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INFORMATION REPORT

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. Importance of the City and Harbor

a. Wismar is of only local importance. Harbor installations and industrial plants, especially the shipyard, have been considerably expanded by the GDR. Shipping activity is gradually decreasing because of the establishment of large combines in Rostock and Sassnitz. Wismar had a population of about 32,000 inhabitants in 1948.

b. Main turnover: bulk goods.

Export: Potash, glauher salt, lignite, timber, salt. Consumer goods were rare.

Import: Grain, fertilizers, ore, lumber, steel for the shipyard, small quantities of consumer goods.

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c. Statistics:

Year	Number of Vessels	Import in Tons	Export in Tons	Total
1938	1,848	188,084	87,613	275,697
1948	2,510	56,592	704,451 *	761,043
1949	1,026	74,753	897,056 *	971,809
1952	-	175,439 **	781,060 +	956,499

* Exported goods were mainly reparation goods for the USSR

** Breakdown:

Grain	88,996 tons
Fertilizers	39,914 tons
Ores	16,488 tons
Lumber	8,938 tons
Mixed cargo	7,285 tons
Miscellaneous goods	13,818 tons

Breakdown:

Potash	533,636 tons
Glauber salt	74,224 tons
Sugar	72,997 tons
Briquettes	35,395 tons
Lumber	28,089 tons
Mixed cargo	729 tons
Miscellaneous goods	35,990 tons

In comparison to the pre-war conditions, the relation of imports and exports has completely reversed. While imports remained approximately unchanged, exports have increased tenfold.

Imported goods arrive mainly from states on the Baltic Sea and the North Sea.

Exported goods include potash and lumber destined for countries on the Baltic Sea and the North Sea, while sugar is shipped to the USSR.

Most ships calling at Wismar are motor sailers of 400 to 600 GRT and ordinary Baltic freighters; big ships call at Wismar only occasionally.

d. Labor Conditions

Until the end of 1953, shipping business was almost exclusively handled by the Soviet controlled Derutra firm. In January 1954, the entire business was placed in the hands of the recently founded firm of "Hafengemeinschaft Wismar VEB" (Wismar Harbor Community Corporation, Nationalized Enterprise), also called VEB Seehafen (Maritime Harbor Corporation, Nationalized Enterprise).

A sufficient number of longshoremen is always available and work is done in two shifts. In September 1953, Derutra employed 540 persons and the harbor 900.

2. Nautical Dataa. Approach

Beginning in 1950, the approach channel to the harbor through the "Grosse Tier" channel from Poel Island was considerably deepened. The aims to be attained were a total length of 14 sea miles of the channel, a depth between 8 and 9 meters, and a bottom width of 40 meters. A total of seven dredges and 4 land reclamation suction dredges were in operation. The amount of material to be dredged to accomplish the

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task was estimated to be 25,000,000 cubic feet. The operations were scheduled to be completed by the end of 1953. The new 1954 program was cancelled, allegedly for lack of funds.

After completion of these operations Wismar was to be able to accommodate seagoing ships of up to 9,000 GRT. In this case, it would also be necessary to renew all quay berths which, in their present state, cannot berth ships drawing more than 7 meters.

The approach channel is perfectly lighted and therefore enables the vessels to enter or leave port in the dark.

- b. Mooring berths are available between the mainland and Poel Island; they are well sheltered with depths between 8 and 9 meters on the outer roads, and 6 to 7 meters on the inner roads.
- c. There are no tides. Continuous northerly or southerly winds cause the water level to rise or to fall by 0.5 to 0.8 meters above or below mean water.

Formation of ice in the Bay of Wismar is more frequent than in all other places of similar size on the Baltic Sea because of the shallow water in the Bay of Wismar. During the winter of 1939/40, navigation to Wismar was closed for 59 days because of thick ice.

- d. Pilotage in Wismar is compulsory. The pilot station is located at Timmendorf on Poel Island. The pilot cutter stands near the marking buoy.

3. Harbor Installations.

The police regulations for all ports of the CDR are laid down in the "Seehafenordnung" (Maritime harbor regulations) of 1 September 1953. The harbor area proper comprises the water areas and the adjoining quays. The town borders of Wismar are indicated in Annex 2 to the "Maritime port regulations".

