

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT [redacted]

CD NO. 25X1

COUNTRY Poland/East Germany

DATE DISTR. 29 March 1955

SUBJECT German-Polish Shipping Talks in Wroclaw
(Breslau)

NO. OF PAGES 2

PLACE ACQUIRED [redacted]

NO. OF ENCLS. (LISTED BELOW) 25X1

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO.

[redacted]

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[redacted]

- 1. From 28 October to 5 November 1954, German-Polish shipping talks were held in Breslau, the purpose of which was to discover ways and means of buying coal from Poland and to ship coal by water to East Germany, in particular directly to the consumers in Berlin and Magdeburg. These measures were to alleviate the situation of the railroads in the two countries; the traffic network and rolling stocks ~~are~~ are believed unable to meet the requirements of an annual shipment of 600,000 tons of coal. [redacted] Salomon ~~(S)~~, head of the German delegation. 25X1

2. [redacted]

- 3. The Polish delegates spoke only Polish during the talks, although they could speak very good German, and some of them even had better knowledge of this language than the interpreter, whom they even repeatedly corrected. The attitude of the Polish representatives at the talks was friendly, most probably according to instructions. They were quite thoughtful and offered cigarettes, refreshments, etc. Comradeship among the members of the German delegation left much to be desired. While Salomon tried to reach a 50 : 50 participation of German barge tonnage, other members wished to grant the Poles a higher percentage. [redacted] in principle, the Poles seemed to [redacted] a higher percentage, although technical fleet man [redacted] natural reasons, exerted a moderating influence [redacted] of the shipping [redacted] ILLEGIB 25X1

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barges (750 tons) at Dyhernfurth was under construction and was scheduled to be completed in 1956. It also was learned that the Polish delegation had no general knowledge of the [redacted] system and only possessed a list of the German [redacted] in 1933. The Poles who wished to ship cargo on [redacted] barges (550 tons), wanted to let their barges go only as far as Berlin, but by no means allow them to go through West Berlin. Without giving a reason, they would agree to, and insist on ordering the west-bound barges to make the roundabout passage via Hohensaaten and the recently completed new canal, but only in case of emergency. They would not change their mind, even when they were told that the Czechs passed West Berlin [redacted] being encumbered. It was believed that the Poles were afraid their vessels being seized in the West Berlin area. The Poles [redacted] wanted a round-the-clock day and night navigation to assure better exploitation of barge tonnage as they themselves had arranged on the Oder River upstream from Breslau. The German conference partners had to decline this suggestion because the East German waterways are unlighted and lock service closed down at 2000 hrs. The problem of the required [redacted] and personnel documents was dealt with by other special [redacted] holding simultaneous meetings. It was, however, [redacted] gist of these negotiations was that, according to [redacted] agreement, the previously required ship's lists were [redacted] replaced by crew's lists giving the names [redacted] considerable simplification. The [redacted] form united ship companies [redacted] would be listed in the crew's lists deposited at the [redacted].

The Breslau negotiations simply meant a first contact between the two countries. No agreement or any binding promises were reached. An operation plan was scheduled to be laid down by contract next year, but no date was mentioned in German circles. In his final speech, [redacted] suggested that each partner dispatch a tow of barges by way of experiment by the end of this year. The final report on the conference was written only in Polish.

4. The dispatch room of the Zegluga has a large wall map which gives a general survey of the entire Polish barge tonnage and shows that the fleet comprised between 300 and 400 vessels including the tugboats. The general condition of the barge fleet was [redacted] by the fact that many barges were in shipyard hands. [redacted]

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[redacted] only
 little barge tonnage had been bought abroad or built by Polish shipyards in the past few years.

1. [redacted] Comment. Kazimierz Orlovski is director of the Polish Oder Navigation Company in Wrocław; Włodzisław Rembisz is the deputy director.

