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50X1-HUM

- 2 -

- D. Width: Width adapted for regulation works (river training works, groins etc.)  
From 400 feet in the upper stretch to 800 feet in the lower stretch, but due to not completed regulation works especially between Sandomierz and Pulawy the width increases in some places up to 10,000 feet.
- E. Depth: The aim of the regulation works was to obtain 5.48 feet of depth at medium water flow. In practice the downward moving sand-bars have caused the main channel to become so tortuous that depths of up to 33 feet have appeared at the bends while sand shoals have arisen at the transit points (straight sections) and often reduce depth there to less than three feet.
5. Turbidity - rather great, due to sediment movement.
6. Stream gauging stations were located as follows:
- Pustynia (0.31 mile); Dwory (2.37 mile)
  - Smolice (14.7 mile); Czernichow (29.6 mile)
  - Tyziec (39.6 mile); Krakow (48.9 mile); Plaszow (50.8 mile)
  - Przewoz (59.3 mile); Niepocemice (63.0 mile); Kozica (65.5 mile)
  - Nowa Wies (71.5 mile); Starosewice (81.1 mile); Popedzynka (86 mile)
  - Jagodniki (95.4 mile); Karsy (103.4 mile); Pawlow (110.1 mile)
  - Szczucin (121 mile); Otalaz (131 mile)
  - Ostrowek (138.5 mile); Kolo (148 km); Dziukow (150.9 mile);
  - Sandomierz (167.2 mile); Dabrowa Wrzaska (170.5 mile); Chwalowice (177 mile); Zawichost (178.1 mile); Annopol (186.1); Solec (206 mile); Krolewski Las (289.7 mile); Warszawa (Warsaw) (319 mile);
  - Plock (392 mile); Wloclawek (422 mile); Nieszawa (437 mile);
  - Silno (446 mile); Torun (456 mile); Solec Kujawski (474 mile);
  - Fordon (481 mile); Chelmno (501 mile); Grudziadz (518 mile);
  - Korzenicowo (539 mile); Matawski Cypel (550 mile); Pieklo (552 mile); Malaslance (558 mile); Tczew (564 mile); Schievenhorst (583.3 mile).
7. Seasonal variation of flow.
- High water - always (due to melting snow) in spring; occasionally (due to heavy rains) in summer.
- Low water - mostly in summer or in fall.
- On the upper stretch between Krakow and Sandomierz the differences between the low water level and that of the maximum vary from about 16.5 to 26.5 feet.
- On the middle stretch between Sandomierz and Warsaw - the amplitude of water levels varies from 12.3 feet in Kloda, where a very large inundation area of the river is formed by flood water, due to lack of protective dikes, to 23.4 feet at Pulawy.
- On the lower stretch the corresponding figures are: from 26.6 feet at Fordon to 33.6 feet at Tczew.

CONFIDENTIAL - Security Information

CONFIDENTIAL - Security Information

50X1-HUM

- 3 -

8. Tidal effects: very little and only up to Tczew.
9. Bed of stream: fine sand; no stability.
10. Banks: loose material; high banks occur occasionally upstream Krakow, downstream Sandomierz near Warsaw and Grudziadz.
11. Control works: (dams and reservoirs)
- |                            | Head    | Storage Capacity                      | Power Capacity |
|----------------------------|---------|---------------------------------------|----------------|
| Roznow on the Dunases      | 103 ft. | 230 Million cu. yds.                  | 50,000 KW      |
| Porabka on the Sola        | 59 "    | 30 " " "                              | 20,000 "       |
| Kozlowagora on the Przemsa | 48 "    | 15 " " "                              | - - -          |
| Wapienica on Biala River   | 50 "    | 1 (for water supply for Bielsko Town) |                |
12. Bank Stabilization works (as of 1944)  
On the stretches:
- Krakow-Sandomierz - nearly completed
  - Sandomierz-Warsaw - under construction
  - Warsaw-Torun - under construction
  - Torun-Danzig - completed
13. Fordability  
There are over 200 sand - banks and shoals mostly on the transit (straight) sections with a depth of three feet or less at low-water level.
14. Bridges: located as follows:  
Karsy, Krakow; Szczucin; Sandomierz, Pulawy, Deblin, Warsaw (three); Modlin, Plock, Wloclawek, Torun, Grudziadz and Tczew.  
Navigable reaches:  
Krakow - Warsaw-Danzig
15. River ports: located as follows:  
Krakow, Plaszow, Sandomierz, Warsaw, Modlin, Torun, Grudziadz, Tczew, Danzig.
16. Effects of weather and climate on navigation:  
Dry seasons interrupt navigation for two or three weeks.  
Wet seasons (high water) interrupt navigation for two - three days.  
Ice in winter interrupts navigation for 30 - 90 days.
17. Hazards: about 200 shoals.
18. Aids to navigation: The waterway is provided with buoys, lights, and channel markers.
19. Interruption factors: The surplus of water from the storage reservoirs (see point 11 above) in upper basin increases the navigable depth by one foot up to Sandomierz and about one-half foot at Warsaw.

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CONFIDENTIAL/SECURITY INFORMATION



50X1-HUM

20. The total navigable length of the Vistula is 583 miles and the total navigable length of its tributaries is 977 miles. The following table shows the distance that ships of various tonnage can travel on the Vistula and its tributaries:

Length of waterways: The Vistula with tributaries (in miles)

Grand Total	Navigable					
	Max. tonnage vessels of:					
	to 50	51/100	101/200	201/400	401/600	over 600
3632	1560	1068	711	293	244	17
	of which the tributaries amount to:					
1900	977	485	389	49	--	--

21. For rafting purposes the Vistula and its tributaries are navigable for 1750 miles.

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