

SECRET

CITIZENS ONLY 50X1-HUM

1044
8
Wid. Info. re Rumania
Subject: Information on Rumania.

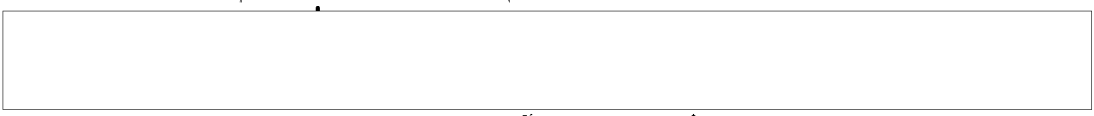
23 March 48



50X1-HUM

I. General Information on the Danube River from Sulina (0.0 kilometers) to Bazias (1075 kilometers).

1. The whole length of the Danube River from the mouth of Sulina to the city of Bazias, situated on the Rumanian-Serbian border, is 1075 kilometers.



50X1-HUM

3. The distances in kilometers are marked on signs located on the left bank of the river. These signs are supported on single concrete posts. Tens of kilometers (i.e. 10, 20, 30, etc.) are marked on signs supported on twin concrete posts.

ENCLOSURE

SECRET
U.S. OFFICIALS ONLY

4. From the city of Sulina to the city of Galatz the ~~length of the~~ river is indicated in miles, and is 80 miles or 150 kilometers. The sign which indicates 80 miles is located exactly in front of the Rumanian naval shipyard at Galatz. The sign which marks 151 kilometers is set exactly in front of the Harbor Master's office at Galatz.

5. The depth of the channel of the river at the entrance of Sulina before the war was 25 feet. Now, however, it is between 20 and 22 feet, because there has been no dredging for about two years.

6. The depth of the channel from Sulina to Galatz is 25-26 feet, i.e. about 8 meters.

7. From Sulina to Galatz freighters can sail freely, provided they use a pilot.

8. The depth of the channel from Galatz to Braila, or from km. 151 to km. 172, is about 25 feet.

9. From Braila to the island of Gisca, or from km. 172 to km. 249, the depth of the channel at the most is 3 meters. From km. 195 to km. 1075 the water becomes shallower and has a depth of from 3-5 meters. The depth depends upon the time of year and upon the rainfall.

10. From km. 249 to km. 371 the river is divided into two arms. The northern stream is called Borosa, and the southern is the Danube proper.

11. The island at km. 253 is called Gisca. It is not inhabited, but is used for pasture in the spring.

II. Banks of the River.

12. From the mouth of the river to km. 930 both banks of the river are thickly wooded. The trees overhang the banks so that ships which can approach the banks are hidden. Thus the war fleet of the Danube can be successfully camouflaged, and this camouflage is complete when the decks of the ship are covered with the branches of trees.

13. From km. 930 to km. 1075 the banks are precipitous, having on each side the heights of the Carpathian Mountains.

III. Analysis of Attached Plan 'A'.

14. Ismail Mouth. Chilia Arm. Point (1) on attached Plan 'A' is the mouth of the river from the Chilia or Ismail branch, which is called Patapov. The fishing boats and small motorboats usually sail from this mouth. The maximum depth of the water at this point does not exceed 3 feet.

15. Stari-Stambul mouth. Point (2) is the mouth called Stari-Stambul. The depth of the water here is about 12 feet. From this mouth usually sail the steamships (always with a pilot). Until 1944 Rumanian pilots were used. In August 1944 they were all replaced by Russians from the Navy.

The region of Stari-Stambul is held exclusively by the Russians, and Rumanians are forbidden to approach.

The region is in control of the Rumanian minefield formerly located at Stari-Stambul and had probably placed addition mines, but nobody knew the location of them.

50X1-HUM

50X1-HUM

Viduri mouth. Point (3) is the mouth called Viduri. The depth of channel at this mouth is $1\frac{1}{2}$ to 3 feet. It is used only by small boats.

