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INFORMATION REPORT

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COUNTRY

Poland

SUBJECT

Port Information: Stettin

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SUPPLEMENT TO REPORT #

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2. Alphabetical Designators In connection with information contained herein, specific points of interest are noted [redacted] and referred to in this report by the following alphabetical designators:

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- A. Outer port anchorage, both calls; pilot aboard both calls
- B. Buoy removed, not present as shown on chart
- C. Buoy removed, not present as shown on chart
- D. New buoy; flashing white light, interval not recalled
- E. New buoy; flashing white light every five seconds
- F. Salvage operations in progress to lift wreck; estimated completion date near latter part 1956
- G. Large floating suction dredge, working
- H. Channel area where water depth varies from data shown on chart
- I. First berth; formerly (prior World War II) British-Persian Oil Co facility
- J. Second berth; formerly (prior World War II) Shell Oil Co facility
- K. New quay, about 250 yards length, apparently recently built
- L. New off-shore wharf, about 250 yards length
- M. Concrete dam providing artificial slip for offloading coal barges
- N. Ruins, formerly naval installations and buildings bombed during 1945
- O. Ruined buildings and slips--formerly World War II seaplane slips and storage
- P. Estimated seven or eight 1-2 thousand-ton-capacity storage tanks
- Q. "Shallow-draft berth," probably benzol loading of coastwise vessels
- R. Petroleum berth for coastwise vessels
- S. Slip for benzol carrying lighters discharging to tank farm
- T. Tank farm unchanged since World War II
- U. Site of old benzene plant
- V. Seven-eight naval craft
- W. Four-five naval craft
- X. Polish "Customs or Coast Guard" small boats
- Y. New freighter, no other data observed
- Z. Pre-World War II location of cranes; cranes absent

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NAVY review completed.

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- AA. Pre-World War II location of cranes; two cranes remain
- BB. Large electric power station--several buildings
- CC. "Temporary" wooden railroad bridge still in use
- DD. Ore-smelting plant
- EE. Paper mill
- FF. Timber storage area
- GG. Government warehouse

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items of pilotage and navigational interest as follows: 25X1

Designator F indicates location of salvage operations underway dates of calls to lift wreck; according to rate of progress [redacted] wreck would be cleared about the latter part of 1956.

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Designator G indicates location of a large floating suction dredge [redacted]

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Designator H indicates section of channel which [redacted] was limiting factor for vessels using southeast portion of subject port harbor, in that channel depths shown on chart are not correct: minimum depth, [redacted] is 26', but [redacted] minimum depth was more accurately stated as 23'-24'.

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4. Anchorage Information concerning outer port anchorage is correctly shown in currently available charts and publications, and German charts for subject port area are "good," [redacted] Corrections to buoys [redacted] are shown as designators B, C, D, and E, as discussed in paragraph 3.

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5. Harbor Dredging, designator G, and data concerning channel depths, designator H, are discussed in paragraph 3. In addition, [redacted] following facilities at subject port:

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Designator I indicates a petroleum berth [redacted]

(see paragraphs 8 and 12).

Designator J indicates a petroleum berth [redacted]

(see paragraphs 8 and 12).

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Designator K indicates a new quay, estimated about 250 yards in length, without shore approaches (see paragraph 9)

Designator L indicates a new off-shore wharf, estimated about 250 yards in length; during World War II this site was location of German naval bunker station (see paragraphs 9, 10 and 12)

Designator M indicates location of a concrete dam which provides artificial slip for unloading coal barges and which may be adaptable to loading of torpedoes aboard submarines (see paragraph 10)

Designator N indicates ruins of old naval installations and buildings (see paragraph 10)

Designator O indicates ruins of old seaplane slips and storage hangers (see paragraph 10)

Designator P indicates a small tank farm (see paragraph 12)

Designators Q and R indicate shallow-draft berths (see paragraphs 7 and 12)

Designator S indicates a slip for benzol lighters (see paragraph 12)

Designator T indicates a tank farm (see paragraph 12)

Designator U indicates site of an old benzene plant (see paragraph 12)

Designator Z indicates area where cranes were formerly present (see paragraph 17)

Designator AA indicates area where only two cranes remain (see paragraph 17)

Designator BB indicates an electric power station (see paragraph 17)

Designator CC indicates a wooden railroad bridge (see paragraph 17)

Designator DD indicates an ore-smelting plant (see paragraph 17).