The harbor area is divided into three harbor districts:

- Harbor district I: The area around the potash basin, also called industrial harbor and the coal basin, the entire district being called Overseas Harbor.
- Harbor district II: The harbor area around the Old Harbor.
- Harbor district III: The harbor area around the Shipyards or Lumber Harbor.

a. Quay Arrangements

The quay arrangements consist of four harbor basins with a total quayside of about 1,800 meters. Most of the quays are now reconditioned.

From north to south, the following quay installations are available:

I. Potash of Industrial Harbor

North side:

New potash tipping plant (3); quayside about 200 meters with 8 meters depth at quay. Unloading plant with 5 unloading installations and tracks. Potash is dumped directly into the ship holds from the cars over conveyor belts. Potash depots are capable of storing up to 20,000 tons of potash (1), and were to be expanded to a total capacity of 40,000 tons.

An extensive track system (4) consisting of 2 arrival and 2 departure tracks services the installation.

South side:

The quay, about 150 meters long, is mainly used for shipping potash in bags, which arrive by rail and are carried aboard on conveyor belts. Depth at the quay is 8 meters.

Maritime terminal slaughter house with refrigerating rooms. (10)

The old buildings were razed.

Railroad sidings and junction roads run along the quay.

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II. Coal and Overseas HarborNorth Side:

Mainly intended for the import of iron, and pulp wood, and the shipment of sugar and other export goods.

The quay was rebuilt over a length of about 300 meters, the remaining stretch needing repair. The water depth alongside the quay has been deepened to 8 meters. The new 150 by 40-meter storing shed (7) which is completely finished was to be expanded toward the east.

2 old 5.3-ton loading bridges
1 small 5-ton loading bridge (7a)
1 15-ton revolving crane (7b)

These old cranes were to be replaced by modern half-gantry cranes in 1954.

A fuel depot with a total capacity of 1,000 tons was to be erected in the area between the potash and coal harbor.

Two tracks run along the entire length of the quay, and a third track connected with the arrival track, is located at the rear of the new shed.

South Side:

Grain shipping installations. A small boat basin is at the west corner.

The quay is 185 meters long with a water depth of 8 meters. No tracks.

III. Old Harbor:North-East Side:

A steel sheet piling, 285 meters long, and an old wooden quay, 75 meters long. Depth at quays: 8 meters in the north-western section and 6 to 7 meters in the inner section.

Three grain elevators (silos): One of 10,000 tons capacity, the other two of 3,000 tons each (11).

Several small, old sheds.

No cranes.

Several tracks run along the quay and pass the elevators.

South Side:

Lumber loading installation.

Total length of quay about 600 meters, with a steel sheet piling over a length of 125 meters. The remainder consists of a wooden walling. Water depth at quay is between 6 and 8 meters.

Several old sheds.

Two old 5-ton cranes (15) are located at the western end of the quay. A fishing harbor with a small fish building (16) is located at the inner section (southern end) of the harbor.

Railroad tracks run along the quay.

IV. Lumber or Shipyard HarborEast Side:

Lumber shipment.

Quay, about 500 meters long, reconditioned. Water at quay 8 meters deep.

Open-air lumber yards.

One crane recently erected.

A track runs along the north end of the quay; elsewhere tracks run only between the two adjoining harbor basins.

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West and South Side:

New quay plant of the "Mathias-Thesen-Werft" (shipyard) with a total quayside of about 800 meters and a water depth at quay of 8 meters.

The vast majority of transshipping operations take place in the overseas harbor, that is, in the two northern basins where new equipment has been installed. These two basins are rather busy, whereas transshipment operations in the other two basins, except for the shipyard quay, are rather insignificant.

- b. No bridges or locks are located in the harbor zone.
- c. A shipyard capacity was established by the USSR after 1945 by the founding of the "Mathias-Thesen-Werft", which is now a nationalized plant almost exclusively executing orders for the USSR. The newly erected shipyard installations extend along the west side and the south side of the lumber and shipyard harbor, and the building slips and a graving dock under construction are located in the western part of the shipyard area on the Bay of Wismar. The personnel working at the yard totals between 8,000 and 9,000 employees.

d. Cranes and Transport Installations.

The potash tipping plant is equipped with modern conveyer belts and tipping devices for potash transshipment.

North Side of the Coal Harbor.

Two 5.3-ton shipping bridges with hoists. Daily capacity 400 tons.

One 5-ton coal loading bridge (7a).

