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CENTRAL INTELLIGENCE AGENCY			
COUNTRY	Rumania/Bulgaria/East Germany	DATE DISTRIBUTED	13 JULY 56
SUBJECT	Port Information: Constanta/Burgas/Rostock	NO. OF PAGES	4
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		SUPPLEMENT TO REPORT #	
		RESPONSIVE TO	

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 6ND No 186-56).

- The following information is based on personal observations [redacted]
- Constanta, Rumania (9-11 Dec 55)

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After picking up a pilot, a doctor, and a small group of soldiers outside the harbor entrance, the ship entered the harbor through a mine-swept channel marked by buoys and tied up at a pier of pilings and stone construction. The general condition of the harbor and its facilities was described as slightly better than that of Burgas. One-third of the ship's crew was allowed ashore at a time; however, permission to let men go ashore had to be obtained 24 hours in advance from the port authorities.

[redacted] at Constanta on Russian Navy Day, [redacted] four or five Soviet destroyers tied up at a pier on which Navy barracks were located. This pier was at the entrance to the harbor and about two thousand feet from where [redacted] ship was berthed (Note: From a rough sketch [redacted] it would appear that his ship berthed on the southeast side of the New Jetty which is just north of the East Breakwater Quay.) [redacted] ship discharged margarine and loaded general cargo. Warehouses which stored the general cargo were located on the pier.

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[redacted] foreman of a stevedore gang [redacted] loading the ship [redacted] described conditions at Constanta as very poor. He told [redacted] could do him a big favor by giving him a package of razor blades. The foreman said that he was making less money than the stevedores, since those who do manual labor earn more than those in supervisory positions. No women were used as cargo tallymen or in actual cargo loading, but women were observed sweeping some of the dock areas.

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- Burgas, Bulgaria (23-28 Feb 56)

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The approach to Burgas through the Black Sea and the Burgaski Zaliv was made in accordance with the sailing directions as published in NEMEBRI, through a

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swept channel in the supposedly existent minefields.

A pilot and one armed soldier boarded the ship at the pilot station just outside of the harbor entrance. Depth of water at this point was six fathoms. The pilot took the ship to its berth where it was boarded by a doctor, an agent, one or two custom officials, and a small group of armed soldiers. A search of the ship was held, and all cameras and binoculars were locked up and the ship's radio transmitting equipment was sealed.

From an inspection [redacted] ship berthed at a quay which NIS 23, Section 35 indicates as being North East Quay. The quay, [redacted] was constructed of pilings and stone prior to World War II. Alongside water depth was believed to be four or five fathoms. The ship when loaded drew 15 feet forward and 17 feet aft.

Some disagreement existed [redacted] as to the wharf facilities. [redacted] there were no cranes on the quay at which his ship was berthed but [redacted] there were two heavy (25-30 ton capacity) and five smaller (two-three ton capacity) cranes on the "other" quay (Note: believed to be the North Quay). One or both of the heavy cranes were noted lifting railroad cars. [redacted] the ship used her own cranes in loading but [redacted] a merchant ship [redacted] aft (Note: probably at East Quay) was using several small capacity wharftside cranes in loading cement and/or general cargo. [redacted] ship used 10 wharftside cranes to load.

The ship loaded tobacco and iron pyrites. [redacted] Loading was supposed to be done by three eight-hour shifts (24 hours a day, 7 days a week), but enough men were not available. [redacted] all the stevedores should have been in two shifts instead of three. One complaint was that at any time a gang might be taken off the ship and sent to work elsewhere. Soviet ships always took priority. Also, loading operations were extremely slow; in part due to the fear of the women tallymen that if they made a mistake in checking the cargo they would be fired. The stevedores were said to make about 500 leva a month, if they worked a full month, which was equivalent to about US\$65.00. Any pay for overtime work reportedly went to the State and was not received by the worker. It took about 10 days' salary, however, to earn enough to buy a pair of shoes. It was said that a pair of shoes cost approximately 100 leva. Consequently the stevedores were shabbily dressed and most wore no shoes. Some, however, had made shoes from pieces of tires. (Note: As a slight conflicting report, however, [redacted] the stevedores were dressed in blue uniforms.)

