

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Poland	REPORT	[REDACTED]	25X1
SUBJECT	Harbor and Installations at Kozle	DATE DISTR.	29 July 1955	
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1. The harbor at Kozle (then Cosel-N50-28, E18-10) was probably built at the beginning of the war, in 1939, at the same time as the Adolf Hitler Canal was built, connecting Kozle with Gliwice (then Gleiwitz). The harbor is the most modern/as regards equipment, and the best equipped port on the Oder. It is also the last port and final loading station on the river. The present port traffic is much smaller than it was during the war. The harbor has remained as the Germans left it, the Poles having merely extended the railway network.
2. The harbor is 3 km. north of Kozle on the east bank of the Oder. The Gliwice Canal, now known as the New Canal, and formerly the Adolf Hitler Canal, branches off from the harbor beyond the third basin.
3. Militia armed with pistols or carbines patrol the harbor with dogs. Access to the harbor is, however, very easy, and it is possible to gain entrance without being checked if the gate is not used.

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4. Harbor personnel:
 - a. Director of Polish shipyards: Kokot (fnu) [REDACTED]
 - b. Director of political matters: A Russian in the Soviet Army (nu); [REDACTED]
 - c. Deputy manager: Sikora, (fnu) [REDACTED]
 - d. Deputy manager: Eng. Mrozowski (fnu) [REDACTED]

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25 YEAR RE-REVIEW

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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5. The harbor at Kozle consists of three basins, connected with the eastern arm of the Oder River, which continues as the New Canal to Gliwice. This eastern arm is about 1,500 m. to the north of the railway bridge which carries the Kedzierzyn (Heydebreck) (N50-21, E18-12) - Glogowek (Oberglöglau) (N50-22, E17-52) - Kozle-Gliwice railway across the Oder.
6. A map sketch of the port of Kozle is available 25X1
The following is a legend to the sketch:
1. Connecting arm for the harbor, which is also the beginning of the canal, 50 m. wide, 2 m. deep, with regulated embankment, 800 m. in length beyond the first basin.
 2. Basins: Three, built of stone, the western being the longest and the eastern the shortest. The western one is 60 m. wide and 50 m. long, the middle one is a few meters smaller, and the eastern one is about half as large as the western one, which is the only one in use. The other two are used for coaling for harbor requirements only.
 3. Railway network: A very dense network of lines, connecting the harbor with the main Kozle railway line and the main marshalling yard at Kedzierzyn. There are about 70 tracks. There is a crane rail along the western basin, with two portal cranes, with a lifting capacity of 7 tons. The rail is about 8 m. gauge, and there is a railway line inside it. Along the north side of the basin, where the embankment is about 10 m. high, there are three sets of apparatus for unloading trucks, by which a whole truck can be unloaded into a barge in three or four minutes time. During 1954, most of the trucks with Polish coal for export were unloaded in this manner.
 4. Stores: On the corner near the harbor mouth. This whole peninsula is known as "Na cieplu". There are three wooden store buildings, 15 x 25 m. one of which belongs to the CSPLO (Czechoslovak Elbe-Oder Navigation). Materials for ships, such as anchor cables, are stored in them. There are also three one-storied houses for civilians in this area.
 5. New railway lines: Built on "Na cieplu". They are used as open storage places for iron ore.
 6. Crane: For transporting material, such as parts for inside equipment and machinery, from the new shipyard which has been built on the "Na cieplu" peninsula. Lifting capacity is 1,500 kg. The new shipyard is at the end of the peninsula, about 400 m. from the mouth and 25 m. from the bend. The shipyard building is 40 m. long and about 20 m. wide, and contains mainly lathes and other machine tools. The shipyard itself forms part of the group of shipyards at Januszkowice (Oderhair) (N50-09, E19-54), and Rogi (Rogau) (N50-22, E18-07), but is only used for installing the inside fittings and machinery when the ship has been launched. Shipbuilding is carried out at Januszkowice. The first two steamships, the BOGUSLAW and the BOGUMIN, 350 hp, went into operation in the fall of 1954. They are screw-driven, single-boiler, with one vertical expansion engine built in Poznan. The ship is 30 m. long and 7 m. wide, and has 150-180 revolutions per minute. These are the first steamers to be made for Polish shipping in Poland since the war.

