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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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SOURCE

River Tugboats

1. The Skoda Shipyards in Komarno <sup>1</sup> (N 47-46, E 18-08) were building tugboats for the Soviet Ministry of River Fleets. The first order was for 15 tugboats. Work on this order was begun sometime in 1948 or early 1949. The Navika firm in Prague designed the boat and the first tugboat was handed over to the Soviet representatives in Komarno in the spring or summer of 1952.<sup>2</sup> Until the summer of 1954 the total number of tugboats ordered was 50; it was believed the orders would continue indefinitely. In August 1954 the fifteenth and sixteenth tugboats were completed in the shipyards. The Moravian Electric Works (MEZ), National Enterprise, in Vsetin (N 49-20, E 18-00) delivered the electrical equipment for the nineteenth tugboat in the summer of 1954.
2. The tugboats were equipped with two diesel engines of the 6L275 type, a product of the Skoda Works in Prague-Smichov. The engine was the same as that used in the river passenger ships, and the transmission was mechanical<sup>2</sup>. [redacted] the manufacturer of the transmission. The propellers were, most probably, a product of the Skoda Works in Hradec Kralove, and were set into Cort nozzles. MEZ Vsetin supplied the motor generator set for the rudder drive, a motor for the tug rope, motors for the windlass used for the anchor chains, and generators for the tug's electric network (DC, 100 v). The motors and generators were of the M 17, M 22, and M 28 types. The tugboat was about 35 meters long and had an unusually high stem. The Soviet representatives were very satisfied with the river tugs.

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Maritime Tugboats:

3. In the first half of 1952, MEZ Vsetin received an order for main electric drives and auxiliary electrical equipment for 21 maritime tugboats destined for the USSR which were to be built in the Skoda Shipyards in Komarno. The design was to be made by the Navika firm. The boat was to be equipped with two diesel engines of the 6L275 type (the same as used in river passenger ships and river tugboats), each engine to be connected to a generator. The two generators were to feed one electric motor which was to drive one propeller. It was decided in the summer of 1952 that CKD Stalingrad in Prague-Vysocany would produce the main electric drive instead of MEZ Vsetin. The CKD plant was to use the type of generators they had developed for the diesel-electric locomotive of the T 434 type, a switching locomotive manufactured by CKD Stalingrad. About one or two of these locomotives were manufactured after 1948. MEZ Vsetin was still to manufacture the machinery for the boat's electric network which was to be 220 v DC.
4. The tugboat was to be equipped with an automatic windlass drive for the tug rope. The cylinder of the windlass drive was to be held in balance by the torque of an electric motor and was to act as a spring, winding and unwinding the tug rope according to the degree of strain put on the rope during navigation. The generator of the electric motor was to be driven by a diesel engine. This electric equipment was to be designed by CKD Stalingrad and manufactured by MEZ Vsetin. Originally, MEZ Vsetin proposed that the generator for the windlass drive be driven by one of the main diesel engines rather than by a special diesel engine, and MEZ Vsetin was prepared to design this equipment; however, the MEZ Vsetin proposal was not accepted by the Navika firm. However, during the first half of 1953, the entire order for maritime tugboats which had been placed in Czechoslovakia by the Soviets was cancelled.

The "Bobruysk" Tugboat

5. A tugboat which had sunk in the Danube River was removed by the Soviets and put under reconstruction in the Skoda Shipyards in Komarno. [redacted] the origin of the boat, its original name, the date it sank, or the date it was removed from the river. The name given the tug was "Bobruysk" and the Navika firm made the blueprints for its reconstruction. The tug was to be equipped with two diesel engines, each 900 hp at 400 rpm; source did not know the make. Each engine was to drive a propeller by means of an electromagnetic coupling. Specifications for these couplings were computed by CKD Stalingrad; the couplings were designed and manufactured by MEZ Vsetin. The main parts were finished in August 1954. The internal part of the induction motor was an iron block and not laminated, as was the usual case with induction motors. The rudder drive was under production at MEZ Vsetin by that time. [redacted] the "Bobruysk", with its 1,800 hp, would be the largest type of tugboat on the Danube River. Other tugboats he had heard of had only up to 1,500 hp. As of August 1954, no equipment had been installed in the tugboat. Rumors about possible cancellation of the whole reconstruction job had been circulated during the last few years; source heard the latest rumor in the summer of 1954.

Name1

6. During the first half of 1952, the Skoda Shipyards in Komarno made preparations for a production program called "Name1". Shipyard technicians (none of whom were executives) told source that "Name1" was a cover name for a submarine-building program for the USSR. Part of a one-story wooden barracks, about three rooms,

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in the shipyards which had been used as offices for the Navika firm was vacated in the summer of 1952, allegedly to be used as a reference and storage room for blueprints relating to the "Name1" program. The windows were barred and locks were reinforced. A guard, a member of the shipyard Plant's Guard, was posted at the barracks and entry was forbidden. The other part of the barracks was still used as a dispensary. In autumn 1952

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[redacted] who went to the Skoda shipyards on a business trip at that time, that the entire "Name1" program had been cancelled. [redacted] "Name1" after that time.

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### Suction Dredges

7. The shipyards in Prague-Liben built suction dredges for the USSR. This was the main building program of these shipyards. The design was prepared by the Navika firm. The suction pump was driven by a diesel engine ([redacted]) and the output of sand, mud, etc., mixed with water, was 250 cubic meters per minute. Starting with the twenty-first dredge, the output was to be 500 cubic meters per minute. Electricity for the dredge's electric network was produced by a generator for AC current driven by a diesel engine (make of diesel engine and generator was unknown to source). The network fed a Ward-Leonard motor generator set, which produced DC current for the DC motor-windlasses used to operate the anchor chains. The anchors were placed by small boats. The dredge was moved by winding the anchor chain on the motor-windlass cylinder. There were six anchors on each dredge; two on the stern, two on the bow, and one on each side. Each anchor chain was operated by one DC electric motor fed by one generator and there were three AC motors to drive the six DC generators.
8. It was planned to install equipment for setting the anchor chain windlass into operation automatically, so that the dredge would move to another place when the suction pipe was not operating at full capacity. The equipment was manufactured by the Krizik enterprise in Prague-Karlin and was tested on the first dredge. Source did not know whether the equipment proved to be satisfactory or not and therefore did not know if it was actually installed in the dredges.
9. All DC generators and motors for the dredges were MEZ Vsetin products. The roter, placed in the suction pipe, was driven by an AC, three-phase, commutator motor (stator-fed, Winter-Eichberg type), 38 kw. at 900 rpm (51 hp), regulated down to 600 rpm. This was a MEZ Vsetin product. Because the Soviets did not have any river navigation standards for AC commutator motors, they applied the standards used for DC motors, and thus objected to the slight sparking of the AC commutator motors. (Practically no sparking was allowed in DC motors but slight sparking was quite common in AC motors.) Therefore, negotiations were under way to replace the AC commutator motor for the roter drive with an induction motor with resistance in the rotor circuit or with a Ward-Leonard set.
10. The first dredge was near completion at the beginning of 1953. As of summer 1954, MEZ Vsetin had delivered electrical equipment for a total of 10 to 15 dredges. It was believed that the Soviet orders would continue indefinitely. The dredges were transported to Germany on the Vltava and Elbe Rivers. Their final destination was unknown to source.

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1. [redacted] Comment: When building activities at the Skoda Shipyards in Komarno are mentioned, the reference is to the new section since the old shipyards do repair work only. [redacted]

- 2 See [redacted]

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