars, which are shunted by super-size locomotives. Several floating cranes employed according to requirements are available in the harbor district.
- d. Tugboats, lighters and icebreakers:
It is impossible to ascertain the exact number of tugs and lighters available in the harbor because of the vastness of the harbor and shipyard area in Gdynia.
Tugboats constantly observed in Gdynia harbor included the Soviet tugs "Chekha" (about 1,200 HP), "MARC" and "PROMOTEI" and the Polish tugs "URBUS" and "TITAN" estimated at between 370 and 500 HP.
Lighters observed included "BETHAN", "ALHA" and "ZUBR".
No icebreakers are stationed in Gdynia harbor. They are borrowed from other ports to take the ships into harbor if powerful tugs are unable to tackle this task.
- e. Shipyards:
A marine railway for fishing vessels (133) is located in harbor basin No II in addition to the principal shipyard which is situated in harbor basins Nos VI and VII.
A graving dock (134) and mooring floats (135) for fishing vessels are located on the right-hand side and the left-hand side of the quay pier at the Silesian Quay (Basin No II).

5. Naval and Military Installations located outside the Harbor District proper.

- a. Fortifications:
A torpedo range (140) is located at the Oxhoeft naval base about 400 meters north of the harbor. This torpedo range installation, whose permanent installations had been more or less destroyed toward the end of the war, and the equipment of which had partly been moved elsewhere, has been fully reconditioned and is ready for operation. Its equipment includes three torpedo tubes. Various installations are located on a pier 200 meters long and fitted with tracks for transport. The tracks laid along the shore line lead to the torpedo and ammunition depots consisting of underground concrete shelters located near the pier.

SECRET

SECRET

50X1

- 6 -

A further torpedo range is located about 700 meters north of the above-mentioned torpedo range. This pier 150 meters long has also been repaired.

A recently completed road passing between the two torpedo ranges serves as a communication way for the transportation of ammunition. Being remarkably well camouflaged, it cannot be made out from seaward nor does it seem possible to identify it from the air. Appliances for loading torpedoes on warships are stored in a place situated 100 meters south of the torpedostation (14). A workshop for overhauling and adjusting practice torpedoes is located nearby. Four large antiaircraft guns are located north of the torpedo station. A large army tent was put up close to this battery (position doubtful). A strip along the shore, about 2.5 kilometers long, extending in a northerly-southerly direction and located near Redlowo (Adlerhorst) just south of Gdynia, is fenced in by a barbed wire fence. Three gun emplacements, with guns mounted in the rocks and camouflaged with nets, are situated about in the middle of this prohibited area. The battery consisting of 150-mm guns, mounted 5 to 10 meters apart, is located about 300 meters from the shore. A tripod observation tower, with telephones communication with the battery, used for fire control during firing exercises, is located near these gun emplacements. Barracks installation buildings, shelters, radio masts and an underground ammunition store are located within the fenced area.

b. Radar, radio and signal stations:

A radar station is fitted on the roof of one of the houses belonging to the cadet school of the Polish Navy. Four metal masts, about 4 or 5 meters high and 4 meters in diameter, are visible. A chair-shaped concrete foundation, about 1 meter higher than the surrounding concrete wall which is 1.2 meters high, is fitted between the masts. An oval-shaped scanner, about 1.2 meters high, is fitted on the foundation. Another scanner, a little smaller in size, is mounted in front of the concrete pedestal inside the base of the masts. The other installations of the radar equipment are mounted in the uppermost story of the building. The entire plant is guarded and operated by Soviet personnel. The radar station has a range of over 50 sea miles.

Radio stations (transmitters) existing in Gdynia include:

1. A recently erected extremely powerful transmitter in Witomin¹ southwest of Gdynia;
2. A radio station with 10 antenna masts, each 25 meters high, and two other masts, each 50 meters high in front of them installed in the naval quarters building (141) in Oxhoeft;
3. The main naval radio station with 5 antenna masts fitted on the roof of the naval headquarters building (144).
4. A radio station in a forest clearing in Redlowo.

