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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Poland	REPORT	
SUBJECT	Dalmor Fishing Enterprise	DATE DISTR.	24 July 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Dalmor (Przedsiebiorstwo Polowow Dalekomorskich) was the only state-owned enterprise in Poland engaged in deep sea fishing. It was large, employing about 1,000 people as shore based personnel and about 1,000 who put out to sea in its fishing fleet. The fleet consisted of about 40 different steam and motor driven trawlers operating in the Baltic, North Sea, and Atlantic.

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2. list of fishing trawlers owned and operated by Dalmor /See Annex A/.

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3. According to the fish to be caught and the season of the year, various fishing grounds were exploited. The main ones were:

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a. Baltic Sea — South of Bornholm Island
Northeast of Bornholm
East of Gotland Island

b. North Sea — Dogger Bank
Fladen Ground
Along the Dutch Coast NW of Ijmuiden

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c. English Channel — Near Ostende
d. West of Lofoten Islands (Norway)
e. Near Iceland, South from Reykjavik

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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4. The main port for unloading fish was Gdynia, but Ustka /5435N-1651E/, Kolobrzeg /5411N-1535E/, Swinoujscie-Odra and Sczecin were also used. [redacted]

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5. The chief office in the main installation was located in the Port of Gdynia on the English pier (Nadbrzeze Angielskie) at ul. Hryniewieckiego 24 /Annex B, Point #1; the sketch is enlarged from a map of port of Gdynia, 1:7500/. The organization of Dalmor in Gdynia was as follows: /See Annex C/ The whole enterprise, Dalmor, was controlled by the Chief Managing Director (Dyrektor Naczelny) through assistant directors who were in charge of departments. The Chief Managing Director collaborated with the following rather independent organs: the Works Council (Rada Zakladowa), which represented all employees and was composed of delegates from: Trade Union, United Polish Workers Party, Competition Section, Social Rights Section, Polish Youth Movement, etc., kept an eye on production and the welfare of employees; the Secretariat of United Polish Workers Party (Sekretarjat P.Z.P.R.) supposedly dealt with Party matters only, but in fact, had access to personnel and production problems and, from the Party angle, was the co-managing authority. There were the following five departments under the director:

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a. Personnel Department (Wydzial Personalny) was in charge of all personnel employed by Dalmor. It cooperated closely with the independent political office called the Office of Cultural Enlightenment (Biuro Kulturalno Oswiatowe) /See #6 below/. The Personnel Department included three offices:

(1) Record Office (Ewidencja) kept all records, card indices, certificates, etc.

(2) Administrative and Shore Personnel Section (Sekcja Pracownikow Ladowych) was responsible for all personnel employed in offices, shore installations, and workshops.

(3) Ship Personnel Section (Sekcja Zalogowa) was responsible for the personnel engaged in the fishing fleet as skippers, boatswains, fishermen, engineers, stokers, and trimmers. This section was responsible for the checking of crew lists with the Border Guard, Security Police, and the Office of Cultural Englightenment.

b. Finance Department (Wydzial Finansowy) dealt with all financial problems, controlled the turnover of the whole enterprise, costs of production, selling prices for fish, payments for new ships inside and outside the country, repairs, payment of wages, salaries, and bonuses for crews. The Finance Department had two sections:

(1) Foreign currency section (Sekcja Dewizowa) was responsible for requesting, distributing, and controlling credits in foreign currency.

(2) Accounting Section (Rachuba) was responsible for planning and preparing financial requests, distributing credits, and controlling finance. There were cashiers responsible for all current payments, weekly and monthly.

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c. Planning Department (Wydzial Planowania) was responsible for working out plans for the whole enterprise; coordinating plans and requirements submitted by other departments and then presenting the whole plan to the State Commission for Economic Planning (Panstwowa Komisja Planowania Gospodarczego) in Warsaw for authorization. Afterward, the planning department supervised the execution of the plans by the whole enterprise. It was assisted in its work by planning officers in every department and section of Dalmor.

d. Management and Production Department (Wydzial Eksploatacji) was responsible for planning production, supplying and equipping the fishing fleet. This department issued orders and authorization to the fishing vessels to leave port and to return or directed them to suitable ports to unload the catch. The assistant director in charge of the production department was the first deputy to the Chief Managing Director. He supervised production through the following offices and sections:

(1) Control Office (Kontrola Eksploatacji) was in charge of the movement of fishing vessels at sea and in ports.