Designator EE indicates location of a paper mill (see paragraph 17)

Designator FF indicates a timber storage area (see paragraph 17)

Designator GG indicates a government warehouse (see paragraph 17)

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6. Controls [redacted] control party at berth, Designator I; control party numbered about 12-15 men, several of which were armed with pistols.

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[redacted] and other armed guards were present along the wharf and in surrounding area.

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7. Harbor Craft In addition to large floating dredge, designator G, and benzol lighters discharging at slip, designator S, source noted only usual tug, barge, lighter, and other small boat traffic in subject port harbor.

8. Berths of call loaded benzol at each of two berths, in each case loading a portion of 25X1

designator I berth indicated by
 indicated by designator J
 appear to be unchanged since before
 World War II.

9. Construction presence of new or recent construction as follows:

Designator K indicates the location of a new quay which was 25X1
 to have a length of about 250 yards; quay appeared to be of 25X1
 very recent construction, and no access roads, approaches, or other 25X1
 shore facilities for quay were visible; quay was evidently awaiting 25X1
 work of completion during dates of first and second visits

Designator L indicates the location of a new off-shore wharf, estimated to have a length of about 250 yards, which appeared to be operational; site of this off-shore wharf was formerly the site of a German Navy bunker station during World War II.

10. Naval Installations naval installations at subject port as follows: 25X1

Site of a German naval bunker station during World War II, designator L, is now the location of a new off-shore wharf; this facility may still be in use as a naval bunker station.

Designator M indicates an "artificial slip" provided by a "concrete dam"; 25X1
 slip is currently for offloading coal barges, is provided with a "bridge crane" with an estimated capacity of 50 to 100 25X1
 tons for handling coal, and that large piles of coal were present along-
 side slip during first and second visits to subject port; 25X1

this facility might easily accommodate submarines and that equipment is probably adaptable to handling torpedo loading of 25X1
 submarines and other small naval vessels.

Designator N indicates an area of ruined buildings, bombed during 1945, which were German naval installations prior to World War II; no salvage or repair was evident in this area.

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Designator G indicates location of old German seaplane slips and storage hangars which were largely destroyed during World War II; no attempt at salvage or reconstruction of slips or hangars was evident.

[redacted] area of Swinemunde [redacted] may currently be used as administrative or barracks space, [redacted] such space probably was obtained by rebuilding or repair of buildings in the old naval base area, designator H, and [redacted]

11. Shipbuilding and Ship Repair

[redacted] A new merchant vessel, possible indication of shipbuilding activity, is discussed in paragraph 16.

12. Petroleum Information concerning petroleum and benzol production, loading, and storage facilities at subject port was noted [redacted] as follows:

Production-- Designator U indicates site of an old "benzene plant" which was stripped and dismantled by Soviets after World War II; [redacted] apparently all machinery and plant equipment was removed and [redacted] only the building shell remained.

Loading-- Two benzol loading facilities for ocean-going tankers, designators I and J, [redacted] were discussed in paragraph 8.

Off-shore wharf, designator L, may possibly be used or intended for use as naval bunker station as noted in paragraph 10.

Two "shallow-draft berths" are indicated by designators Q and R [redacted] these two berths were identified by a harbor pilot; facility at designator Q is "probably for benzol loading of coastwise vessels and barges," facility at designator R was [redacted] a petroleum berth, but may also be a benzol loading facility similar to designator Q.

Designator S indicates slip used by benzol-carrying lighters discharging to a tank farm, designator T.