17. Town of Valcov. Point (4) marks the point where the village of Valcov is located. Its population numbers about 5000. This village was formerly inhabited by Russians from Bessarabia, Rumanian fishermen, and a few merchants. After 1944 the Rumanians left, and only the Bessarabian Russian fishermen remained. Valcov is situated at km. 18.

18. On the bank of the river opposite Valcov and located at km. 21 is the hamlet of Perprava inhabited by Rumanian fishermen; it has about 100 houses.

19. From km. 21 to km. 36, where there is a red beacon, marked (8) on attached Plan A', the river divides into two branches, the northern and the southern. The northern is called Solomonov, and the southern is the main arm of the Chilia. Boats can sail on both branches, for the depth of the water is about 5 meters.

20. At a point km. 21-22, by the right bank of the river, lies the sunken Rumanian gunboat CUTATZU.

21. City of Chilia Veche. Point (10) is the city of Chilia Veche at km. 41. The city has a population of about 25,000. All are Rumanians engaged in fishing and farming.

22. Peribrave Branch. Point (11) is a branch called Peribrave (or Peribrade?). It is useless for navigation and is overgrown with willows.

23. City of Chilia Veche. Point (12) is a city which is also called Chilia Veche, just like the city on the opposite bank. It is inhabited for the most part by Russians, but there are also a few Rumanians. The city has about 40,000 inhabitants engaged in trade and agriculture. There is a Russian army force located here with permanent barracks;

About 700 meters east of this city, by the left bank of the river, there is a Rumanian gunboat COCA-DSIANO which was sunk by the Russian airforce in August 1944.

24. Canal-Istambul or Chilia. Point (9) is a branch called Canal-Istambul or Chilia. It is a length of 115 kilometers or about 43 miles.

25. Chislicea Island. Point (14) is a red beacon on the western tip of the island called Chislicea. Small steamers can pass to the north of this island, because the depth of the channel at the minimum is 3 meters. Large steamers pass south of the island.

26. The Russian Danube fleet anchors in the winter north of Chislicea Island along its entire length. In summer this fleet is scattered. The gunboats usually enter and leave this anchorage from the western side of the island, because the water at the eastern side is shallow. Steamers are forbidden to sail along the northern side of this island.

SECRET CONTROL

U.S. OFFICIALS ONLY

- 4 -

SECRET

27. Point (13) is a red beacon on the western side of [redacted] those [redacted] The island is sparsely inhabited by Bessarabians who are engaged in fishing and gardening.

50X1-HUM

28. City of Ismail. Point (15) is the city of Ismail which has a population of 50,000 inhabitants (Russians, Rumanians, [redacted]) The city is now held by the Russians and is run according to the Russian system. Ismail is in a way the harbor for all of Bessarabia for trade and commerce.

50X1-HUM

29. Point (16) is a beacon with a green lantern.

30. Mole for the Control of Ice. Point (17) is a mole at km. 115. Opposite this point is the 43 mile marker, where there is a red beacon. The mole is of stone, and has a length of 150 meters, width of 2 meters, and a height of 1 meter (above the water); its direction is parallel to the stream, and its purpose is to direct the ice which comes down stream towards the Ismail branch rather than towards the Sulina branch which carries more important shipping.

31. Sulina Branch. This branch has a total length of 33 miles. From the mouth of this branch to point (21) the banks on both sides are built up with a stone wall. This branch is chiefly used for freight ships. The width of this branch averages 150-200 meters.

32. Sulina Mouth. Point (5) on Plan B is the entrance to this mouth. In this mouth is built a mole consisting of two jetties built of stone; they are about 2 miles long. The exterior jetty (3) is somewhat longer than the inner one (4). The width of each of these jetties is 2 $\frac{1}{2}$ -3 meters, and the height above the surface of the sea is 1 meter. At the end of each is a lighthouse; the outer one has a red lantern (5) and the inner has a green lantern (6). At point (7) is a sand bar where the water is 0.60 m. deep. At point (8) is anchored a black buoy with a green lantern. On this buoy is a whistle which works automatically when the weather is foggy and when the sea is rough. At point (9) is marked the river channel of the Sulina Branch.