(2) Service and Communication Office (Service) had a telephone exchange and monitoring station operating 24 hours a day for its ships at sea.

(3) Inspectorate of Navigation and Safety (Inspektorat Nawigacji i Bezpieczenstwa) was responsible for supplying vessels with navigation equipment and such other equipment as compasses, signal equipment, charts, logs, gauges, and accident prevention equipment. The inspectors checked ships' logs and regulations to see that safety regulations were enforced.

(4) Sales Section (Dzial Zbytu Ryby) was responsible for selling fish. It dealt as well with the export of fish to East Germany, Czechoslovakia, Austria, and the USSR, and imports from Iceland, Holland, Denmark, and Norway, which were handled by the Export-Import Sub-section (Dzial Eksportowy)

(5) Fishery Section (Dzial Polowow) was actually a laboratory where ichthyologists did research on fishing and fishing equipment in cooperation with the Sea Fishing Institute (Morski Instytut Rybolostwa).

(6) Supply Section (Dzial Zaopatrzenia) was responsible for requesting supplies of technical material for the fishing fleet. It was divided into two sub-sections:

(a) Supply Sub-section (Sekcja Zaopatrzenia Ogolnego) was responsible for delivering all supplies needed by fishing vessels such as food, clothing, nets, cables, ropes, etc. It had its own storage house and net workshop where nets were made and repaired. Three agents (Makler), working in turn, acted as liaison between the supply section and the management in receiving incoming vessels and their cargo and dispatching the out-bound vessels.

(b) Technical Sub-section (Sekcja Zaopatrzenia Technicznego was responsible for the planning and delivery of all kinds of technical equipment such as machinery, spare parts, fuel, and lubricants, used by fishing vessels. It had its own storage house.

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e. Technical Department (Wydzial Techniczny) was in charge of maintenance and repair of the fishing vessels in accordance with the plan and fishing timetable as well as supervising machinery and technical equipment.

(1) The senior technical inspector and the inspectors responsible for machines, hulls, electrical installations, and radio equipment, etc. were members of the Technical Inspectorate (Inspektorat Techniczny) which in turn was responsible for:

(a) Keeping all technical records, registration documents, and issuing certificates.

(b) Supervising utilization of technical supplies, spare parts, etc.

(c) Supervising repairs and the construction of new ships in Polish shipyards. When a ship was bought or built in a foreign shipyard, the Technical Inspectorate sent its own inspectors out to make estimates and supervise necessary repairs and delivery.

(d) Issuing opinions and service certificates for all technical personnel on promotion and discharge (efficiency reports).

(2) The Repair Workshop (Warsztaty Remontowe) which employed about 120 engineers and skilled personnel, carried out yearly overhaul and repair of engines, auxiliary machinery, and hull according to the orders of the Technical Inspectorate. The repair workshop had the following sections:

(a) Mechanic Section, machine tools, forge

(b) Steam engine section

(c) Diesel engine section

(d) Electric section

(e) Joinery

6. The Office of Cultural Enlightenment (Biuro Kulturalno Oswiatowe) was responsible to the Communist Party and security service rather than to Dalmor. The duties of the Office of Cultural Enlightenment included:

a. Enlightenment through propaganda, political meetings, excursions

b. Distribution of newspapers and pamphlets

c. Socialistic indoctrination

d. Controlling personnel by assignment of workers and crew members according to their political reliability, exercising decisive influence on promotions and assignment for training courses, and granting final approval for absence with official leave

e. Keeping strict watch on the morale of workers and sailors

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The Office of Cultural Enlightenment employed so-called political officers (Oficer Kulturalno Oswiatowy) on shore as well as one on every vessel. The political officer on board a fishing trawler often was more influential than the skipper. He watched the behavior of the crew especially in foreign ports and waters and gave lectures on the policies of the CP and the government, every day duties, current events, etc.

Annexes A: List of Fishing Vessels Belonging to Dalmor:

B: Locations of Installations Belonging to High Sea Fishing Enterprise Dalmor in Gdynia

C: Organization of Dalmor's Head Office and Shore Installations in Gdynia

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List of Fishing Vessels Belonging to Bulgar