Storage-- A small tank farm composed of seven or eight one-two-thousand-ton capacity storage tanks is indicated by designator P; [redacted] Benzol storage tank farm is indicated by designator T, which appeared [redacted] to remain unchanged since World War II.

13. [redacted]

14. [redacted]

15. Naval Vessels

[redacted] types and numbers of naval craft appeared to be present; they were:

About seven-eight craft, moored at location indicated by designator V, [redacted] closely resembling characteristics of US "63" Class PTC; [redacted]

About four-five craft, moored at location indicated by [redacted]

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designator W, [redacted] closely resembling characteristics of
 US "70^s Vespa" Class PT; [redacted] 25X1
 [redacted] Polish "Customs or Coast Guard" small craft were observed
 to operate in vicinity of Swinemunde and, when not operating, to moor at loca- 25X1
 tion indicated by designator X; [redacted] characteristics of these craft
 [redacted] "very similar" to 42nd motor launches [redacted] 25X1
 estimated total number present in area as eight-10.

16. Merchant Shipping [redacted] a normal 25X1
 amount of merchant vessel traffic was present in subject port [redacted]
 [redacted] one merchant freighter 25X1
 of about four-five thousand gross tons, apparently not showing name or registry,
 was observed at location indicated by designator Y; vessel appeared to be very
 new, and [redacted] was testing anchor windlass and possibly con-
 ducting other trials when observed 7 Oct 55. 25X1

17. Miscellaneous [redacted]

Two dry cargo loading areas, indicated by designators Z and AA, were
 present in subject port prior to World War II; a number of cranes and
 other facilities were in use at each of the two areas. All cranes and
 other loading equipment have been stripped from one of the areas, desig-
 nator Z; only two cranes remain at the other location, designator AA. 25X1

A large electric power station, designator BB, was noted [redacted] to
 remain apparently unchanged since World War II.

Railroad bridge, designator CC, was noted as "the same 'temporary' wooden
 railroad bridge built during World War II" by German personnel for
 emergency, short-term use only; bridge appeared to have received no
 repair or new construction work since original date of completion. 25X1

Ore-smelting plant, designator DD, appeared to be in "partial production,"
 [redacted]

Paper mill, designator EE, was observed to be in operation.

Timber storage area, designator FF, appeared to be stocked with a con-
 siderable amount of timber awaiting shipment.

Location of a "Government warehouse" is indicated by designator GG; this
 "warehouse," variously described as a ship chandlery or store for foreign
 merchant seamen in numerous previous reports on this port, is a Polish
 government-owned activity selling only to foreign nationals, usually
 merchant seamen, and cataloging an extensive stock of personal items.
 Items for sale include most popular brands of British, US, and other
 liquors and tobaccos, various articles of fabrics and clothing, and a
 range of "luxury" hard goods ranging from motorbikes through radios to
 table silver and dishware; many items bear brand names reflecting manu-
 facture in various Western nations, while some items are claimed to be
 of local Polish manufacture but resemble known Soviet or Western goods.
 Articles may be purchased with foreign currency, preferably US dollars
 or British pounds, and prices appeared to be roughly competitive with
 prices encountered in ports outside of the Iron Curtain. 25X1

[redacted] subject port was only a shell of the city

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25X1

present before World War II, [] the Soviets had stripped every movable
item of equipment for shipment to the USSR, [] perhaps less than one-half, 25X1
numerically, of the prewar population remained, and [] of persons currently 25X1
residing in area of subject port only a very few had been present before the 25X1
end of World War II.



