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COUNTRY Rumania

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SUPPLEMENT TO REPORT NO.

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1. Braila has four shipyards, all of which are operated by Rumanian government agencies:
 - a. Viitorul Shipyard
 - b. Cooperativa G. Dimitrov Shipyard
 - c. Cooperativa Marina Shipyard
 - d. Compesecaria Shipyard
2. There is a floating shipyard in Braila which is operated by the Soviet Danube River Company (SDGP).
3. The Viitorul Shipyard was located on the left bank of the Danube River in an area surrounded by the Bulevardul Karl Marx, the river bank, and Strada Traian in Braila. The Viitorul Shipyard consists of the following formerly privately owned shipyards:
 - a. Naval Shipyard IRN (Intreprinderile Romane de Navigatie)
 - b. Energia Shipyard
 - c. Viitorul Shipyard
 - d. Danubiul Shipyard
 - e. Izbanda Shipyard
 - f. Cerchez Shipyard
4. The administrative offices of the Viitorul Shipyard were housed in the buildings formerly belonging to the Danubiul Shipyard. A location within the general Viitorul Shipyard area opposite strada Stefan cel Mare was once occupied by the Cooperativa G. Dimitrov Shipyard.

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5. The production of the Viitorul Shipyard was well behind the scheduled plan because of frequent work stoppages caused by lack of materials. Production of the shipyards included the following:
 - a. A yearly production of six to eight Soviet designed barges. The barges, which were made for the Soviet authorities, were built with double bottoms and with side tanks. With a capacity of 1,000 tons, these barges were designed to carry grain, fuel and cotton bales. In May 1952 two such barges were under construction.
 - b. Floating pontoons. These were cylindrical in shape, approximately eight meters in length and three meters in diameter. Built of iron sheets, approximately 40 such pontoons were under construction in May 1952, and a "much larger quantity" was already constructed and was in the Danube River near the shipyard.
 - c. Special spare parts for dredges were also built at this shipyard. The spare parts were all shipped to the Danube River-Black Sea Canal Administration in Cernavoda.
6. There were no special anti-aircraft defenses at the Viitorul Shipyard. However, trusted workers who were members of the Communist Party received anti-aircraft defense training from officers of the local fire brigade. Such training took place on an open field located north of the Braila-Bucharest railroad. 25X1



8. The workers receive monthly salaries varying from 300 to 400 lei. Skilled workers receive from 700 to 800 lei monthly. Besides, extra bonuses of 100 to 300 lei monthly were paid to those workers who surpassed their quota.
9. Transivol Balineanu, formerly a worker at the Galati naval shipyard, was the director of the Viitorul Shipyard. He was approximately 45 years old, was married and had four children. Balineanu was a convinced Communist.
10. One Simeon Oana, an engineer who was the director of the Galati Naval Shipyard before the war, was also employed by the Viitorul Shipyard. Oana was not a Communist.

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