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### INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

1. The Obuda Shipyard.

- a. Location and ownership: This shipyard, described as the second largest in Hungary, is situated at Budapest - Obuda in the southern part of the Hajógyári-sziget (in the Shipyard Island). It is under Soviet direction and works exclusively according to Soviet plans and blue prints. The yard has been modernized and employs 2,300 workers.
- b. Craft under construction:
  - 1) Shallow-draft river tug with 600 HP, compound steam engines. For the USSR. Building rate: 2 craft every 4 months.
  - 2) River and sea-going ships. Diesel engines. A loading capacity of 800 tons. Building rate: 3 ships per year, but when the new assembly shed is completed, the rate will be doubled.
  - 3) Barges for rivers and coastal waters designed for a variety of freight. Loading capacity which was previously 1,000 tons is now 6-800 tons. Building rate: one barge every six weeks. The Russians use these craft partly for the Danube and partly for their own inland waterways.

2. The Ganz Shipyard.

- a. Location and ownership: The yard is situated at Meder Utca 9, on the Ujpest-Gulf, Budapest XIII, and there is another plant belonging to it about 1 km. to the southeast at Teve utca 12. Both are owned by the Hungarian National State Enterprise. The shipyard is the largest in Hungary and has been developed considerably since 1950. Over 4,000 workers are employed.

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-2-

## b. Craft under construction:

- 1) River and sea-going craft fitted with 800 HP "Ganz-Jendrasik" engines. Loading capacity is 1,100 tons. Building rate: one ship every 2-3 months, although there is capacity, if necessary, for two ships to be built simultaneously.
- 2) Floating cranes: These cranes are mounted on tracks and have a lifting capacity of up to 100 tons. The latter were constructed for bridge-building and repair work on the Danube. Other movable cranes have a lifting capacity of 3-10 tons.
- 3) Special orders for bridge components. Components for two bridges on the Rába River are at present under construction.
- 4) Ships' boilers.
- 5) Metal scaffolding.
- 6) Gear-wheel housings.

c. Destination of products: All sea-going craft are delivered to the USSR and 98% of its other production as well. The latter is regarded as reparations.

3. The Meszhart Ship Repair Yard.

It is situated opposite the Ganz Shipyard, on Népsziget, People's Island, Budapest XIII. The USSR has a 52% share in the enterprise, the remainder is Hungarian state-owned. 65% of its capacity is concerned with ship repairs and the rest with the construction of armed motor patrol boats. Work is said to be carried out in conjunction with the Ganz Shipyard. The repair yard, which has about 250 employees, is equipped with one floating repair shop and another is under construction. Repairs can be undertaken on any type of craft and three ships can be handled simultaneously. There are special arrangements for raising sunken ships. This yard is still called Meszhart Hajóműhely.

4. Other Shipyards.

The following small yards are known:

- a. Balatoni Hajózási Állami Vállalat, the Balaton Shipping National Concern, at Balatonfüred on Lake Balaton.
- b. Kiefer National Shipyard Co., with one yard at Visegrád and another at Baja, on Pandur Island.
- c. Siópusztaihajó Telep. Situated in Siófok where the Sió River runs into Lake Balaton.

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