In addition, jamming transmitters intended for interfering with broadcast emissions in Polish coming from western countries are in Oxhoeft and Witomin.¹

c. Military objects and quarters:

The entire area belonging to the Oxhoeft naval base is surrounded by barbed-wire consisting of concrete pillars with concrete slabs laid between. The fence runs from the lumber harbor (harbor basin No VII) located at the foot of the hills between Oxhoeft and Oburze² and ends on the beach near Cape Oxhoeft. This fence has two gates, one leading to the road running along the northern edge of the lumber harbor to the suburb of Oburze, while the second gate is on the side leading to

SECRET

SECRET

50X1

- 9 -

Oxhoeft. A third gate leads to the high naval command quarters. All gates are guarded by sentries and the entire area is protected by watchtowers.

The naval base has its own railroad connection with Gdynia. Other fenced areas of unidentified determination are located outside the naval base proper.

The fenced-in fuel and oil depot (142) with its subterranean containers and subterranean pipelines conveying gasoline and oil to the Oxhoeft mole is located northeast of the lumber harbor (harbor basin No VIII).

Entrance tunnels, strongly and solidly built, which lead far into the interior of the ground, are located in the vicinity on the way to Oxhoeft. Some of the exits of these tunnels are situated north of the village of Oxhoeft.

A large ammunition depot is located 3 to 4 kilometers west of Oxhoeft. The entire depot, which was built by the Germans, is an underground dump now belonging to the Polish Navy.

Important military and official buildings located in the Gdynia town district, which closely adjoins the harbor basins, include the Polish naval cadet school (143) accommodated in the former German Fortress Commander's headquarters' building (143), the main naval headquarters (144), the central office of the secret state police (145) north of these headquarters, the hospital (146) and the central mail office (147) southwest of it. The building of the central merchant marine office (148), a dispensary and the office of the port medical officer (150) close to the Roman Catholic Church (149), and the building of the commercial and maritime courts (152).

A large transformer station (153) is west of harbor basin No V.

A locomotive repair hall (154) and a work hall of the Polish State Railroad (155) closely adjoin the rail tracks. The two navigation schools PCWM and PSM (156) are located south of the rail tracks. (PCWM is an abbreviation for Panstwowe Centrum Wyzkolenia Morskiego which means State Center for Nautical Education and PSM (Panstwowa Szkoła Morska) means State Maritime School).

Other buildings in the town district include naval offices and a naval printing office, located about 250 meters west of the yacht harbor; a Sailors' Home, 1 kilometer south of the yacht harbor, and the "Dalmor" corporation situated near the navigation schools. The locations given are only approximate.

d. Installations of the Air Force.

Several airfields are located in the vicinity of Gdynia. The most important airfield is Babie Doly located 5 km west of Oxhoeft which is occupied by Polish Naval air units. The field has been enlarged by the construction of additional hangars and runways during the last few years.

In addition to this main airfield, the following are in existence:

Rumia (Rahme), for firing practices, 5 km northwest of Babie Doly;

Puck (Putzig), for firing practices, 18 km north of Babie Doly;

Rozewie (Rixhoeft), for firing practices, 10 km northwest of Putzig;

Oliva (Wceszcy), commercial airfield, 15 km south of Gdynia.

6. Guard service:

The entire harbor district of Gdynia is surrounded by a barbed-wire fence, which has three entrance and exit gates in addition to the railroad throughfares. The first gate is near the custom house (94), the second near the harbor administration building (56), at the corner of Chrzanowski Street, and the third gate is near the shipyard. The entrances are guarded by the Harbor Police (SOP), which is responsible also for the guarding of the warehouses and the storage sheds in the harbor area.

