

INFORMATION REPORT

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SUBJECT Organization of the General Directorate of the Sovromtransport in Bucharest

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SUPPLEMENT TO REPORT NO.

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The General Directorate of the Sovromtransport is composed of the following sub-directorates and services:

- | <u>Directorates</u> | <u>Services</u> |
|--|---|
| a. Directorate of Santierele Navale (Naval Shipyards). | i. Radio Service, broadcast and transmission. |
| b. Technical Directorate. | j. Secret Office Service. |
| c. Directorate of Movements of Vessels | k. Registration Service. |
| d. Maritime Directorate. | l. Cadre Service. |
| e. Directorate of International Transport. | m. Administrative Service |
| f. Directorate of Internal Transport. | n. File Service. |
| g. Directorate of Accountants Transport. | o. Transport Service (at Bancasa). |
| h. Directorate of Materials Transport. | p. Planning Service. |

The General Manager of Sovromtransport is I. Evdokimov; the Deputy Manager is Engineer Costin Ansulato. Other officials of the Sovromtransport are listed below:

- | <u>Position</u> | <u>Name</u> |
|---|---|
| a. Navy Yard Director (Soviet) (Rumanian) | Engineer Sokolov
Engineer Martin Millian |
| b. Technical Director | Engineer Jacob Sufer
Engineer Feodor Goriv |
| c. Director Ship Movement | Engineer Kupr.arov |

CLASSIFICATION ~~SECRET~~

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Engineer Apostolescu. Replaced Engineer Rasonaru who was arrested in November 1950 for attempting to aid some Rumanian officers in escaping to Yugoslavia

- d. Unknown
Jacob Gudkin formerly Sovromtransport representative in France.
 - e. Unknown
Ionescu Grecu now in Budapest Sovromtransport.
 - f. Unknown
Nicholaos Ionescu.
 - g. Unknown
Galperin Kurujov.
 - h. Unknown
Engineer Liubimov.
 - i. Unknown
Emilia Atanesiu.
3. The Directorate of Naval Shipyards has under its care the several ship-building firms in the various cities of Rumania. These cities are as follows:
- a. Constanta
Capital repairs to both medium and small merchant marine vessels are made at these yards.
 - b. Galati
This yard constructs new vessels and makes repairs to the hulls of ships as well as to machinery. This is the best organized yard in the Sovromtransport and has the largest production record. New tugboats are being constructed for a planned transportation service; these will be known as the NOKIA, CLOSCA, CRISAN, and GH DOJA. These will be twin screw vessels with 600 horsepower with British Widopp Kingsley motors. Six other tugboats of 180 horsepower each are under construction as well as new gasoline and petroleum storage tanks. The former PSCOV, a Soviet ship was recently repaired and turned over to the Sovromtransport society by the Soviets. The Galati shipyard lacks an adequate casting section. The principal spare parts are cast at the Resita Steel Mills.
 - c. Braila
The former Sovromtransport shipyard in Braila is now under the direction of the Ministry of Industry.
 - d. Giurgiu
There is no Sovromtransport society shipyard in Giurgiu but the PCA (Ports, Communications, Water), possesses a well-equipped shipyard which makes repairs only on Sovromtransport vessels. During 1950 general repairs were made on the passenger ships CERNAVODA and TURNU MARGURELE. In 1951 the tugboat ALBA IULIA was repaired at these yards.
 - e. Turma Severin
New construction and repairs to vessels are made at this yard. For example the coastal ships SULINA, CONSTANTA and MIDIA were rebuilt at these yards. Repairs were made on

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The shallow water tugboats DECEBAL and PECS as well as other tugs known as HIRON COSTIN and NOVOROSISK. This yard does not have equipment for forging heavy items such as engine shafts and propeller shafts. When such items are needed these are made by the Resita Steel Mill.

