

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 8 August 1955

SUBJECT Expansion of East German Ports to Overseas Harbor Size

NO. OF PAGES 1 2 25X1

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. The Cabinet Council is presently discussing three preliminary projects concerning the expansion of East German ports to overseas harbors. 25X1

Wismar harbor, which is nearly completed as such a harbor, is considered exposed to danger because of the proximity of the harbor. For this reason, all possibilities will be considered for the harbor. The harbor itself is not considered to be worth being expanded.

a. The first preliminary project provides for the construction of a harbor located north of Grossen-Klein. The approach channel is scheduled to be 80 meters wide, and provide access to the largest type of overseas ships. An amount of 80,000,000 is provided for the quay installations and 18,000,000 for railroad tracks. The total amount would be 468,000,000. The first period of construction is fixed at six years and the second period at 4 years.

b. The second project provides for harbor installations south of Grossen-Klein, also with a channel width of 80 meters, and quay installations for 80,000,000 and 18,000,000/railroad installations, amounting to a total sum of 532,000,000. The first building period is fixed at 7 years, the second building period at five years.

c. The third project provides the construction of a harbor at Schmarl. The channel width is scheduled to be 150 meters, quay plants are provided for 82,000,000, railroad installations for 20,000,000, and total expenditure would amount to 720,000,000. The first period of construction was to be 8 years and the second period of construction 5 years.

2. In this connection the possibility of linking the inland waterways with the sea by the construction of a canal will be examined. The first alternative provides for the construction of a canal connecting Rostock with the Plauer See (Lake Plau) using the Warnow-Nebel waterways, while the second alternative provides for a canal from Greifswald to the Peene River continuing to the Upper-Havel Waterways. However, these two alternatives could be an economic scheme only on condition that the waterways joining them also are expanded. A rough preliminary estimate so far indicated a total amount of between 350,000,000 and 400,000,000.

Comment. It is assumed that amounts cited are in eastmarks.

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THIS IS UNEVALUATED INFORMATION

1. The Cabinet Council is presently discussing three preliminary projects concerning the expansion of East German ports to overseas harbors. Wismar harbor, which is nearly completed as such a harbor, is considered exposed to danger because of the proximity of the border. For this reason, all possibilities will be explored to use the Rostock region. The port of Rostock itself is not considered to be worth being expanded. 25X1

- a. The first preliminary project provides for the construction of a harbor located north of Crossen-Mlein. The approach channel is scheduled to be 80 meters wide, and provide access to the largest type of overseas ships. An amount of 80,000,000 is provided for the quay installations and 18,000,000 for railroad tracks. The total amount would be 468,000,000. The first period of construction is fixed at six years and the second period at 4 years.
- b. The second project provides for harbor installations south of Crossen-Mlein, also with a channel width of 80 meters, and quay installations for 80,000,000 and 18,000,000/railroad installations, amounting to a total sum of 532,000,000. The first building period is fixed at 7 years, the second building period at five years.
- c. The third project provides the construction of a harbor at Schmarl. The channel width is scheduled to be 150 meters, quay plants are provided for 82,000,000, railroad installations for 20,000,000, and total expenditure would amount to 720,000,000. The first period of construction was to be 8 years and the second period of construction 5 years.

2. In this connection the possibility of linking the inland waterways with the sea by the construction of a canal will be examined. The first alternative provides for the construction of a canal connecting Rostock with the Mlauer See (Lake Plau) using the Warnow-Nebel waterways, while the second alternative provides for a canal from Greifswald to the Poene River continuing to the Upper-Havel waterways. However, these two alternatives could be an economic scheme only on condition that the waterways joining them also are expanded. A rough preliminary estimate so far indicated a total amount of between 350,000,000 and 400,000,000. 25X1

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