

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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.

~~SECRET~~/CONTROL - []
SECURITY INFORMATION

(b)(1)
(b)(3)

COUNTRY	Czechoslovakia	REPORT NO.	[]	(b)(1) (b)(3)
SUBJECT	1. Czechoslovak Elbe-Oder Navigation Company 2. Elbe and Vltava River Shipyards	DATE DISTR.	2 March 1953	
[]		NO. OF PAGES	2	
		REQUIREMENT NO.	RD	(b)(1) (b)(3)
		REFERENCES		

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

[]

(b)(1)
(b)(3)

1. The administrative offices of the former Czechoslovak Oder Navigation Company, now a part of the Czechoslovak Elbe-Oder Navigation Company (Ceskoslovenska plavba labsko-oderska), were in Moravska Ostrava at Valcharska ulice 15. The manager was Sodek (fnu), whose father was a railway employee. There were about 20 employees in this office and there were branches in Prague, Szczecin (Stettin), Wroclaw (Breslau) and Kozle (Cosel);
2. The company owns the following steamships:
 - a. PRADED.
 - b. MOSKVA.
 - c. DNEPR.
 - d. AMUR.
 - e. OSTRAVA.
 - f. PREROV.
 - g. BOHUMIN.
 - h. KARVINNA.
 - i. OPAVA.
 - j. LIBEN.
 - k. TROJA.

~~SECRET~~/CONTROL - []

(b)(1)
(b)(3)

588

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
-------	---	------	---	------	---	-----	---	-----	--	-----	--	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

SECRET/CONTROL - (b)(1)
(b)(3)

- 2 -

3. The MOSKVA, AMUR and DNEPR received their Russian names when they were confiscated by the Red Army in 1945. They were returned to the company in September 1952, dirty, rusty and neglected. The MOSKVA was in the worst condition of the three and had to be overhauled, which will take a long time. The ships will be repaired in East German shipyards.
4. The OSTRAVA and PREROV were built in Dutch shipyards after World War II; their speed is the same as that of the other ships but their cabins and surfaces are better.
5. The BOHUMIN is a small steam vessel.
6. The company also owns the following vessels:
 - a. Motor barges.
 - (1) PETR BEZRUC.
 - (2) HANA.
 - (3) OSLAVA.
 - b. Fast cargo motor barges.
 - (1) OREL, built in Holland after World War II.
 - (2) SOKOL, built in Holland after World War II.
 - (3) RACEK, pre-World War II.
 - (4) JESTRAV, pre-World War II.
7. The OREL, SOKOL and RACEK are vessels of 360 to 380 tons capacity. The fast motor barges have an average speed of 11 to 13 km. per hour and can make 4 to 6 km. per hour upstream. The captain of the RACEK is Oskar Rehtik, 35 to 38 years old, a good man, not interested in politics. Josef Pantrac is the engineer of the RACEK.
8. Until July 1952, the CKD shipyards at Usti nad Labem built motor barges for river transport. The last barge, No. UsPL 660, was launched in that month and since then the shipyards have been building iron pontoons for the Army and have been under Army control.
9. The Melnik shipyards are also to start production of Army pontoons shortly. They have already re-tooled for the job and no more barges are being built there.
10. The Praha-Liben shipyards are working on the construction of two motor barges, the TATRA and the SUMAVA.
11. Since the spring of 1952, the harbor authorities at Usti nad Labem have been unsuccessfully trying to launch two new motor-barges, the SOKOLOVO and the DUKLA, whose water wheels are unable to achieve the correct number of revolutions. The fault may be in weak Diesel engines. Diesel engines for the motor-barges are manufactured in the Skoda Works.

SECRET/CONTROL - (b)(1)
(b)(3)