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**CENTRAL INTELLIGENCE AGENCY
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- From 28 October to 5 November 1954, German-Polish shipping talks were held in Breslau, the purpose of which was to discover ways and means of buying coal from Poland and to ship coal by water to East Germany, in particular directly to the consumers in Berlin and Magdeburg. These measures were to alleviate the situation of the railroads in the two countries; the traffic network and rolling stocks are believed unable to meet the requirements of an annual shipment of 600,000 tons of coal. 25X1
[redacted] Karl 25X1
Salomon, head of the German delegation.
- Salomon is the head of one of the main administrations of the State Secretariat for Shipping. Dr. Saberg (fnu), legal advisor to this State Secretariat, accompanied him. The Polish delegation was composed of Kupinski (fnu), head of the main administration of the Ministry of Shipping (sic); Orlowski (fnu), manager of the Polish Navigation Company "Zegluga"; Rembisz (fnu), head of the shipping section of the "Zegluga"; Kuszczynski (fnu), technical fleet manager of the "Zegluga"; Kujawa (fnu), legal advisor to the Zegluga; Koszykowski (fnu), a nautical officer holding a mate's license who acted as interpreter, whose knowledge of the German language was not quite good enough, and several typists.
- The Polish delegates spoke only Polish during the talks, although they could speak very good German, and some of them even had better knowledge of this language than the interpreter, whom they even repeatedly corrected. The attitude of the Polish representatives at the talks was friendly, most probably according to instructions. They were quite thoughtful and offered cigarettes, refreshments, etc. Comradeship among the members of the German delegation left much to be desired. While Salomon tried to reach a 50 : 50 participation of German barge tonnage, other members wished to grant the Poles a higher percentage. [redacted] in principle, 25X1
the Poles seemed to be prepared to accept a higher percentage, although technical fleet manager Kuszczynski, for natural reasons, exerted a moderating influence on his colleagues of the shipping section. During the negotiations, it turned out that a lock for Flauen-size ~~dam~~

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barges (750 tons) at Dyhernfurth was under construction and was scheduled to be completed in 1956. It also was learned that the Polish delegation had no general knowledge of the German lock system and only possessed a list of the German lock tariffs valid in 1933. The Poles who wished to ship cargo on Breslau-size dump barges (550 tons), wanted to let their barges go only as far as Berlin, but by no means allow them to go through West Berlin. Without giving a reason, they would agree to, and insist on ordering the west-bound barges to make the roundabout passage via Hohensaaten and the recently completed new canal, but only in case of emergency. They would not change their mind, even when they were told that the Czechs passed West Berlin without being encumbered. It was believed that the Poles were afraid of their vessels being seized in the West Berlin area. The Poles further wanted a round-the-clock day and night navigation to assure better exploitation of barge tonnage as they themselves had arranged on the Oder River upstream from Breslau. The German conference partners had to decline this suggestion because the East German waterways are unlighted and lock service closed down at 2000 hrs. The problem of the required ship's papers and personnel documents was dealt with by other special committees holding simultaneous meetings. It was, however, learned that the gist of these negotiations was that, according to this interstate agreement, the previously required ship's lists would no longer be required, but would be replaced by crew's lists giving the names of the crew members, a remarkable simplification. The captains would no longer be compelled to form united ship companies and crew members would be listed in the crew's lists deposited at the check points. The Breslau negotiations simply meant a first contact between the two countries. No agreement or any binding promises were reached. An operation plan was scheduled to be laid down by contract next year, but no date was mentioned in German circles. In his final speech, Salomon suggested that each partner dispatch a tow of barges by way of experiment by the end of this year. The final report on the conference was written only in Polish.

4. The dispatch room of the Zegluga has a large wall map which gives a general survey of the entire Polish barge tonnage and shows that the fleet comprised between 300 and 400 vessels including the tugboats. The general condition of the barge fleet was judged by the fact that many barges were in shipyard hands.

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1. **Comment.** Kazimierz Orłowski is director of the Polish Oder Navigation Company in Wrocław; Włodzisław Szymbisz is the deputy director.

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