33. Sfantu Gheorghe Branch. This has a length of 95 kilometers. Small fishing steamers sail through this branch, which has a depth of 3-5 meters. At the mouth of this branch lies the small village of Sfantu Gheorghe.

34. Village of Sfantu Gheorghe. This village has about 2000 inhabitants. They are Rumanians engaged in fishing. Those from Bessarabia are Communists or fellow travelers, but the rest adhere to the Party only because they have no alternative. The village is administered by the district of Tulcea.

35. At point (5a) is a small, insignificant village called Otinca.

36. Coast Defense Works. (6) marks points of the coast where there used to be permanent Rumanian coast defense artillery. These points are now in Russian hands, and are manned by Russian and Rumanian marines. The guns are 120 and 150 mm. caliber.

[redacted] the 150 mm. guns had been replaced by Russian pieces whereas the 120 mm. guns were still Rumanian.

50X1-HUM

SECRET**CONTROL****U.S. OFFICIALS ONLY**

37. Point (20) is the km. 93 mark.

38. At point (18) are three black buoys. When the buoys are black (along the entire length of the river), it indicates that boats must pass between the buoy and the left bank of the river. That is, boats coming downstream must keep these buoys to starboard, whereas boats going upstream must keep the buoys to port.

39. City of Tulcea. This city lies at (19) where the 38 mile marked is. It has about 50,000 inhabitants engaged in fishing, business, and agriculture. Eight per cent of the population are Rumanians; the rest are Russians,

and Bulgarians. On the northeast edge of the city, a distance of about 100 meters from the shore there is a single rock about 5 meters high. On it is a beacon with a green lantern. Ships keep to the left of this rock when going downstream, and to the right of it when going upstream. The water forms a whirlpool of such strength that even steamboats may be caught in it. There have been several disasters at this point, particularly of slow moving ships. The city of Tulcea is built upon a rocky site and is surrounded by hills.

40. At point (19) are three buoys, of which the eastern is red and the two others are black.

41. Point (20) is the km. 93 mark of the Sfantu Gheorghe Branch.

42. Town of Tsaktsil (sic). At point (22), which is 56 miles from the mouth of the river. It has a population of about 10,000 consisting of Rumanians, Bulgarians engaged in business and agriculture. It produces much fruit and timber. The town is built 2 kilometers inland from the bank of the river.

43. City of Reni. At point (24). This city is held exclusively by the Russians. It has 40,000 inhabitants, Russians and Bessarabians, engaged in business, farming, and fishing. In Reni there is a large Russian military force,

The Russian troops occupy the former Rumanian barracks, which they have repaired and extended. In Reni the Russians have located tanks for oil which comes from Floesti, transported on barges from Giurgiu. The entire Danube fleet, both commercial and naval, is supplied with oil from this point (see Plan C).

these tanks are very large and made of iron. The tanks are painted light gray. They are located at a point about 300 meters from the bank of the river on a place between the former grain elevators and the lumber mill. The exact arrangement is depicted on attached Plan C.

44. Plan C:

- (1) -- City of Reni.
- (2) -- Public park.
- (3) -- City police.
- (4) -- City hall.
- (5) -- Old Rumanian barracks now occupied by the Russians.
- (6) -- 70 mile marker opposite the harbor master's office.
- (7) -- Harbor master's office.
- (8) -- Harbor police.
- (9) -- 69 mile marker.

SECRET
U.S. OFFICIALS ONLY

**SECRET
U.S. OFFICIALS ONLY**

50X1-HUM

- (10) -- 68 mile marker.
- (11) -- Grain elevators (always full).
- (12) -- Iron oil tanks (six or seven).
- (13) -- Lumber mill.
- (14) -- Mill Chimney.
- (15) -- Railroad station of Reni. Here gather all the cars coming from the interior of Rumania, carrying grain, oil, troops, machinery (from Germany), going to Bolgrad. The munitions coming from Russia and going to the interior of Rumania arrive here.

