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SUBJECT: HUNGARY - THE "MAGYAR HAJO ES DARUGYAR" SHIPYARD OF BUDAPEST. 50X1-HUM  
Miscellaneous Information.

The Shipyard is located on the left bank of the Danube, in the Ujpest quarter; it borders, on the east, with the Vaci Ut road and, on the south, with the "GANZ" Mechanical Work Shop, now merged with the Shipyard. It is equipped with 5 slips for lateral launching, each of which allows the construction of vessels up to 3,000 tons; they are serviced by 4 bridge cranes of 2 tons and by 1 crane, traveling on tracks, of 20 tons, recently installed (the slips for lateral launching are easy to install: all that is needed is an inclined stretch of the coast which allows the installation of guides on which must run the supporting <sup>bearers</sup> ~~saddles~~ of the vessels to be launched).

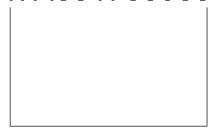
Opposite the area occupied by the shipyard is People's Island (NEPSZIGET); on its coast, facing the shipyard, <sup>and</sup> ~~at~~ 4 small slips for

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GROUP 1 Excluded from automatic downgrading and declassification
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lateral launching used, almost exclusively, for the construction of floating cranes. Approximately 4,000 laborers and office workers, of good professional capacity, are employed in the establishment; the working hours are from 0700 hours to 1530 hours.

The general director is the engineer Ivan KURUSCEV [redacted] 50X1-HUM

[redacted] speaks German, English 50X1-HUM

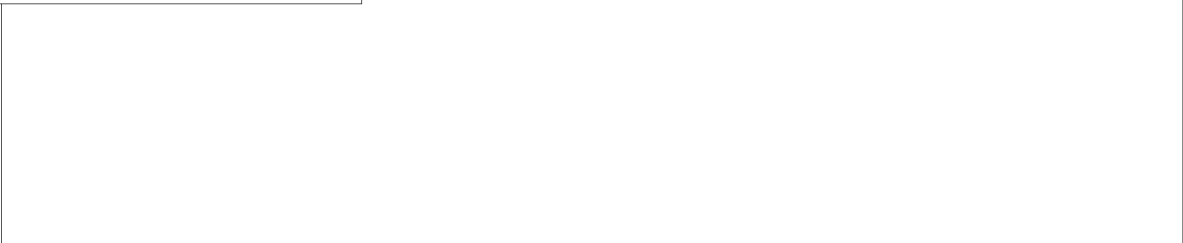
and Russian [redacted]



The secretary <sup>to</sup> of the general director is the engineer Ferenc

REICHARDT [redacted] 50X1-HUM

[redacted] speaks German, English and Russian *fluently.*



The chief of the Technical Office is Engineer Sandor KAMENY,

[redacted] speaks the English language *fluently.* 50X1-HUM

~~currently~~. Engineer Gyorgy MIKO is also subordinate to him.

Since 1964 the director of <sup>the</sup> "GANZ" Mechanical Work ~~Shops~~ (which 50X1-HUM

are part of the shipyard) has been engineer Andrew HANUSZ [redacted]



[Redacted]

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Engineer HANUSZ is also director of the Technical Office which checks the quality of all the Hungarian shipyards; this Office, recently set up, is called "MEO". The chief [of this Office] has *many duties:*

[Redacted] he must maintain contacts with foreigners, 50X1-HUM buyers and suppliers, and must check the material entering and leaving

the shipyards. Engineer HANUSZ [Redacted] 50X1-HUM has begun his work *by* checking that which can be checked

[Redacted]

The ~~steel~~ *plates* metal and the metal sections needed by the shipyard, for *ship* ~~naval~~ construction come from the following establishments:

- a) Ozdi Kohaszati Uzemek, Ozd Lorinci Hengermu, BUDAPEST - supplies *plates* ~~sections~~ and structural sections.
- b) Lenin Kohaszati Muvek, Miskolc, DIOSGYOR, supplies only structural sections.

1) Vessels built, under construction, and being ~~completed~~ *fitted out*

[Redacted]

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[Redacted]

[Redacted] new type motor-ship, called "SZEKESFEHERVAR", *laid down* ~~started~~ on 8 February 1964, being *fitted out* ~~completed~~ at the end of August 1964.

