

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT	
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This is UNEVALUATED Information

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

1. The administrative offices of the former Czechoslovak Oder Navigation Compa25X1 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.

25 YEAR RE-REVIEW

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STATE	x	ARMY	x	NAVY	x	AIR	x	FBI	x	AEC				
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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 [redacted] after World War II; their speed is the same as that of the other ships but their cabins and surfaces are better. 25X1
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 [redacted] after World War II. 25X1
- (2) SOKOL, built [redacted] after World War II. 25X1
- (3) RACEK, pre-World War II.
- (4) JESTRAV, pre-World War II. 25X1
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 [redacted] 25X1
8. Until July 1952, the OKD shipyards at Usti nad Labem built motor barges for river transport. The last barge, [redacted] was launched in that month and since then the shipyards have been building iron pontoons for the Army and have been under Army control. 25X1
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.

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