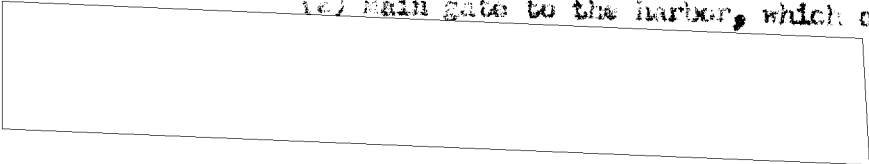


3. Layout of harbor: (see attached sketch)

50X1

(1) Czechoslovak shipping agency in SZCZECIN: located in the customs house building, on Listowa ulica, on the east side of the Oder river, not far from the new bridge. The CSPLC offices are on the 4th floor of this building. It is near a streetcar stop.

(2) Main gate to the harbor, which contains Czechoslovak, Polish and Soviet



50X1

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bases, on the south side. It is located north of the second steel bridge carrying the streetcar lines.

(3) Fuel dump, on the former "Sportplatz", also called the "Silberwiese". It is on the east side of the railroad line leading to the Dwa peninsula. An explosion occurred in this dump in August 1954 and fuel burn up.

(4) Czechoslovak CSPLD base: it has a workshop ship set up on a landing barge supplied by UNISRA. It is used for repairs to CSPLD craft of the Oder Branch.

(5) EWA quay: the Dwa peninsula points northward. On it are bases for Czechoslovak and Polish shipping.

(6) Large storage silo: this is the most characteristic building on Dwa peninsula, and stands on its west side. It is stone, raised off the ground, very large and approximately of the height of a 6-7 story building.

(7) Soviet bases: at the south end of the east embankment of the peninsula. This section is under Soviet control, but there is no activity here, although it is equipped with 13 new GANS cranes. These are estimated to have a capacity of 3,000 Kg and are of the Portal type. (for details see attached sketch of crane # 7)

(8) Czechoslovak shipping base, at the north-east tip of the peninsula. it is 250 meters long, about 60 wide and is surrounded by 50X1 a wall. The harbor equipment consists of two 7-ton Skoda cranes, constantly engaged in loading and unloading. (for diagram of these, see attached sketch. crane # 8.) They load and unload Polish as well as Cze. ships.

SECRET In 1954, the chief engineer of the Central Management of

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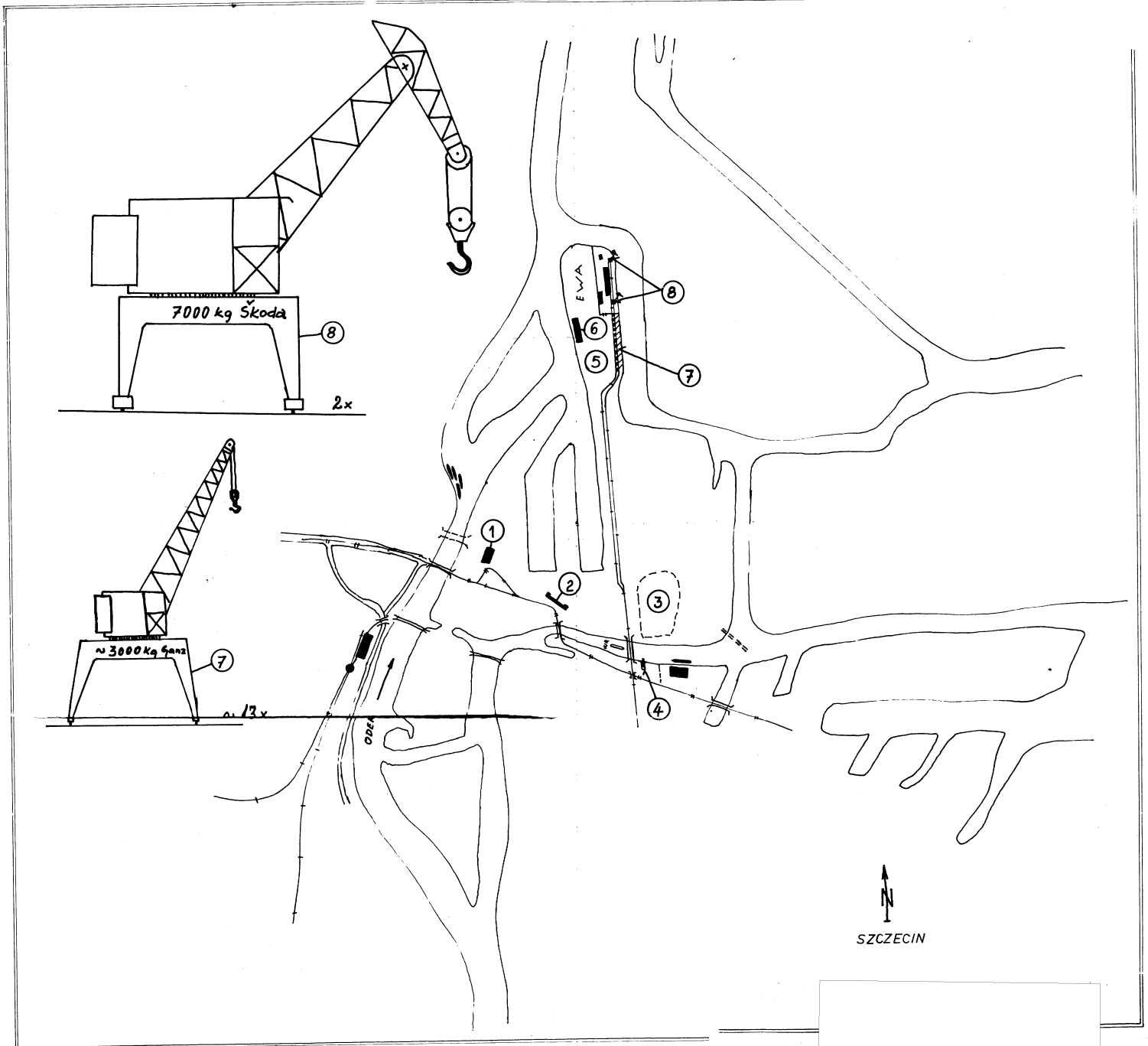
Czechoslovak Navigation, Ing. Josef KOSHER, came here from Prague. He was to ascertain damage caused by subsidence of the ground and to examine the possibility of extending harbor facilities, possibly by two additional cranes. Due to subsidence of the ground, storage of ore was prohibited in this place. The new masonry building of the Czechoslovak warehouse had begun to crack, with cracks up to 15 centimeters appearing on the walls. (this building is 50 by 20 meters.)

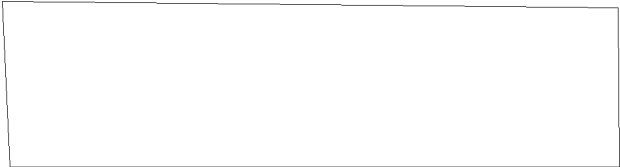
There is another 3 storeyed building, 30 by 20 meters at this point, which contains the harbor management offices. About 35 persons, mostly Polish nationals, are employed there. It further contains the offices of the technical management, the head of which is a Polish engineer who has access to all the bases and craft in the harbor.

The Czechoslovak base is guarded by the VOP (Wojskowa Ochrona Polski-- Polish Military Guard)

In 1944, suction-dredges manufactured for the USSR in the Libon shipyards near Prague, were assembled in the northern part of the harbor and then handed over to the Russians.

50X1





50X1