45. At point (25), Plan A, are three black buoys at the mouth of the Pruth River (25a).

46. Point (26) is a white beacon at 74 mile marker.

47. Point (27) is a small Rumanian village called Cotopisici. It has about 500 inhabitants engaged chiefly in fishing and farming.

48. At point (28) are two black buoys. On the bank is the 77 mile marker. At this point there is an artificial harbor built of stone and concrete and called Bazinul Nou or Bazinul de Cheresia). The details are given on attached Plan D.

49. Plan D:

- (1) -- Bazinul Nou or Bazinul de Kerestia. Its walls are built of stone and concrete. It extends about 300 meters in from the bank of the river and can be used by about 300 riverboats and barges, which usually anchor here in the winter.
- (2) -- Boundary wall of concrete, height about 2.20 meters.
- (3) -- Lumber stacked in the open.
- (4) -- Three covered lumber stores.
- (5) -- Police--Customs.
- (6) -- Two black buoys (at point (28) on Plan A).

50. Galatz. (29) is the city of Galatz. The population is 160,000. Eighty per cent of these are Rumanians, and the rest are Russians, Armenians, It is governed by a Russian and Rumanian Military Governor (sic). It is the seat of a province, of a district, and of a Police Directorate.

51. Plan E:

- (1) -- Railroad bridge over the Pruth River.
- (2) -- Russian railroad track, wider gauge than the Rumanian.
- (3) -- New railroad station of Tranzbortare. It was built about the end of 1946 and began operating at the beginning of 1947. Here is collected all (sic) the material coming from the interior of Rumania and destined for Russia. The movement at this station is large, and the material sent from is of various kinds, both commercial and military. The Russian cars are run beside the Rumanian cars and are loaded directly. Material which cannot be loaded immediately is stored in the station warehouses (5), which were built at the same time as the station. The warehouses are frame construction covered with tar paper.

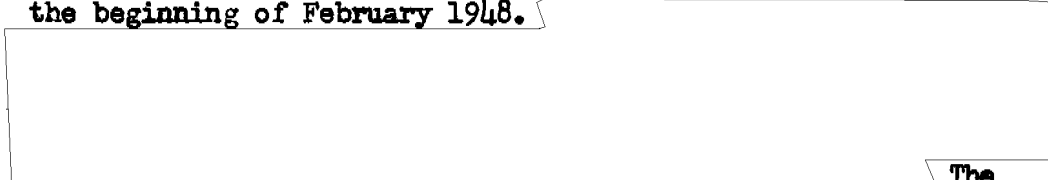
**SECRET
U.S. OFFICIALS ONLY**

SECRET
U.S. EYES ONLY

50X1-HUM

- (4) -- Frame structure used as a warehouse by the Rumanians.
- (5) -- Warehouses for all kinds of material.
- (6) -- Harbor Bazinul Nou or Bazinul De Cherestia (see Plan D).
- (7) -- Rumanian shipyards for the navy. Called Arsenalul-Marine. Small craft only (up to 500 tons) can be drawn up from the river for repair. Larger craft are repaired at the bank of the river or are towed to the two floating dry docks lying permanently at the northeast side of the harbor of Galatz, which is called Bazino-Veche or Docuri. In December 1947 there was nothing in for repair at these dry-docks, whereas on the bank of the river the following naval ships were being refitted: MARESST, a Rumanian cruiser of 2,500-3,000 tons, formerly Italian; MARESEST, a similar ship; REKINO, a small Rumanian submarine; GIGULESCO, a Rumanian destroyer of about 800 tons; there were also other tugs and barges which carry war material. There were also drawn up for repair in the shipyards one tug, two barges, and some motorboats.
- (8) -- S.N.G. Shipyards. These shipyards are privately owned and were named Siandiere-Navale-Galatz. They were renamed, however, and are called Siantierul-Sovrom-Transport. They have German installations and have a greater capacity than the Arsenalul Marinei. They are able to build new vessels. In September 1944 they began working for the Russians. They make all kinds of repairs of naval and commercial vessels. They have orders to build six tankers (for the river traffic) of 2000 tons each. Of the six ships four were completed and launched in September 1946, and on 1 November 1947 the others were about completed. The Russians took as reparations from the Rumanians three barges and one tug. Launching day for the two remaining river tankers was set for the end of January or the beginning of February 1948.