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A. Motor Drifters

	Name	Crew	B.R.T.	L.R.F.	Speed	Engine H.P.		Where		Bought	Min. length	Min. beam	Max. draught
1.	M/V Vrna	18	295	500	about 11	Br. Deix	1x5 cyl.	1952	Sister Ships	1947	30	6.85	14
2.	" Vranis	24	295	500	11	1x5 cyl. Burmeister-Wolf		"		"	"	"	"
3.	" Neptun	24	(went aground in Algeria in Winter 1952)					"		"	"	"	"
4.	" Neptunia	24	295	500	11	1x5 cyl. Burmeister-Wolf		"		"	"	"	"
		(In June 1952 used as rescue ship)											
5.	" Kalik	16	200	300	9-10	1x3 cyl. J.M.		1951		1951	30	6	12
6.	" Kania	(						"		"	"	"	"
7.	" Kacaor	(						"		"	"	"	"
8.	" Drop	(	Sister ships to Kalik built in Gdansk					"		"	"	"	"
9.	" Droni	(						"		"	"	"	"
10.	" Dzieciol	(						"		"	"	"	"
11.	" Czubatka	16	200	350	10-11	1x6 cyl. Burmeister-Wolf		1952		1952	"	"	"
12.	" Czapek	"	"	"	"	"	"	"		"	"	"	"
13.	" Krienel	"	"	300	9-10	1x3 cyl. J.M.		"		"	"	"	"
14.	" Czapla	"	"	"	"	"	"	"		"	"	"	"
15.	" Derinez	"	"	"	"	"	"	"		"	"	"	"
16.	" Koz	"	"	"	"	"	"	"		"	"	"	"

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A. Motor Driven:

	Name	Crew	B.R.T.	I.H.P.	Speed	Engine R.M.	Fuel	When		Bought	mtr. Length	mtr. Beam	feet Draft
17.	M/S Delfin II	24	300	300	9	1x4 cyl. Diesel Eng.	oil	1929-1930	Sister ships	Before 1939	30	7	12
18.	" Korabi I	"	"	"	"	"	"	"		"	"	"	"
19.	" Korab II	"	"	"	"	"	"	"		"	"	"	"

B. Steam Driven:

	Name	Crew	B.R.T.	I.H.P.	Speed	Engine R.M.	Fuel	When		Bought	mts. Length	mtr. Beam	feet Draft
1.	S/T Radunia	35	613	1100	13	steam eng. & low pressure turbine Bauer-Wach	coal	1950-1951	Sister ships	1951	59.98	9	17
2.	" Hega	"	"	"	"	"	"	1951		"	"	"	"
3.	" Jowisz	32	600	720	10	Triplex steam eng. Stevenson's System	coal	1922		1948	55	9	16
4.	" Kassiopea	30	575	760	11	"	"	1920		1951 (Tel Aviv)	"	"	"
5.	" Jupiter	"	550	720	10	"	"	1925					
6.	" Perseusz	26	400	650	"	"	"	1921		1950 (Cuxhaven)	45	8	14
			(Went aground in Swinoujscie in Spring of 1952)										
7.	" Pegaz	"	Sister ship of Perseusz					"		"	"	"	"
8.	" Pluton	"	Sister ship of Perseusz					"		"	"	"	"

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B. Steam Driven:

	Name	Crew	B.R.T.	I.H.P.	Speed	Engine R.M.	Fuel	When		Bought	mtr. Length	mtr. Beam	feet Draft
9.	S/T Podlasie	28	450	650	10	Triplex steam eng. Stevenson's System	coal	±1925		1937 (Gdynia)	± 48	8	14
10.	" Polesie	"	Sister Ship of Podlasie			" "	"	"		"	"	"	"
11.	" Orion	24	380	650	11	" "	"	1945		1946 (Aberdeen)	± 42.5	7	13
12.	" Syriusz	"	Sister Ship of S/T Orion			" "	"	"		"	"	"	"
13.	" Wega	28	450	650	10	" "	"	1930		1947	± 48	8	14
14.	" Pokucie	26	480	680	11	" "	"	±1928		"	50	"	15
15.	" Maly Woz	"	400	650	10	" "	"	±1924		1951 Faro Is.	45	"	14
16.	" Wielki Woz	30	550	1000	"	Triplex steam eng. Marshall's System	"	1922		1951 Tel Aviv	54	9	15
17.	" Wulkan	28	450	680	"	Triplex steam eng. Stevenson's System	"	±1930		1947 England	45	8	14
18.	" Wulkania		Sister Ship of S/T Wulkan			" "	"	"					
19.	" Suturn	28	450	650	10	" "	"	1928		1948 England	45	8	14
20.	" Suturnia		Sister Ship of S/T Suturn			" "	"	"		"			
21.	" Deltra II	22	350	400	9	" "	"	±1925		Before 1939	35	± 7	12
22.	" Lawica	"	"	500	11	" "	"	±1930		"	"	"	± 13