It will be delivered to the "DETERT" Shipping Company of Budapest on the occasion of the national holiday of 7 November. [Redacted]

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[redacted]

the merchant vessel

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[redacted]

has the following characteristics:

- ~~entire~~ <sup>over-all</sup> length: 81.50 meters
- length between ~~perpendiculars~~ <sup>perpendiculars</sup>: 75.40 meters
- height: 4.90 meters
- river capacity: 1,000 tons
- it is equipped with 2 "LANG" motors of 800 horsepower each, with revolutions reduced to 310, 2 propellers, 3 rudders.
- it is equipped with ~~4~~ electric cranes for loading; they were built in the shipyard.
- it is equipped with a ~~bridge~~ <sup>single deck</sup>, double bottom ~~for~~ for ballast and fresh water under the holds but not under the ~~section of the motor~~ <sup>engine room</sup> (located at the stern).
- longitudinal ~~structure at the bridge~~ <sup>construction to the deck</sup> and double-bottom.
- alternate <sup>ing</sup> current for all services, used for the first time ~~for~~ on vessels built by the shipyard.

Sister ship of

[redacted]

~~Twin to~~ the preceding one, ordered by "DETERT".

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It was under construction on the slip at the end of August 1964. Capacity of 1,300 tons. According to the contract, it will have to be delivered within 1964.

[redacted]

The motor ship ~~of~~ "KARIMUNDJAWA" of 1,200 nominal tons; it is equipped with a "LANG" motor of 1,000 horsepower. It was

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*laid down*

~~started~~ on 6 September 1963; it was launched on 19 November 1963;

engine trials were made on 7 March 1964; it was delivered [redacted] 50X1-HUM  
on 29 April 1964.

*sister ship of*

[redacted] The motor ship "MENTAWAI", ~~being~~ the preceding one; 50X1-HUM

*laid down*

it was ~~started~~ on 1 October 1963; it was launched on the following

18 December; it was delivered [redacted] on 23 May 1964. 50X1-HUM

[redacted] The motor ship [redacted] of 1,600 nominal tons 50X1-HUM

(they are vessels similar to the above-mentioned ones of 1,200 tons;

[redacted] but with 50X1-HUM

some structural reinforcements required by the greater capacity). It

was launched on 4 March 1964; engine trials were made on 2 June 1964.

It was delivered to the shipowner: [redacted] 50X1-HUM

*sister ship of*

[redacted] The motorship [redacted], ~~being~~ the above - 50X1-HUM

mentioned one; launched on 12 March 1964. It was delivered [redacted] 50X1-HUM

[redacted]

*sister ship of*

[redacted] The motorship [redacted] ~~being~~ the above - 50X1-HUM

mentioned one; launched in April 1964. ~~Approximately~~ *Around* at the end

of August, it was ready to be delivered to the shipowner [redacted] 50X1-HUM

[redacted]

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[redacted] The motorship [redacted] <sup>sister ship of</sup> ~~the~~ the above-  
mentioned one; launched on 20 May 1964. It was being <sup>fitted out</sup> ~~completed~~ at  
the end of August 1964. [redacted]

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[redacted]

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[redacted] Tugboat of <sup>gross tons</sup> ~~121~~ 113, equipped with a "LANG" motor of  
800 horsepower, [redacted]  
but without fire-fighting equipment on the ~~deck~~ bridge. [redacted]

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[redacted] it was completed at the end of 1963.

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It remained in the waters of the shipyard for the entire winter <sup>frozen</sup>  
(the ~~is~~ Danube prohibited navigation), following agreements reached  
by the management with <sup>Messrs</sup> ~~the government~~ Reinaldo Luis CABRERA (chief  
of the 3rd <sup>shipping</sup> ~~maritime~~ section - Monserrate 261 - Transimport -HAVANA -  
CUBA) and Dionisio GONZALES, attache at the Cuban Embassy in Budapest.

At the beginning of Spring 1964, the tugboat was to have gone to  
ODESSA to be towed directly to Cuba by a Russian ship; in May 1964,

[redacted] the vessel was in the Yugoslav port of

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BAR ready to go to Cuba towed by a Yugoslav "Liberty" coming from

[redacted] (Rijeka).

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[redacted] Tugboat of 113 tons, <sup>sister ship of</sup> ~~was~~ the preceding one but with head <sup>spaces</sup>  
for all ~~places~~ on board; It was <sup>laid down</sup> ~~stopped~~ on a slip on People's Island,  
on 2 July 1964. It was ordered by Bulgaria.