SECRET

SECRET

50X1

- 10 -

The harbor traffic and all ships lying in harbor are under the supervision of the WOP, the frontier guard, which also performs the inward and outward clearing formalities of the vessels lying in harbor. The clearing party generally consists of two officers and 12 to 30 enlisted men armed with submachine guns. Outgoing vessels are closely searched in particular for stowaway escapees. All cameras found aboard incoming vessels were sealed and foreign currency entered in a list. All crews of non-Polish vessels got shore permits with the exception of crewmembers of German vessels. Only the masters of German ships could go ashore. Effective on 1 April 1955, the crewmembers of German vessels allegedly also were granted shore-permits. The crewmembers are rather closely guarded. Armed sentries are posted at the ships and the larger the vessels the larger the number of sentries. Two-man patrols with or without dogs patrol the harbor area. Sentries are posted also on top of the cranes. Telephone sockets enabling the guards to call the main guard station are distributed all over the harbor area. Watchtowers are spread all over the harbor area as mentioned under Nos 22, 51, 70, 78 and 105. Two further observations posts are located northwest of harbor basins Nos V and VII. The two mole heads at the harbor entrance are also guarded by observation posts and fitted with searchlights. Further searchlights are on the southern quay pier in harbor basin No III and near the watchtower in the vicinity of the French Quay (78).

7. Connection with the Interior of the Country:

- a. Railroad:
The railroad connection system in the harbor area is very efficient and has been perfectly reconditioned. Railroad connections exist with Danzig, Stettin, Putzig and Hela. In addition there is a special railroad line to Upper Silesia via Berend-Bromberg-Hohensalza-Konin-Kattowitz without touching Danzig.
- b. Inland waterways.
Non-existent.
- c. Roads.
No information is available on the condition of the roads leading into the interior of Poland.
- d. Air traffic.
Only moderate flying activity was observed over the harbor of Gdynia.

8. Turnover Business

a. Turnover:

After overcoming the effect of war damage, Gdynia has developed a remarkable activity as a commercial port. Main export goods are coal, lumber, oil, fish meal, sugar, aluminum cables, sheet iron and iron tubes, and mixed cargo. Import goods are cotton, jute, peanuts, coconuts, soy beans, ores, scrap, nitrate, wool, hides, hemp seed, maize, wheat, tungsten, molybdenum and pyrites.

b. Statistics.

In 1938 the total turnover listed amounted to	9,174,000 tons
in 1946 it began with	3,797,000 tons, and
in 1948 had reached	6,059,000 tons.

SECRET

SECRET

50X1

- 11 -

Since 1 January 1949 the harbors of Gdynia and Danzig have operated under joint administration, and the 1949 turnover figure for the two ports was 12,730,000 tons. Details of recent turnover figures are unavailable.

3. Labor conditions.

Since the dissolution of all private firms, in January 1951, there has existed only the newly formed shipbrokers firm of "Polfracht". All harbor clearing business is done by the "MAK" firm (Morska Agencja Klarowania). Work is done around the clock, also on Sundays. As a rule, three men per hatch are detailed for the trimming and discharging operations. The longshoremen are between 30 and 50 years old, and women also were reported.

On the whole, the longshoremen are dissatisfied, underfed and complain about low wages and the high cost of living in the Polish Republic. The longshoremen are exchanged between Gdynia and Danzig and propagandists try to hire longshoremen in Central Poland seeing to it that the persons engaged are as young and reliable as possible.

9. Supplying Facilities.

a. Oil.

Oil is available in sufficient quantities. Four above-ground oil tanks (113) are between the India Quay and the America Quay. The fuel dump of the Navy, located on the England Quay (33) consists of three 500,000-liter tanks, No 1 tank containing gas oil, No 2 a mixture of gas oil and crude oil, and No 3 mazut for the destroyer "BLYSKAWICA".

