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REPORT

50X1-HUM

CD NO.

COUNTRY Poland

DATE OF
INFORMATION 1950

SUBJECT Transportation - Water

DATE DIST. || Jul 1950

HOW
PUBLISHED Daily newspapersWHERE
PUBLISHED Warsaw; Bydgoszcz

NO. OF PAGES 2

DATE
PUBLISHED 1 - 23 Apr 1950SUPPLEMENT TO
REPORT NO.

LANGUAGE Polish

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SHIPYARDS INCREASE WORK TEMPO;
PORTS CONTINUE REPAIR WORK

GDANSK SHIPYARD WORKERS TO INTENSIFY PRODUCTION -- Rzeczpospolita, No 91,
 1 Apr 50

On 28 March 1950, personnel of the Gdansk Shipyards approved a resolu-
 tion pledging new production quotas to celebrate May Day, in addition to the
 previously made long-term pledges.

Over and above long-term pledges, the Shipbuilding Division will launch,
 by 1 May 1950, three general cargo vessels of 660 dead-weight tons each, pre-
 viously scheduled for 1 June 1950. The ships outfitting division will re-
 lease for service the 1 Maj, coal and ore carrier, one month ahead of sched-
 ule, and the SS Oliwa, a general cargo vessel, 2 months ahead of schedule.
 The Ships Repair Division will repair the Inz. Wenda, dredger, the Franek,
 tugboat, and the SS Panna Wodna, passenger ship, by 1 May 1950 instead of
 15 May as previously scheduled. Other divisions will shorten the production
 period for castings, forgings, and other needed parts.

The boiler division will increase the production quota of new boilers
 from 134 to 210 tons.

Witold Belal promised to increase metal cutting speed to 665 meters
 per minute and later to 800 meters per minute.

LAUNCH FIVE VESSELS -- Ilustrowany Kurier Polski, No 106, 18 Apr 50

On 15 April 1950, five vessels were launched on Holm Island in the
 Gdansk Port. These vessels had been completely reconstructed by the Port
 Workshop of the ZPGG (Administration for Gdansk-Gdynia Ports). The new
 vessels are assigned to port services.

One of the vessels is Blysk, a fire-fighting ship with modern fire-
 fighting equipment remodeled from a wrecked German motorboat. Two pilot
 boats, Anna and Wera, are remodelled old landing craft. Engines for the
 two boats were made from scrap iron and parts from various wrecks. Pilot

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25, another pilot boat, had undergone general overhauling. The fifth vessel launched was a ferry boat reconstructed by the Engineering-Construction Division of ZPGG. Marian Potocki's new mechanized method of making ships' hulls airtight was used on these vessels. Potocki is employed in the workshop of ZPGG.

TO IMPROVE PORTS -- Rzeczpospolita, No 111, 23 Apr 50

The sounding crew of the hydrographic division of the Szczecin Maritime Office has completed the hydrography on the Darlowo port and are now to begin on the Ustka port. Similar work is to follow on Kolobrzeg and then on the third class ports. Dredging operations will be extensive.

PIER REPAIRS REACH HALF-WAY MARK -- Rzeczpospolita, No 111, 23 Apr 50

One of the most important investments started on Poland's western sea-coast is the repair of the pier in Kolobrzeg port. As of now, 50 percent of the work has been completed.

KOLOBRZEG LIGHTHOUSE TO GET NEW LIGHT -- Zycie Warszawy, No 102, 14 Apr 50

In the near future, a modern and more powerful light will be installed in the Kolobrzeg lighthouse.

215 SHIPS ENTER SZCZECIN PORT IN MARCH -- Zycie Warszawy, No 101, 13 Apr 50

During March 1950, 215 ships entered the Szczecin port, including 51 Danish ships, 33 Swedish, 33 Norwegian, 26 Finnish, 23 Soviet, and 17 Polish.

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