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MB-4-9273

Chief, Foreign Division "M"

16 June 1951

Chief of Station, Karlsruhe

Progress Report - []

1. Since the case officer handling this operation is not certain just what items have and have not been reported to date, a short review of events connected with it (which will also tie up some loose ends) may be useful. [] was introduced to us by CALAMITOUS-1 on or about 1 February 1951. Our main interest in her stemmed from her personal desire to arrange for the evacuation of her mother from Poland which she felt she could best do by making at least one exploratory visit there. Early in our relationship with her she claimed that she had been offered a job as a "housekeeper" on a barge making regular runs between Stettin, Breslau and other points of interest in Poland and the DDR. She admitted that she did not know the name of the barge-man, then later she gave a name that was supposed to be his, but still said she was not sure of it. She had learned of this barge-man through her school friend Stanislas CHUSLARZYK whose sister was the wife of the now widowed barge-man. [] voiced suspicions and cited evidence that Stanislas had been running a black market through the widower of her sister and for that reason was somewhat chary about giving his name and means of contacting him even to []. As a consequence [] had trouble making contact with the barge-man and spent her time seeking other ways of accomplishing her task. She met "her old (4 year) friend" Halina KRUTKA (see BRJNF-4127) to whom wagon she seemed to be tempted to hitch her star. KRUTKA, who wants to go to Warsaw (to see her lover who is an official in the Foreign Ministry), seemed bright and able to influence people. KRUTKA claimed to be in touch with KALAGIENSKI (also see BRJNF-4127) who offered her a three day visitor's visa which she did not accept because she does not have the money for air passage which such a short term visa would require. At the same time KRUTKA had a lead through Hans Joachim WAJAN (of whom no trace whatever has been found) allegedly a Frankfurt a.d. Oder attorney, an official of the Telebahn who visits Berlin regularly, and connected with the screening of barge traffic personnel. The KRUTKA body was used to keep hot these possibilities alive. While a flood of incidental detail was supplied about these two possibilities, [] also continued suggesting the lead through her school friend in Kiel. She did not press on with the most interesting lead, the one through the barge-man, because she claimed she was having difficulty determining when he would arrive at Faerstenberg (the docking point for the barge; a town on the Oder about 30 miles south of Frankfurt). Although she did not say as much, it

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was clear that she was also hoping KRUTKA would come through for both of them.

2. Toward the end of May, [] met the husband of Stephanie CIESLAREY. Edward CIESLAREY, who disclosed the correct name of the bargeman and told [] that he was expected in Paezstenberg between 2 and 5 June. [] was undecided whether or not she should go to Paezstenberg and wait for him or whether she should continue her leads through KRUTKA and possibly begin a serious exploitation of the one at Kiel. She was informed that she had procrastinated quite long enough and that our patience is not endless, that our assistance with the evacuation of her mother is entirely contingent upon proof that she is of good will and that she will remain at her post for at least six months after the route has been established. [] had already been advanced funds to purchase suitable clothing and other necessities which she would need as the galleys hand on a barge, so there was no reason for further delay. After much talking, [] opted for the bargeman and decided to depart for Paezstenberg on 1 June 1951. She was briefed to make one, or if necessary two or three trips, as test runs; she was told not to try to see her mother the first trip and not to do anything that would compromise her job. Upon her return to the DDC she was instructed to come to Berlin for a hasty debriefing and briefing even though she complained that the short overlays of the barge might leave her with very little time to spare.

3. [] is a somewhat cunning woman, but she is not clever. Her own we look to [] with hope for a great future because she probably neither has the innate ability to act as a courier over an extended period nor does she seem to be so ideologically inclined that she would continue with the work at the serious sacrifice of her comfort if she had something else in the offing. Quite realistically, it will probably be a difficult task to keep her on the job when and if her mother is evacuated.

4. [] was advanced 200 Ostmarks for the journey and her stay-over during the waiting period at Paezstenberg. She was given 200 Westmarks with which to buy suitable clothes for the barge and she was given another 50 Westmarks when she mentioned that she was in tightened straits. To date she has been paid no salary (that not being necessary as was expected) but she will be put on the payroll retroactively at the salary given in the June-December 1951 Field Project Outline if and when she satisfactorily proves she has established a route into and out of Poland.

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