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[redacted] The motorship "KARIMATA" of 1,200 nominal tons; 50X1-HUM  
it is equipped with a "LANG" motor of 1,000 <sup>tons [sic: horsepower?]</sup> ~~horsepower~~. It was  
<sup>laid down</sup> ~~started~~ on 18 March 1964; it was launched on 17 June 1964. It will  
be delivered [redacted] probably, within this year. 50X1-HUM

[redacted] The motorship "SAWU", <sup>sister ship of</sup> ~~was~~ the preceding one; 50X1-HUM  
it was launched on 28 July 1964; it was being <sup>fitted out</sup> ~~completed~~ at the end  
of August 1964. It will be delivered [redacted] within this year. 50X1-HUM

[redacted] The motorship "SELAJAR", <sup>sister ship of</sup> ~~was~~ the preceding one, 50X1-HUM  
under construction at the end of August 1964. [redacted] 50X1-HUM

[redacted] 50X1-HUM

[redacted] <sup>sister ship of</sup> [sic: 54?] Motorship of 1,200 nominal tons, ~~was~~  
the preceding ones. In August 1964 it was under construction on a  
slip. It is for the USSR.

2) Vessels under construction on the slips of People's Island

[redacted] 50X1-HUM

[redacted] - Tugboat of 113 tons under construction on a slip. It was  
started on 2 July 1964 (already mentioned on page 5 of this report).  
It was ordered by Bulgaria.

- 2 floating cranes of 75 or 100 ton under construction on 2 slips.

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- 1 5-ton pontoon ~~being~~ <sup>just laid down</sup> ~~on~~ <sup>fourth</sup> on the ~~free~~ slip.

3) Program for 1965

[redacted] the constructions <sup>planned</sup> ~~estimated~~ for 1965 are: 50X1-HUM  
[redacted]

[redacted] Four motorships of 1,200 nominal tons, for the USSR. It is probable that the second of these vessels could be <sup>laid down</sup> ~~started~~ very soon on one of the ~~two~~ free slips.

[redacted] 50X1-HUM  
[redacted] Four motorships of 1,600 nominal tons [redacted]  
[redacted] These vessels will have two holds, instead of 3 like the merchant vessels previously built for the same shipowner.

[redacted] Motorship of 1,600 tons ordered [redacted] 50X1-HUM  
[redacted] This vessel will have 3 holds. 50X1-HUM  
[redacted] Motorship of 1,200 tons ordered by the USSR.

- A new series of floating cranes is in advanced planning in the shipyards. The cranes will have the following characteristics:

Ton capacity of crane:	5	16	32	50	100	160	200
Crane length in meters:	28	30	32	36	40	45	50
Crane width in meters:	13.5	15	16	17	19	21.6	25
Crane height in meters:	2.5	2.7	2.8	3.4	3.45	4.00	5.00
Displacement in tons:	240	396	560	660	840	1350	1,953



- The USSR has already ordered 200 such floating cranes of 16-ton capacity.
- Construction of ~~portons~~ <sup>cranes</sup> of 5, 75, 100 and 150 tons is still ~~under-~~ <sup>in progress,</sup>
- ~~was~~ Floating cranes of 100 tons with the inscription "MAGYAR HAJO ES DARUGYAR - BUDAPEST" ~~was~~ <sup>have been</sup> seen operating in the port of Alexandria, Egypt.

3) Miscellaneous

a) Political courses for the managers of the shipyard

- 1 July 1964.
- The engineers Ferenc REICHARDT, secretary <sup>to</sup> ~~of~~ the general director KURUCSEV; and Sandor KAMENY, chief of the Technical Office of the shipyard, were absent for several days from their offices. They had to take the exams for the first year of a course in Marxism-Leninism held in Budapest for managers of state enterprises.

b) Further Soviet request to the management of the shipyard

Up to 31 August 1964

- The- management of the Shipyard is in trouble following the increase of the absorption of their own productive potential, from 60 to 70 percent, by the Soviet Union.

c) Orders for the "COMECON" [CEMA]

[Redacted]

[Redacted]

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the shipyard in question has been given a considerable <sup>part</sup> ~~part~~ of the planned <sup>ship</sup> ~~naval~~ construction for the countries of the "COMECON".

d) "OBUDA" shipyards of Budapest

[Redacted]

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- The shipyard is located in the quarter <sup>of</sup> ~~by~~ the same name, on the right bank of the Danube and further down than the "MAGYAR HAJO ES DARUGYAR" Shipyard.

It builds lighters, tugboats, and riverboats for the Soviet Union.