A fuel dump is also in Ochoceft (142). It is used as a reserve fuel dump consisting of seven metal tanks and a wooden barrack. Each tank has a capacity of 20,000 liters. Their pumps are housed in a brick building on the opposite side of the road. There are also three subterranean tanks for gasoline, each of 40,000 liters capacity, which are connected by a pipeline system with pumps, and also a storage shed with filled oil drums.

b. Bunkering coal is available in unlimited quantities.

c. Water can be tapped from the numerous water-supply points fitted at the various berths of the ships.

d. Electric current:

Current supply for all requirements of the harbor area is assured by a large power station (157) whose high tension lines extend into the interior of the country.

10. Other Subjects:

The following is a list of Polish abbreviations occurring in this report and their meaning:

CPN - Main distributor of mineral oil products
WOP - Border Guards

SECRET

SECRET

50X1

- 12 -

PACIND - Polish state lumber import and export company
 PCWM - State Center for nautical training
 PDW - Organization for wreck disposal

PLO - Polish Ocean Lines
 PMM - Polish Merchant Marine

PRO - Polish salvage company
 PSM - State navigation school

11. Comment:

Gdynia is of equal importance and significance for Poland both as a commercial port and a naval base; it is also of primary importance for the Soviets because of its advanced location in the Central Baltic Sea. The Soviet Navy actually and frequently used Gdynia as a naval base for the exercises held in those waters, especially during the recent period. Similar to the situation prevailing during the period of occupation by Germany, the shipyard conditions, as they appear, would be of a certain importance only as far as ship repair and maintenance work are concerned. No new ships have so far been built in Gdynia.

12. Available from the CIA Map Library is a map sketch of the port of Gdynia and Oksywie. For a legend to the sketch see annex below.

 Comments:

1. Presumably Witomino.
2. Cannot be identified.

Distribution of Attachments (1 sketch, 1 page):

OCD

Copy No. 1: Navy: Retention
 Air:
 Army:

Copy No. 2: CIA Map Library: Retention

SECRET

SECRET

50X1

-13-

Annex

Legend to Gdynia Harbor.1. Quays and harbor basins:

- A - Harbor basin No I
- B - England Quay
- C - Fishing harbor
- D - Silesia Quay
- E - Sweden Quay
- F - Danish Quay
- G - Holland Quay
- H - Belgium Quay
- J - France Quay
- K - Poland Quay
- L - Rotterdam Quay
- M - India Quay
- N - Norway Quay
- O - American Quay
- P - Czech Quay
- R - Romanian Quay
- S - Yugoslavia Quay

2. Oxhoeft naval base

- 1 - Signal station
- 2 - New mole
- 3 - Hook-shaped mole
- 4 - Naval officers' School
- 5 - Naval hospital
- 6 - Naval Command headquarters
- 7 - Three new long-stretched barracks installation
- 8 - Repairshop
- 9 - Ammunition dump
- 10 - Wooden barracks installations of the Polish Navy
- 11 - Storage hall of the Polish Navy
- 12 - Foundry
- 13 - Steam crane
- 14 - Marine railway of the Polish Navy
- 15 - Oxhoeft Ferry
- 16 - unidentified
through
20

3. Harbor Basin No I:

- 21 - Yacht harbor
- 22 - WOP-guard room and watchtower
- 23 - Customs barracks and restaurant
- 24 - Fishery school
- 25 - Barracks installations
- 26 - Fish halls
- 27 - New sheds
- 28 - Fish-meal factory
- 29 - unidentified
through
32

SECRET

SECRET

50X1

-16-

Annex

4. Harbor Basin No II:

- 33 - Fuel tank installation of the Polish Navy
- 34 - Storage sheds
- 35 - Fish-meal factory with refrigerating plants
- 36 - Workshop for fishing vessels
- 37 - Net-mending loft
- 38 - Canteen
- 39 - Conference hall
- 40 - Administration building of the Polish Salvage Company
- 41 - Office building of the Polish Merchant Marine
- 42 - Workshop for fishing vessels
- 43 - Fish cannery and curing plant
- 44 - Boiler House
- 45 - Main workshop
- 46 - Three-storage buildings for fish meal
- 47 - Fuel tank installations of the CPN
- 48 - Custom house office building and guard room
- 49 - Office building of the salvage company
- 50 - Six modern luffing cranes
- 51 - Watchtower
- 52 - unidentified
- through
- 55

