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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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SECURITY INFORMATION

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The Bulgarian Merchant Fleet

1. It is very difficult to join the Bulgarian Merchant Marine. First preference is given to men who have served in the Bulgarian Navy. The recommendation given to the candidate by the government or Party authorities carries much weight. These measures are taken to assure the security of all members of the Merchant Marine.
2. The pay of men in the Merchant Marine varies from 450 to 1,000 leva a month. Only ship captains receive 1,000 leva a month. Each sailor must assign part of his base pay to his family. When on voyages outside Bulgarian territorial waters, each seaman regularly receives 12 leva a day for food and an extra 5 to 10 leva per day, which is paid in the currency of the foreign country in which the ship is docked.
3. The Bulgarian merchant fleet has the following ships: BULGARIA (about 7,500 tons), RODINA (about 5,000 tons), NIKOLA VAPTSAROV (about 3,500 tons), KHRISTO SMIRNENSKI (about 3,200 tons), DIMITAR KONDOV (about 750 tons), ELAGOY KASABOV (about 750 tons), FURVI MAY (about 300 tons), DOBRUDZHA (250 tons), BILA (200 tons), KALIAKRA (200 tons), and EMONA (200 tons). The first nine of these are freighters and the last two are passenger carriers only.
4. The freighters make voyages to the Soviet Union, Albania, Turkey, Greece, Italy, Israel (Haifa), Malta, Egypt (Alexandria), and French Morocco. On occasions, one of the larger ships will call at Western European, Scandinavian, or British ports. Most of the voyages are made between Bulgarian ports and the port of Odessa in the USSR. Exports to the Soviet Union include mostly minerals, grain, fruit, and tomato sauce. Factory machinery is imported from the USSR.
5. Ships sailing from Bulgaria to Albania carry transshipped cargoes of grains, pig iron, light machinery, and Czech trucks. Often the ships carry machinery directly from the Soviet Union to Albania. On their return trips from Albania, Bulgarian ships carry asphalt and copper ore. Sometimes this cargo is carried directly from Albania to the USSR.

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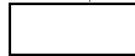
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Shipment of Soviet War Material to Bulgaria

6. Bulgarian merchant seamen believe that much war materiel is being sent from the Soviet Union to Bulgaria, but state that none is carried on their merchant ships. Instead, the materiel is transported on Soviet and Bulgarian Navy vessels which are equipped for this purpose.
7. Small Soviet Navy vessels often visit the bases at Varna and Burgas. Bulgarian Navy ships also visit Soviet naval bases, particularly Sevastopol. Specialized personnel of the Bulgarian Navy are sent to the USSR for special training in Naval warfare.

Bulgarian Coastal Fortifications

8. The Black Sea coast of Bulgaria is well fortified. From the port of Varna in the direction of Monastero (sic, probably Monastir Sveti Konstantin to the north of Varna), the coast is very high; since it is impossible to land in this area, no fortifications have been built.
9. The coastline from Varna south to the Kamchiya River is low and many fortifications have been constructed in this area. Along this stretch of coast, coastal artillery emplacements of reinforced concrete have been built.
10. The military base at Varna has been fortified and the canal leading from Varna to Lake Devnya has been widened. It is now navigable for steamships of small tonnage.

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