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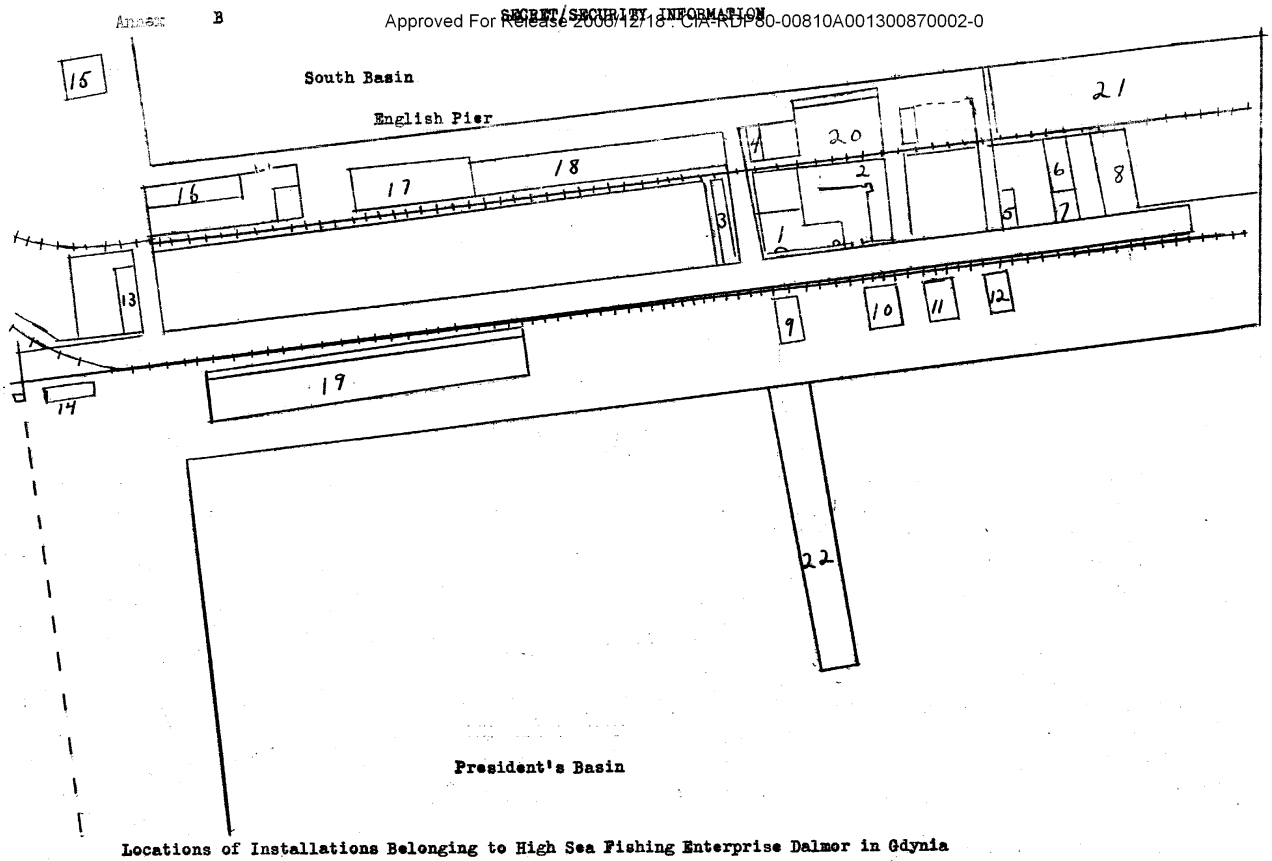

Locations of Installations Belonging to High Sea Fishing Enterprise Dalmor in Gdynia

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Legend

1. Head office of Dalmor, 4-story brick building, 40 x 15 m.

2. Trawler net repair shop, warehouse for navigation equipment and technical material equipment, machinery, 3-story brick building, 30 x 40 m.

