

COUNTRY Poland

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SUBJECT Information on Swinemünde (Swinoujście) and Stettin (Szczecin)

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1. Swinoujście (Swinemünde)

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a. Soviet Warships

One ex-German minesweeper alongside the wharf near the Harbor Office, one MGB patrolling the harbor, and six ex-German minesweepers lying at Osternothafen were observed.

b. Other Vessels

- 1) Two Soviet tugs, ex-Köln and Stettin
- 2) Icebreaker Poseidon, formerly Dutch, alongside the wharf flying the Polish flag.
- 3) Gordillera, lying at the dolphins at Eichstaden, salvage work in progress.
- 4) Wreck of ex-German S.S. Hilde (Ippen Line, 600 tons), lying at Osternothafen.

c. Defenses

One AA gun about 4 cm., on the east side of the entrance near the mole, between the beach and woods.

2. Wrecks at Szczecin (Stettin)

a. Marlenburg

This passenger vessel of 8,000 tons, belonging to the Seedienst Ostpreussen, which used to lie in the Mölln Fahrt, has been raised and towed off to the USSR.

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b. Otto Alfred Müller

Ex-German freighter of 1,500 tons, now raised and lying alongside the Bahnhof for repairs.

c. Ariel

Finnish vessel of 2,500 tons, now raised and lying in the Vorflut Kanal. Finland claims restitution.

d. Swinemünde

Small icebreaker, now raised and under repair.

e. Emely

Swedish vessel sunk in the Reiherwerderhafen, now raised and lying in the Dammschen See. Of value only as scrap.

f. Artushof

The wreck of this ex-Gribel Line vessel of 2,000 tons is still lying in the west basin of the Freihafen.

g. Usambara

Wreck of this ex-German passenger liner is lying in the Königsfahrt opposite Feldmühle (position 53° 31' 30" North, 14° 37' 80" East).

h. Ships in the Enge Oder

A small Danish warship, a German minesweeper and the Nympe, all of them scuttled by the Germans, are lying in the Enge Oder at Oderbruch, and no work is in progress at the moment.

i. Ships in the Mülln Fahrt

The following vessels were sunk as block ships in the Mülln Fahrt: Rose (Gribel Line 2,000 tons), Hanna Cordt, Ruhr, Viadra, and Uskø. Although the Rose has now been raised, further salvage work has been abandoned, as the Umgehungsbrücke has now been reconstructed as a fixed bridge. Salvage on the 800-ton ex-Gribel Line Alexandra which lies in the Parnitz has been abandoned for the same reason.

j. Tugs

The following tugs have been raised and are now in service: Verdaudi, Garm, Hedwig, Louis, Jageteuffel, and Wojnitz.

3. Port Installations at Szczecin

a. Reiherwerderhafen

- 1) The old part of this basin, the east jetty, is used by the Poles and has 4 new cranes (each of 3 tons capacity) and 2 old ones.
- 2) The south part of the basin is in Russian hands and has 2 crane bridges of 15 tons each and 2 bunker bridges. New cranes are under construction, and this part of the basin is being extended up to the Altendammerstrasse, the work to be completed in about six months.

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b. Steinbruckhafen

- 1) The large warehouse at the head of the east side of Basin No. I (Warthehafen), which was formerly used for army fodder, is in use.
- 2) In Basin No. II (Netzehafen), the wrecks of the ex-German naval auxiliary Mars and of the Italian Monbaldo (now raised by the Russians) are lying at the North Quay. Two old and two new cranes of 3 tons each are in operation.
- 3) The site of the former Klocknerwerke (situated between Basins Nos. I and II) is being used by the Poles for coal shipments.
- 4) The Stinnes plant, located between the Parnitz and the Steinbruckhafen, is in Polish hands. The oil tanks are in order and 5 new cranes have been erected, but the former large bridge cranes were destroyed. In this area there is a small Russian shipyard which carries out repairs on tugs and river craft.

c. Freihafen1) Oestlicher Hafen-Kanal

- a) The large warehouse on the east jetty (Freilagerspeicher) is being used by the Russians as a storehouse. Warehouse 1 is partly destroyed, partly in use, while Warehouses 2, 3, and 4 are totally destroyed.
- b) On the east jetty there are one crane of 10 tons (not in action) and one small crane in working order. On the west jetty there are four electric cranes of $4\frac{1}{2}$ tons opposite Warehouse 5 and two 3-ton cranes opposite Warehouse 6.
- c) The 10-ton land crane at the north end of these basins has capsized and is now lying in the water.