5. Harbor Basin No III:

- 56 - Office building of Harbor Administration
- 57 - Eight luffing cranes
- 58 - Two shipping appliances
- 59 - Two coal-tipping plants
- 60 - New office buildings
- 61 - Two conveyor belts
- 62 - Warehouses of the P.L.O.
- 63 - Harbor fire service
- 64 - Harbor-police building
- 65 - Harbor Guard's guard room
- 66 - Customs office building
- 67 - Office building of harbor administration
- 68 - Office and workshops building of the harbor administration
- 70 - Watchtowers
- 69 - Seven cranes
- 71 - Semarks' yard (sic)
- 72 - unidentified
- 73 - "

6. Outer Harbor and Harbor Throughfare:

- 74 - P.L.C. office building
- 75 - Pilot station
- 76 - Harbor Master's office building
- 77 - Four cranes
- 78 - Watchtower
- 79 - Pilot boats' berths
- 80 - unidentified
- through
- 82

7. Harbor Basin No IV:

- 83 - Harbor Health office building
- 84 - Office building of chief of harbor guard
- 85 - Five warehouses

SECRET

SECRET

50X1

-15-

Annex

86 - Cold storage house
 87 - Harbor ambulance building
 88 - Three packing houses
 89 - One crane
 90 - 14 crane
 91 - Two steep-jib cranes
 92 - Storage building
 93 - Shipbroker's office building
 94 - Customs office building
 95 - Canteen
 96 - Three cranes
 97 - Two steep-jib cranes
 98 - Seven-story red brick building
 99 - Brick storage building
 100 - Six-story concrete building
 101 - Oil Mill "Union"
 102 - Grain elevator building
 103 - Storage shed
 104 - Grain elevator
 105 - Watchtower
 106 - unidentified
 through
 109

8. Harbor basin No V:

110 - Three-large storage building (Free zone)
 111 - Two storage buildings
 112 - Office building of salvage company
 113 - Four oil tanks with connection pipe to India Quay
 114 - Eight 5-ton luffing cranes
 115 - Five to seven cranes
 116 - Four bridge cranes
 117 - Three cranes
 118 - Parking lot
 119 - WOP wooden barracks
 120 - Storage building
 121 - Large storage shed (free zone)
 122 - Four cranes
 123 - unidentified
 through
 127

9. Harbor basin No VIII:

128 - Office building of the PAGED lumber firm
 129 - Concrete shelter
 130 - unidentified
 through
 132
 133 - Marine railway for fishing vessels
 134 - Drydock for fishing vessels
 135 - Mooring floats for fishing vessels
 136 - unidentified
 through
 139

SECRET

SECRET

-16-

50X1

Annex

10. Installations outside the Harbor Area:

- 140 - Torpedo range
- 141 - Oxhoeft radio station —
- 142 - Fuel and oil tank depots
- 143 - Polish naval cadet school
- 144 - Naval main headquarters
- 145 - Secret State Police
- 146 - Hospital
- 147 - Main Mail Office —
- 148 - Central office building of the Merchant Marine
- 149 - Roman Catholic Church
- 150 - Dispensary and Office building of the port medical officer
- 151 - Railroad Station
- 152 - Maritime and Commercial court
- 153 - Transformer Station —
- 154 - Locomotive repair hall
- 155 - Workshop hall of Polish State Railroads
- 156 - PCWM and PSM navigation schools
- 157 - Power Station

LIBRARY SUBJECT AND AREA CODES 12

2-02-0404 7/55

756.548	55M
756.01	55M
756.573	55M
756.543	55M
756.543	55M
756.544	55M
756.544	55M
756.546	55M
756.547	55M
743.43	55M
354.31	55M
354.32	55M
753.66	55M
753.63	55M
753.71	55M
451.	55M
756.576	55M
761.113	55M

①

SECRET