50X1-HUM



The administration of the shipyards is as follows: Director-- Russian navy captain; Deputy Director--Rumanian civil engineer named Uana [redacted]; Manager--Rumanian navy captain named Steriopol [redacted]; Deputy Manager--Rumanian navy captain Rado Dragomirescu. Every ship leaving the shipyards must be inspected by Dragomirescu. In these shipyards 1000 workmen are employed; they are all Rumanians, about 5% of whom are Communists. Work is progressing slowly, because the workers do not work with any enthusiasm, because of the low pay (3000-6000 lei), and because it is so difficult to obtain spare parts for the German machinery and tools.

50X1-HUM

- (9) -- Private houses.
- (10) -- Warehouses of the Rumanian railroad freight station, called Gara No. 8 or Gara de Mirfuri.
- (11) -- Passenger station called Gara No. 10 or Gara de pasatzeri (sic).
- (12) -- Railroad shops. Locomotives are repaired and Rumanian cars are refitted so they can be used on the wider Russian railroad tracks.

SECRET
U.S. EYES ONLY

- (12a) -- Rumanian railroad shop. It is always full of Rumanian locomotives.
- (13) -- Galatz Harbor. The dimensions of the harbor are: width 500 meters, depth ca. 200 meters, depth of water 8 meters, width of entrance 40-50 meters.
- (14) -- Rumanian state grain elevators.
- (15) -- Building which houses the Harbor Administration (Directsia Docurilor Galatzi) and the Customs House for passengers and freight. The Director of the Harbor Administration is Albulesco. The personnel of the customs house numbers about 50, the majority of whom are socialists or members of the Agrarian Party. The Communists number about 5 of these 50.
- (16) -- Cold Storage Plant (Pescartae Statoului (sic)). This is the largest cold storage plant on the Danube operated with Diesel power.
- (17) -- Private flourmill, put out of commission by Russian bombing on 23 August 1944.
- (18) -- Two buildings, of which the western one is a flourmill under repair, and the eastern one (near the shore) is a factory for making tin plate (or sheet iron, i.e. "lamarina").

[redacted] This factory is called Titan-Dadrac-Ealan, and is now in Russian hands.

50X1-HUM

- (19) -- The former Rumanian Naval Base of the Danube. It is a two-story stone building. It houses Russian naval officers and enlisted men.
- (20) -- Galatz Harbor Administration. This is a three-story building. The second floor is taken over by the office of the Harbor Master. Until December the Harbor Master was a Rumanian Communist named Popescu, formerly an employee of the Harbor Master's office, who was raised to his present position in 1946. Among the officers of the Harbor Administration, [redacted] the following: Florin Mudianu, a Communist; Victor Dumitrescu [redacted]; Ivanov, a Communist.

50X1-HUM

Organization for Protection of the Danube. This service is located on the third story of the Harbor Administration building. It is named Servitsiul Hidraulic. It has under its protection the river between the 33 mile marker and km. 930. The director of this service is the Rumanian Schiopu, a Communist. Among the senior employees of this organization are: Adsi Briboli, a Communist from Serbia, who knows all the Danube works, because he is responsible for them; Derich, [redacted]

50X1-HUM

Sovrom Transport has the first floor of the building. This company is the former N.F.R. (Navogationia Fluviana Romana). This Rumanian state company, transformed into a Russo-Rumanian company, now has Russian partners. It owns most of the passenger boats, tugs, and barges of the Danube.