2) Viehhof Jetty

Cranes working here are one bridge crane of 5 tons, two $2\frac{1}{2}$ ton cranes and two French cranes of 10 tons.

d. Dunzig

One bridge of 5 tons and seven old cranes are in action on the north jetty of Lastradie and a new warehouse is under construction.

e. Coaling Facilities

Vessels can be supplied by a Russian Floating Bunker Station, which works with grab cranes at an hourly output rate of 50 tons and charges 20 U.S. dollars per ton. Private Polish firms also offer bunker coal at 15 U.S. dollars per ton, but vessels have to wait for days to be supplied.

f. Water

No water boats are available, and vessels can be supplied only from the Hakenterrasse at the rate of 5 tons per day.

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4. Czechoslovak Free Port at Szczecin

Two different sectors of Szczecin are to serve as a Czechoslovak Free Port:

- a. The extension of the Reiherwerderhafen now under construction (see para. 3 a (2) above).
- b. South part of the Tirpitz Insel up to the Bredower Graben. Although only one crane is at present in action here, new cranes are to be erected.

5. Floating Cranes at Szczecin

The following floating cranes are available in Szczecin Harbor:

a. In Russian hands

One with lifting capacity of 100 tons and one of 30 tons.

b. In Polish hands

One with lifting capacity of 100 tons and three of 60 tons each and two of 30 tons each.

6. Shipyards at Szczecina. Oderwerke

- 1) This yard was completely dismantled by the Russians and now only some repairs to small craft are carried out there by the Polish firm which operates it. The slips are in order with the exception of small damage to some of the gantries, and two cranes remain, each of 5 tons capacity. No dry or floating docks are, however, available.
- 2) The last ship to be constructed before the yard was dismantled, the Oliwa, a vessel of 3,000 tons of the German Hansa type, is now in service with the Gdynia-American Line. The hull of another vessel of the same class was pulled off the slip by the Russians and is now awaiting scrapping in the yard.

b. Vulkanwerft

The Vulkanwerft was completely dismantled by the Russians and there is no sign of its resurgence. The 12,000-ton floating dock was towed off to a Russian Baltic port some time ago, and only one crane of 30 tons lifting capacity is left to help load the dismantled machinery.

c. Baltic Shipyard

This yard is situated at Stolzenhagen/Kratzwick and formerly belonged to C. Hohlheim. It is now operated by a Polish firm and carries out repairs to small vessels.

d. Nueske Shipyard

The Nueske Yard served the Germans as a marine arsenal and has been completely dismantled by the Russians. The site, which is connected by rail to Bredow Railway Station, is used by the Poles for coal storage. Eight cranes remain there, some of 1½ and some of 2 tons capacity.

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e. Bauhof

The Bauhof, at first dismantled by the Russians, is now being reconstructed by the Poles, and repairs to merchant vessels are carried out.

f. Tirpitz Insel

- 1) The former German yard on the southwest end of the Tirpitz Insel, which used to build gun-boats, has been completely dismantled by the Russians and all the machinery has been removed with the exception of the boiler house and associated equipment.
- 2) On this site a private Polish firm is working on the construction of harbor cranes (Wipkräne). It is said locally that 50 have been ordered in all for the harbor and that delivery of part of this order has already been effected. The cranes are of 3 tons lifting capacity and the iron arrives from Gliwice.

7. Merchant Shipping at Szczecina. The M.O.R.

The Soviet Shipping Agency M.O.R., located at Stettin, Dornstrassl, controls the whole of the shipping business in Stettin. There are at present various private subsidiary firms under Polish control (brokers, stevedores, tallymen, etc.,) but by 1 March 1949 these are to be merged into two nationalized concerns, which will work under the general supervision of M.O.R.

b. Shipments to Murmansk

Large shipments of cement, machinery and other general cargo are at present being loaded at Stettin for Murmansk in Greek and Soviet vessels. Between 15 and 18 January 1949 these included the following:

- 1) Soviet S.S. Marshall Govorov of 9,000 tons, speed 16 knots.
- 2) Soviet S.S. Aina Maria Nurinen of 6,000 tons.
- 3) Greek S.S. Georgis G.
- 4) Three other Soviet vessels, all of 6,000 to 8,000 tons, were in port.

c. Shipments from Stettin to USSR

- 1) 2,600 Soviet vessels of 2,000-8,000 tons took all kinds of goods to Soviet ports, chiefly "liberated" property, in 1946.
- 2) 200,000 tons of sugar were exported from Stettin to USSR in 1946-47.
- 3) 2,500,000 tons of coal were carried from Stettin to Königsburg, Riga, and Leningrad in 1948.
- 4) In addition large quantities of cement, machinery, bicycles, sewing machines, and motor cars are at present being exported to Russian Baltic and Northern ports.