The cargo, tobacco and pyrites, was brought to the quay on railroad flatcars. No forklift trucks or other cargo-handling equipment was seen. Five days of start-and-stop loading were required to load 1500 tons of pyrites.

[redacted] no dredging operations were being conducted in the harbor area. The water depths in the western half of the harbor were considerably more shallow than those in the eastern. [redacted] the area between Northwest Pier and North Quay had not been developed to handle cargo, but was still largely an undeveloped sandy stretch. A few small fishing boats and lighters were seen there, but no ocean-going cargo vessels. [redacted]

[redacted] the Northwest Pier had a slight "dogleg" (as indicated on Overlay to Figure 35-13 of NIS 23, Section 35) and extended almost to a buoy as shown. [redacted] construction on this pier was still in progress.

[redacted] no information regarding the shipyard supposedly on the West Mole; the area between the root of the West Mole and the Canal to Lake Vayakiei; nor [redacted] petroleum installations, or a granary.

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Several other cargo ships were either loading or discharging at Burgas. As previously mentioned, there was a large (estimated 10-thousand-ton) [redacted] ship at the position shown on overlay to figure 35-13 of NIS 23, loading cement and/or general cargo. At the North Quay, three ships ([redacted]) were loading grain from bags which were taken aboard and emptied. The six sheds on the North Quay were believed being used as storage for this grain.

The naval activity seen at Burgas was confined to noting the arrival of one or two small auxiliary or patrol-type ships from the north, which berthed in the northwest corner of the harbor. [redacted] a Naval Training Station was in that area, as he could see yellow painted, barracks type buildings and one other building, perhaps used as a headquarters.

It was believed that Varna (Stalin), a port north of Burgas, was closed to shipping, as it was used by the Navy exclusively.

Few restrictions were placed on the ship's crew going ashore; however, all had to return to the ship prior to 2400.

4. Warnemunde and Rostock, East Germany (26-27 Mar 56)

From Burgas, the ship went to Rostock to discharge its cargo of iron pyrites. She was boarded in the anchorage area shown on BA 2865 by the pilot. No stops were made in the Warnow River until the ship reached its berth at Rostock. Upon passing a shipyard at Warnemunde, two large old German ships were seen being repaired. Two other ships were in the process of being built. [redacted] a German transport which had been sunk just outside of Warnemunde during World War II had been salvaged and repaired. [redacted] one large building way (described as very similar in type to those in the [redacted] shipyards) and another being built. In addition, he said that it appeared as if the yard was going to be enlarged, since adjoining land was being cleared and leveled. The building way seen looked to have a capacity of 15-20 thousand tons.

[redacted] the Warnow River, the channel from Warnemunde to Rostock is roughly 60 meters wide and about 18 feet deep. [redacted] in navigating the channel caution was necessary in an area south of the Warnemunde turning basin, where a shoal area existed close to the east bank of the river.

At Rostock the ship berthed east of the southern terminus of the river ferry. Few other ships were in port. Unloading was done with two electric transporter type cranes equipped with three-ton grabs. Unloading took slightly less than 24 hours.

The Kohlenkai Quay [redacted] was believed to be equipped with transporter type cranes for coal handling.

[redacted] there was a considerable industry in Rostock in the manufacture of watches. Workers in this trade were said to be considered not highly skilled. The watches were not made for export. When a watch was bought, the store clerk was required to indicate the purchase on the buyer's passport or identification papers.

Comment [redacted]

At Constanta the destroyers seen were apparently berthed at the East Breakwater Quay, the usual Navy berthing area.

[redacted] a number of small capacity cranes exist along the East Quay and the Northeast Quay at Burgas but that in this instance [redacted] ship used her cranes for loading, despite the information as received [redacted]

The reporting of old German ships being repaired at Warnow Werft tends to confirm other information and reports.

