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[Redacted]

1. The Port of Szczecin is divided into three parts; central, right, and left harbors. The central harbor, which is in Russian hands and in which only Russians and trusted Polish Communists work, is the deepest and most useful.* The traffic from this section is, however, not heavy.** [Redacted] 25X1
[Redacted] two cranes which are 20 meters high in this part of the port.
2. The left part of the port is divided into the following piers:
 - a. Odra Pier, which has three 15-ton cranes.
 - b. Huk Pier, which has one 7-ton and one 8-ton crane.***
 - c. Arsenal Pier, which has three cranes with a load carrying capacity of 5 tons, 3½ tons and 1½ tons.
 - d. Wulkan Pier, which has one 30-ton crane.
3. The right side of the port has the following piers:
 - a. Dunczyca Pier, which has seven cranes with a load carrying capacity of up to five tons each.
 - b. Gorny Slask Pier, which has one crane with a small bridge and three with carriages.****
 - c. Bytom Pier, which has four cranes with load carrying capacities from five to seven tons and a 700 ton/hour bunker crane which is now under construction.
 - d. Katowice Pier, which has four cranes.
 - e. Parnica Pier, which has three 7-ton Czech cranes.

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f. Kaszubskie Pier, which has a 7-ton and an 8-ton crane; Kaszubskie Pier also has two 15-ton cranes which are used only by the Russians.*****

4. In addition to this equipment, the port has three movable (sic) cranes of 30, 60 and 80 tons each. Two movable cranes imported from the Netherlands are also being assembled.
5. During the period from May to October 1951, an unspecified number of Russian soldiers and officials arrived in Szczecin with their families. They live in Plac Sprzymierzonych, Ulica Wojska Polskiego. Russian barracks and quarters are located between the north yard and the electric power station. In July 1951, 300 families were transported to Szczecin from that part of Lubelszczyzna which was annexed by Russia. These persons, most of whom work in the port of Szczecin, live in barracks located in the suburb Pomorzany.
6. The director of the Szczecin section of the Zegluga Srodladowa (State Enterprise for Odra River Traffic Management) is (fnu) Hirschbein; his deputy (fnu) Jagidlo. The Zegluga Srodladowa has its headquarters in Wroclaw.
7. The office of the Szczecin UB (Urzad Bezpieczenstwa-Security Police) is located in Szczecin on Malopolska Ulica. (Fnu) Sawicki is chief of the Port Authority UB and (fnu) Szymczak is first secretary of the port's Party cell. (Fnu) Samek is Party secretary for the entire port. Uniformed female police, who have completed three months of training, have been brought to the port of Szczecin beginning in July 1951. They serve principally in the left section of the port.

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*

[redacted] Previous information on the central harbor can be found in [redacted] both cement and potash cargoes are dispatched in the central harbor.

**

[redacted] Comment: [redacted] date of information April 1950, reported 4 or 5 25X1 Soviet commercial ships of about 10,000 tons loading weekly. [redacted] date of information December 1950, reported expansion of the central harbor's facilities, indicating it is inadequate for Soviet needs.

[redacted] the Huk dock as being near the Warta and Notec basins. Inasmuch as these are believed to be identical with the Notecki and Warty basins [redacted] and they are adjacent 25X1 to two basins apparently within the right harbor complex, we are unable to account for source's placing the Huk dock in the left harbor.

[redacted] Comment: [redacted] possibly referring to the Gornoslaski basin south of Ostrow Mielenski Island and adjacent to the Kaszubskie basin. The Kaszubskie basin is the only definitely identifiable one in this report. This area was under construction [redacted] January 1951, to increase its cargo handling capacity.

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