F. Orsova

The shipyard at Orsova is under the supervision of the Technical Directorate. The specialists in steam and diesel engine repair are proficient in their work, a fact which resulted in the Sovromtransport in acquiring this shipyard. Most work during 1950 and 1951 was centered on the repair of engines. Military pontoon bridges were also constructed during the recent months according to plans drawn up by Colonel Engineer Kazaciuc. The former Malaxa factory now known as 23 August Uzinele also collaborated in the manufacture of the above-mentioned pontoon bridges.

4. The technical Directorate has the following tasks and duties:
 - a. Construction plans for all vessels.
 - b. Makes plans for new installations and improvements on all vessels.
 - c. Orders schedule cancellation for any vessel for repair.
 - d. Contracts purchase of motors, engines, apparatus from abroad and within Rumania.
 - e. Calculates fuel consumption.
 - f. Controls estimates for repairs.
 - g. Supervises construction work at shipyards.
 - h. Provides plans for materials used for river and sea fleets.
 - i. Maintains statistics for all vessels and their degree of wear.
5. Directorate of Movements of Vessels coordinates ship schedules and maintains communications with vessels concerning their routes. The Directorate is charged with the responsibility of assuring the continual use of the vessels so that they will not be out of service for any appreciable length of time. On one occasion (date not given) the Danube was blocked in the vicinity of the Iron Gates when a lighter sank in a canal. One hundred and ten lighters were idle for nearly a month and the majority of vessels could neither leave nor enter the Danube.
6. The Maritime Directorate is chiefly concerned with the transport of passengers aboard the TRANSYLVANIA. This vessel travels between Constanta and Haifa each week. There are a few sea-going cargo vessels in the Rumanian Merchant Marine which are supervised by this directorate. Informant notes that the TRANSYLVANIA is in urgent need of engine repairs which cannot be accomplished until the firm of Burmeister and Wein, who originally built the vessel in Denmark send the necessary spare parts to them. The latter will not do so because the Rumanian Government has not paid a long standing debt.
7. The Directorate of International Transport occupies itself with transportation problems arising from sea cargoes as well as by shipments by truck.
8. The Internal Transportation Directorate is occupied with transportation by vessels on the Danube.
9. The Bookkeeping Directorate has two sections; the Maritime and River Section.
10. The Directorate of Materials is charged with procuring necessary material from foreign and domestic sources. The materials are obtained from England, West Germany and Italy.

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10. Radio Service is responsible for the broadcasting and the reception of radio messages between the vessels and the directorate. The station used British made equipment obtained during 1950 and 1951. All Sovromtransport vessels are in touch with the Bucharest main office every day. Between 7 a.m. and 9 a.m. Bucharest maintains contact with the Braila-Galati region; about 10 a.m. the Turmu Severin region is contacted by Bucharest. There are radio stations at Braila, Galati, Giurgiu, Turmu Severin and Orsova. These stations have recently received a combined total of fourteen cases of radio equipment. The largest radio station is at Strada Povernei No. 1 in Bucharest.
12. The Secret Office receives and distributes important messages usually addressed to the General Director and Deputy Manager of the Sovromtransport. These messages do not pass through a normal register. Such secret offices have been adopted by all institutions and ministries since the month of January 1951.
13. The Registration Service is charged with receiving and distributing all letters for ship's crews. It also distributes technical books known as "Motor Ship".
14. The Cadre Service is the Sovromtransport personnel section.
15. The Administrative Service is charged with maintenance of the buildings.
16. The File Service keeps the record of correspondence and documents.
17. The Auto Transport Service at Bancasa has about 160 trucks of various models. The trucks have been used only about 50 percent last year for domestic and foreign transport. About one-fourth of the 160 trucks were replaced last year by six ton ZIS trucks. Private trucks are not permitted to transport cargoes from one town to another, this being the monopoly of Sovromtransport and RATA.
18. The Planning Service draws up projects and plans for the materials and time necessary for completion of the projects. The disorganization in this section is notable since the various Rumanian ministries have no respect for quotas sent to them by the Planning Service and usually distribute the materials, already in short supply, according to their own discretion.

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