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considering their cargo, it would seem logical that the ship berthed at the coal and ore quay (Kohlenkai).]



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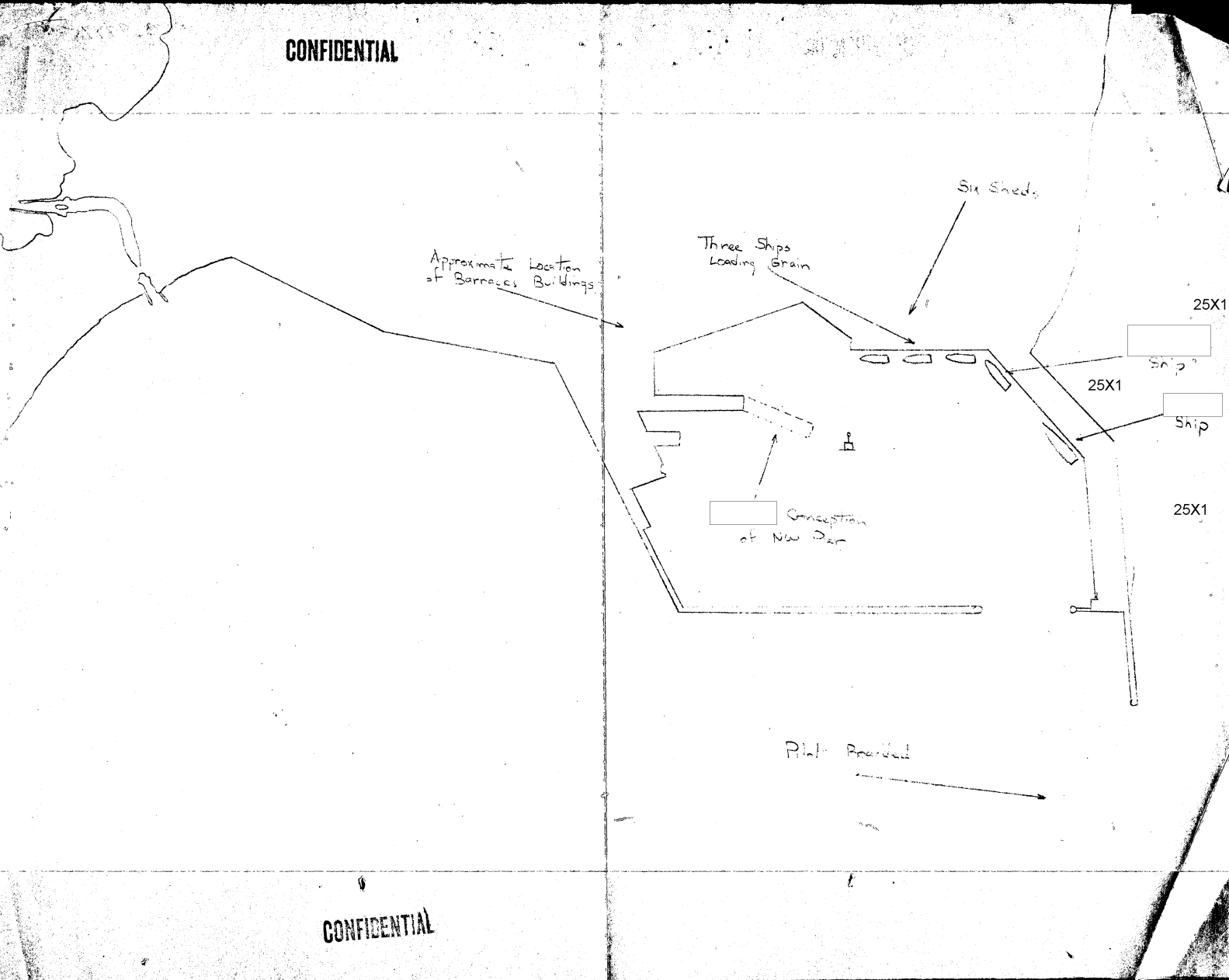
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