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8. Bridges at Szczecin

- a. Baumbrücke: Destroyed
- b. Hansabrücke: Destroyed
- c. Eisenbahnbrücke: Destroyed
- d. Grosse Grabenbrücke: Destroyed
- e. Bahnhofbrücke: Destroyed
- f. Umgehungsbrücke (Jungfernberg). Reconstructed; this is the only rail-
way bridge connecting Stettin with the east.
- g. Eisenbahnbrücke, Farnitz: Destroyed
- h. Farnitzbrücke: Destroyed, but now replaced by a fixed U.S. engineer
bridge.
- i. Vorflutkanalbrücke: Destroyed, but now under reconstruction.
- j. Eisenbrücke to Podejuch: Destroyed
- k. Railway bridge from Central Freight Station to Breslauer Station: Now
reconstructed as a single-track fixed bridge (formerly swing bridge).
- l. New fixed bridge (U.S. engineer bridge) has been built across the Oder
river from the Grünen Schanzen to Lastadie.
- m. New bridge (fixed U.S. engineer bridge) has been built across the Gross
Reglitz (Zollstrom).
- n. The Berlin-Kolbitzow Reichsautobahn is in use.

9. State of Industrial Concerns in Szczecin Area

a. Steinbruchhafen Area

- 1) D.A.P.G. plant is now in the hands of the Polish firm Centrala Naphta
and most of the oil tanks are in order.
- 2) Grosskraftwerk, Stettin, (Central Power Station), located near the
D.A.P.G. plant, is now working with two old turbines, the new ones
having been dismantled by the Russians.

b. Mölin-Wiese

- 1) Ehrhardtshof and Hansalager both burnt out.
- 2) Mandtmühle (feldspar) dismantled by the Russians.
- 3) Ippen Werkstätte (small shipyard) dismantled by the Russians.
- 4) Distillery at north end of Mölin-Wiese working for Russians.
- 5) Lack- und Farbenwerke at north end in order and working.
- 6) Sägewerk Schmidt at south end working for Russians.
- 7) Large grain elevator at head of Oder-Dunzig Kanal in use, but machinery
is out of order and the grain cannot be sucked into the elevator.

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- c. Szczecin Waterworks at Polchow and Kosackenber
Working, but water supply inadequate.
 - d. Szczecin Gasworks: In order and working.
 - e. Sugar Mill at Lastadie: Totally destroyed.
 - f. Zülchow Oil Mills: All machinery and elevators dismantled by Russians and tanks left in Polish hands.
 - g. Hedwigshütte: Used for shipments of coal and ore, one bridge crane of 5 tons capacity working.
 - h. Kornhaus Gotzlow: Totally destroyed.
 - i. Union Chemical Factory at Stolzenhagen: Dismantled by Russians, now being reconstructed by Poles.
 - j. Gollnow und Sohn (Bridge building): Dismantled by Russians, now being reconstructed by Poles.
 - k. Cement Factory at Kratzwiek: Now working for Russians and extended.
 - l. Cement Factories at Zülchow and Lebbin and Sternsement Podeluch: Dismantled by Russians.
 - m. Glanzstoff Factory at Sydousaue: Dismantled by Russians.
 - n. Feldmühle: Totally dismantled by Russians.
 - o. Politz Hydrogenation Plant: Dismantled by Russians; Poles now dismantling what the Russians left.
 - p. Hochofenwerk und Eisenwerk Kratzwiek: Now working; one blast-furnance in operation and a second to be opened shortly.
 - q. Pommersche Motorenwerke Arnswalde: Working and largely extended by Russians.
 - r. Stöwerwerke Stettin: (Motor car factory) Dismantled by Russians.
 - s. Chemische Produkte Pommerensdorf Milch: Dismantled by Russians.
 - t. Didier Chamottfabrik: Dismantled by Russians, now being reconstructed by Poles.
 - u. Märkisches E-Werk Stettin: Dismantled by Russians.
 - v. Schäfer Schraubenfabrik Stettin: Dismantled by Russians.
 - w. Grenin Hefefabrik: In order and working for Poles.
10. Soviet Army Locations at Szczecin
- a. The local Soviet HQ is located in the Falkenwerderstrasse, between Arndt-platz and Eckeberger Molkerei. Dornstrasse 2 houses a Soviet military and naval radio station.
 - b. The Kreckoworstrasse Barracks are occupied by Soviet troops, the Glambeck Barracks by Polish troops, and the Linsingstrasse Barracks by German families.

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- c. In January 1949 Soviet and Polish Army maneuvers were being carried out in the Stargard and Pölitz areas.
- d. There is an evacuated zone between the Ihna river and Kolberg. All villages in this area are empty and the land is going to waste.

11. Szczecin Airfield

Not in use.

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