3. Warehouse for provisions, medical supplies, one-story wooden barrack.

4. Harbor office for shipping agents, one-story brick building.

5. Repair and assembly shop manager's office, one-story wooden barrack.

6. Workshops--locksmiths, steam and diesel engines, welding, brick building, 45 x 10 m. roof covered with tar paper — under the same roof

7. Warehouse for machines and engines--spare parts, brick building, 45 x 10 m, roof covered with tar paper

8. Workshops--machine tools, forge, tool lending shop, joiners, two-story brick and concrete building, 45 x 20 m.

9. Recreation room--dispensary, one-story wooden barrack

10. Warehouse for clothing, bed linen, laundry, one-story wooden barrack.

11. Cleaning material store--cotton and rags, one-story wooden barrack.

12. Lubricants store--soap, one-story brick building, 14 x 8 m.

13. Guardhouse for Border Guard (placowka WOP) - one-story wooden barrack (one platoon of about 30 men on guard duty).

14. Guardhouse for Port Installation Guard--and barrier by the main gate, (I do not know how many men were there on duty) small wooden barrack.

15. Filling station for fuel (crude oil) for fishing vessels--belonging to Arka, brick building and underground crude oil tanks.

16. Garage and repair workshop, two-story brick building, belonging to Arka.

17. New refrigeration plant--four-story building, 40 x 16 m. concrete construction, belonging to Arka, used by Dalmor.

18. Old refrigeration plant (same as above) belonged to Arka, used as well by Dalmor, 50 x 12 m.

19. Refrigeration plant under construction. In June 1952 it already had a roof, with windows and doors installed but I do not know if the refrigeration machinery and equipment was installed. Four-story, 60 x 14 m. concrete construction about 18 m. high, owned by Arka.

20. Fish sorting and cleaning shop belonging to Arka, three-story 40 x 20 m. concrete building, used partly by Dalmor.

21. Filling station for crude oil for Polish Navy. Three cylindrical tanks, 12 m. high, about 4 m. in diameter, and storage of petrol and oil in steel drums.

22. Wooden pier belonging to Dalmor.

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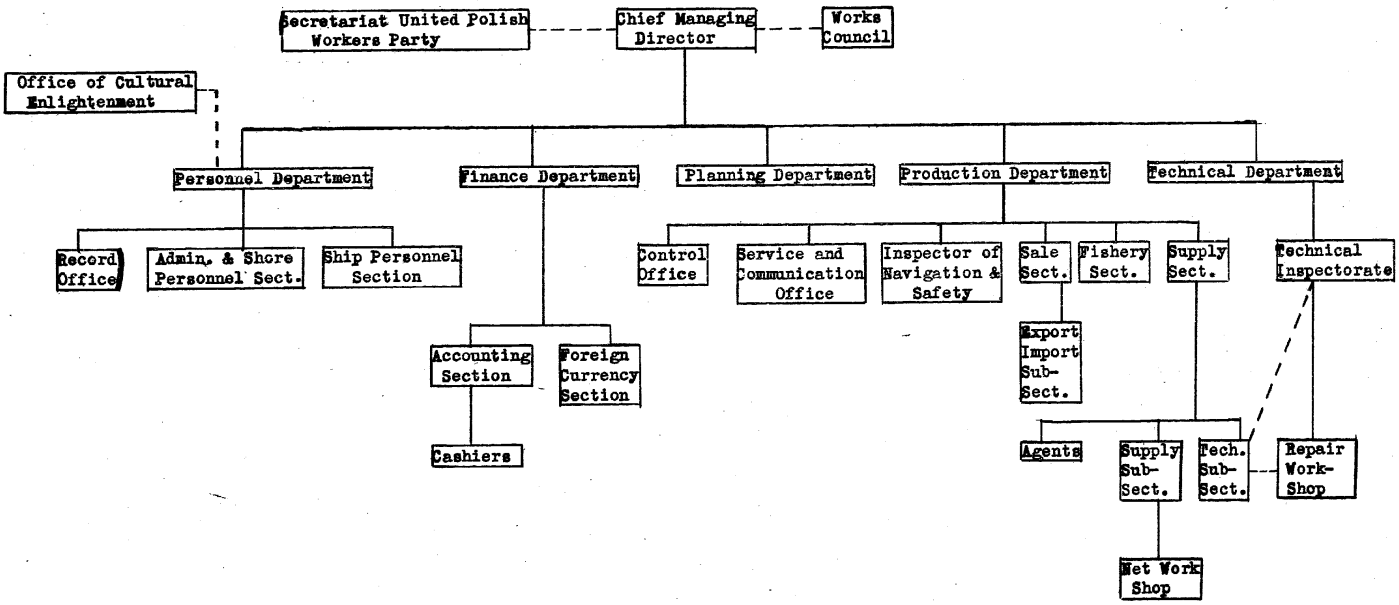
Annex C

Organization of Dalmor's Head Office and Shore Installations in Gdynia



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