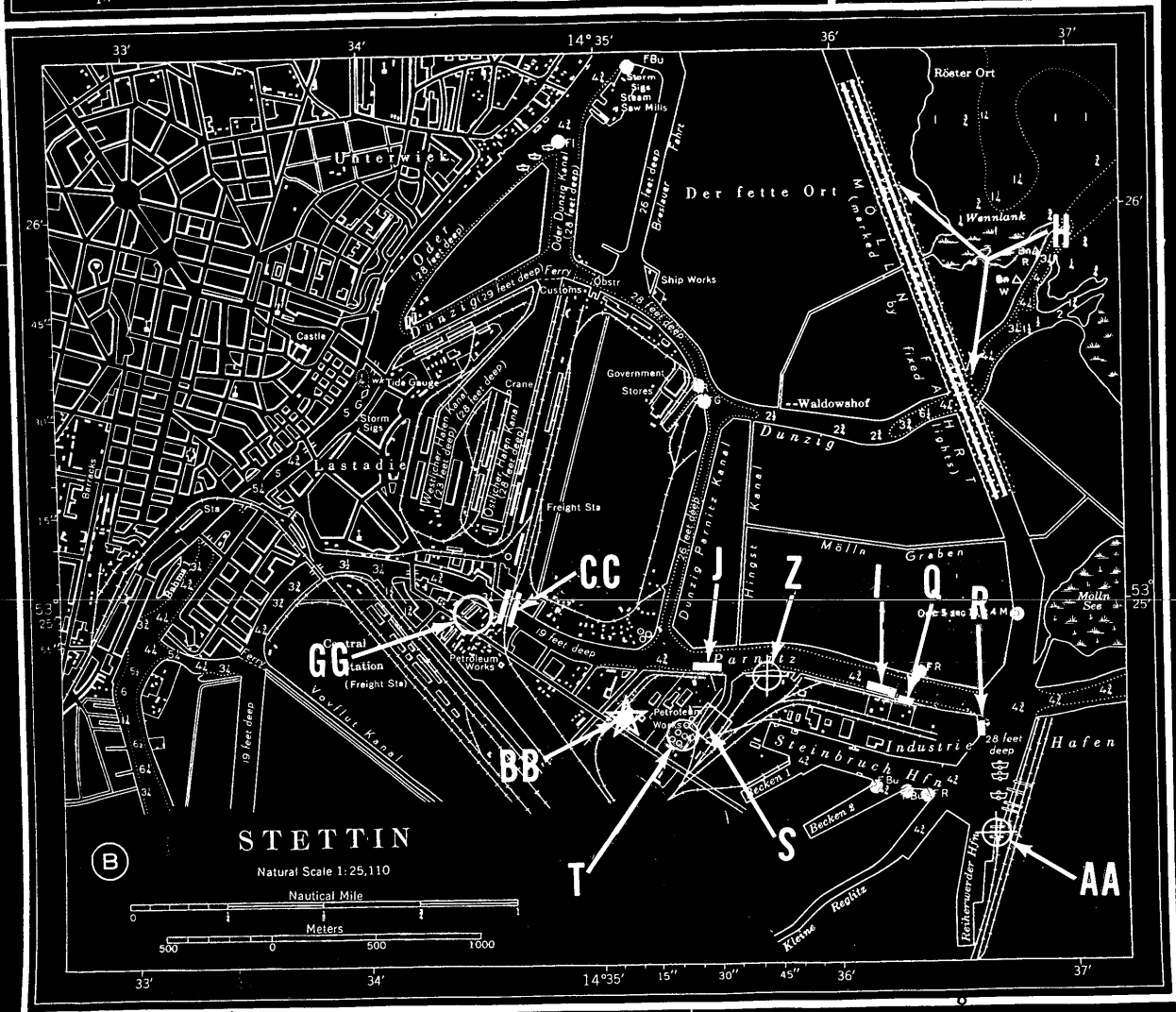
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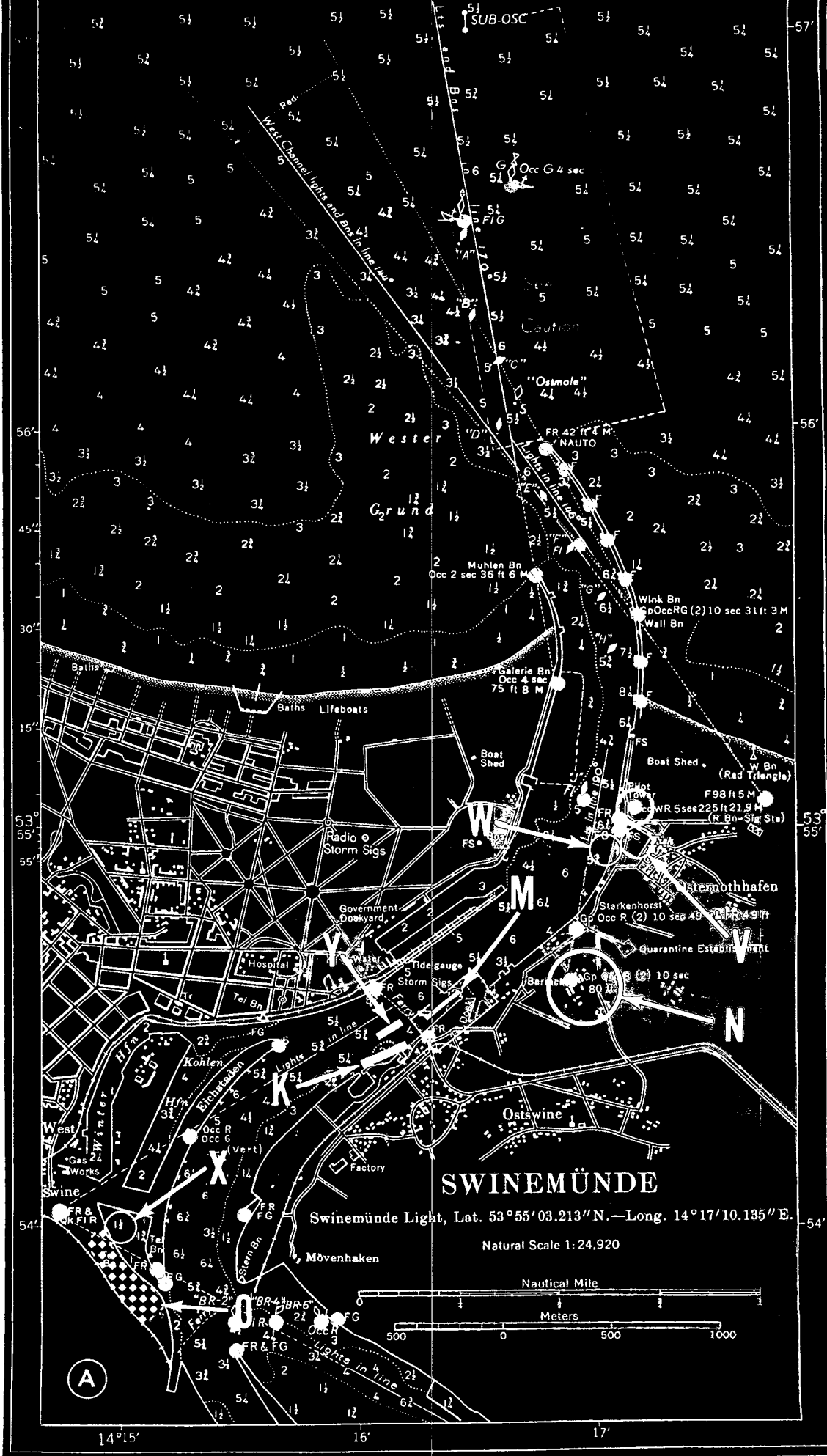
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See Land

Land

40'

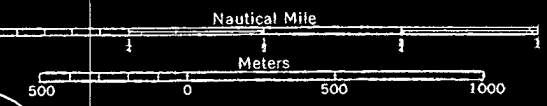
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SWINEMÜNDE

Swinemünde Light, Lat. 53° 55' 03.213" N.—Long. 14° 17' 10.135" E.

Natural Scale 1:24,920



A

14°15'

16'

17'

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