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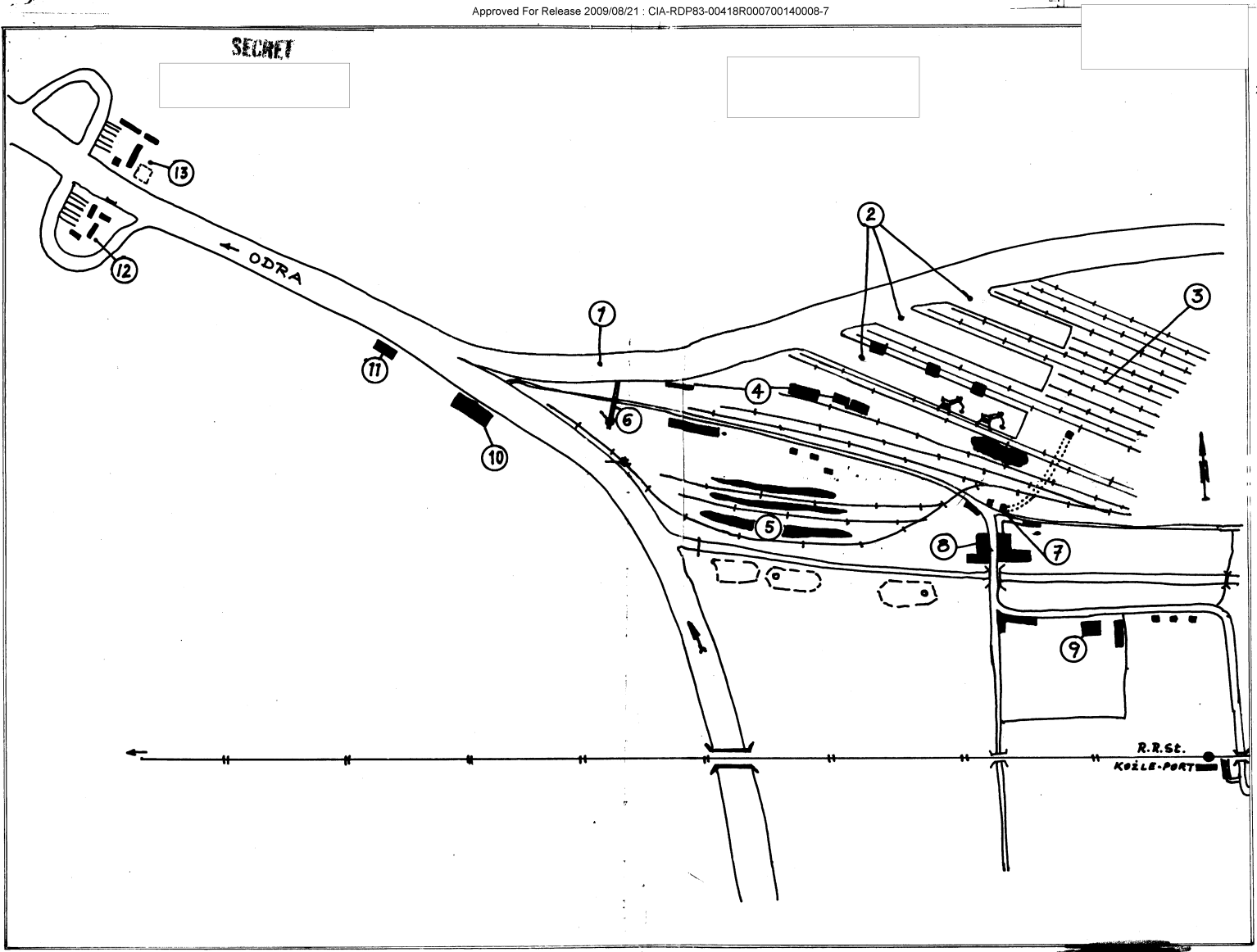
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7. Entrance to harbor: Not far from the first basin, ^{by} with a gravel road, a subway under the railway line and a bridge over the old canal which is no longer used. In the guardroom at the entrance there are members of the militia, usually two women armed with pistols. ✓✓✓
8. Management of Polish shipping and shipyards: In masonry buildings on both sides of the road in front of the entrance. The western building is two-storied, 20 x 15 m. and belongs to the management of the Kozle River Shipyards (Kozielskie Stocznie Rzeczne). The eastern building is one-storied, 20 x 10 m. and contains the Agency for Polish Shipping, the Kozle post office, and the secretariat of the Polish United Workers Party (PZPR). There is also a branch of the Polish Shipping Registration of Gdansk office (Polski Rejestr Statkow).
9. Management of the Oder Branch of the CSFLO: In an older one-storied building between the main railway and the old canal, about 250 m. from the road to the harbor.
10. Old shipyard: On the western bank of the Oder, opposite the mouth of the eastern arm, in process of liquidation; the personnel and machinery are to be transferred to the new shipyard on the "Na cieplu" peninsula.
11. CSFLO Workshop, (Oder Branch): 200 m. along the Oder from the old shipyard, in a masonry building 20 x 7 m.
12. ROGI shipyard: about 2,000 m. down the Oder, from the old shipyard, in a bend in the river, and consisting of a group of old buildings, where riveted parts for bridges and steel frameworks for building are mostly made. Barges are repaired on old slipways on the north side of the shipyard. ✓
13. Januszkowice shipyard: on the eastern bank of the Oder, on the south side of a bend in the river, and consisting of a fairly large group of old buildings. Foundations for new buildings were being added to these in 1954. There are seven slipways, all on the north side. Ships' hulls and smaller parts are made at Januszkowice, but most of the work consists of repairs to barge and steamship hulls. This shipyard employs about 200 workers, Rogi about 120, and Kozle about 150. Rogi shipyard works two shifts, while the others work only one.

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