One old 15-ton revolving crane (7b).

The erection of three half-portal cranes was planned for 1954.

South Side of the Old Harbor:

Two old 5-ton gantry cranes (15).

East Side of the Lumber or Shipyard Harbor:

One crane of unknown lifting power.

Crane equipment is inadequate except for the potash tipping plant; ships therefore frequently must use their own loading gear.

e. Tugboats and Lighters

No data on the number and horsepower of the tugboats are known. They seem to meet all requirements.

Lighters are not needed.

4. Storage Facilities.

a. Sheds (6).

All old sheds were scheduled to be razed.

A large and new 150 by 40-meter shed (7), equipped with all modern installations needed, has been erected on the site between the potash and overseas harbor. Its expansion was scheduled but has **not** been undertaken yet. A total of six sheds, each 300 meters long, was scheduled to be built. The eventual realization of this plan seems doubtful.

The roofed potash dump near the potash tipping plant has a storing capacity of 20,000 tons (1) and is to be enlarged to a total capacity of 40,000 tons.

b. Open-Air Storage.

North Side of the Coal and Overseas Harbor:

Storage yard for coal and briquettes as well as for lumber.

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Western End of North Side of the Old Harbor:

Lumber yard (15).

There are possibly some other large storage places in the harbor zone.

c. Refrigeration Plants.

The maritime terminal slaughter house, an obsolete building of unidentified size, with refrigerating plants (10), is located on the south side of the potash harbor.

- d. Three old grain elevators (11), located between the overseas harbor and the old harbor, include one 10,000-ton silo and two 3,000-ton silos. Their general physical conditions and loading facilities are unknown.

5. Connection with the Interior of the Country.a. Railroad Connections.

Only a single-track main railroad links Wismar with Ludwigslust, while a secondary railroad runs to Rostock via Bad Kleinen.

The Rostock main railroad station, a terminus, is tightly crammed in the city district and cannot be expanded. A new railroad station was planned, but probably could not be built because of high costs.

The railroad system in the harbor district has been considerably expanded. A railroad handling area with several tracks and turntables (4), and large enough to meet the shipment capacity of the potash tipping plant, was built close to that plant.

The sidings to the new shipyard were expanded to assure no delay in the handling of arriving commodities.

All quays are also fitted with railroad sidings.

b. Roads.

No autobahn, only ordinary roads, are to be found. The Wismar-Luebeck national road is in bad condition.

Only roads of local importance are available to other localities.

The streets and roads in the harbor district meet the requirements.

c. No inland waterways.6. Transshipment Data.

No detailed information on the daily transshipment capacity of the port is available.

The hourly transshipment capacity of the potash tipping plant is 120 tons with 2 tippers in operation and 80 tons with one tipper, while the estimated daily capacity of the grain elevator plant is 400 tons.

7. Supplying Facilities.a. Fuel (Fuel or Diesel Oil) is probably unavailable.

A small Diesel oil service station is on the south side of the old harbor near the fishing harbor.

A fuel oil plant with a capacity of 1,000 tons was to be built in the area between the potash and the overseas harbor.

b. Coal-Bunkering

A coal bunkering yard with an average stock of between 300 and 500 tons is located on the south side of the overseas harbor. As a rule, only small fishing craft fill up with coal there, because the price for coal is too high for foreign vessels.

As a result of the change from steam propulsion to IC-engine propulsion in international shipping, Diesel oil supply is now more important than coal supply.

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c. Water.

Water from hydrants of the municipal water mains can be tapped on all quays.

It is not known whether distilled water is obtainable or not.

d. Electricity.

Electricity is supplied through the town mains (capacity unknown). This seems to suffice for all purposes because it was boosted by being connected to the long-distance power line. This connection was to allow the expansion of the shipyard and the industrial plants.

8. Harbor Surveillance.

The entire harbor area is shut off by a high wooden fence. It is believed that guard-duty and customs duty are performed only by German police and customs personnel. Shipping operations have been entirely in German hands since 1 January 1954.

9. Fire Service.

No information is available. Fire service is probably performed by professional firemen.

10. Armed Forces.

Wismar is not a naval base.

Small patrol boats, belonging to a border police unit stationed in Wismar, are seen there at any time. These patrol boats police the coastal waters within the 3-mile zone.

Wismar, which is not a Soviet naval base, is frequently visited by small Soviet naval vessels.

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