SECRET

U.S. OFFICIALS ONLY

(21) -- Warehouse for Medical Supplies. This is a three-story building, privately owned by H. Stefan. It formerly housed various companies and offices. Now it is held by the Russians and is used as a warehouse for medical supplies. The building is colored dark gray, and is distinguished from all the others by its color.

(22) -- Lumber mill. [REDACTED]

50X1-HUM

(23) -- Barracks. These buildings formerly were used as a naval station for the Rumanian fleet. They now house a Russian mechanized unit (motorcycles, automobiles, and light tanks). The cannon of the tanks do not exceed 75 mm. The automobiles stored in the court do not number more than 200. This mechanized unit is changed every three months or so.

50X1-HUM

[REDACTED] The place where these barracks are located is called Cinolina, which is a hill. The buildings are all different (sic).

(24) -- Navy wireless. This is the former Rumanian Navy wireless, now held by the Russians. The antenna is supported on a square iron tower more than 50 meters high. Point (24) of Plan E is the position of this wireless tower. The equipment is located in the first story of the eastern building of the barracks. The wireless has a world-wide range.

50X1-HUM

(25) -- Mine factory. These are small one-story buildings lying near the shore on the slopes of the hill Ciglina. The southern one is used as a factory for making mines, and the northern serves as storage space for mines.

(25a) -- Rumanian Naval Station. This is a one-story building on the river bank, used by the Rumanian navy as a naval station.

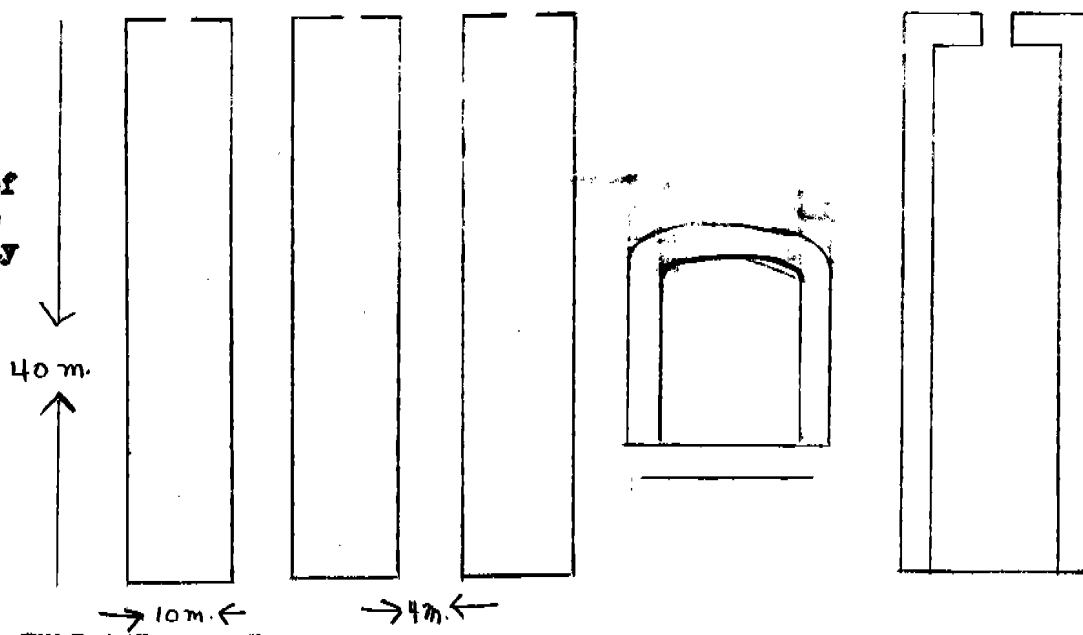
(26) -- Powder Magazine. At this point in 1941-42 three powder magazines were constructed underground. Each of these has one entrance which is closed with double wooden doors. Each of these magazines, which are exactly alike, is 40 meters long, 4 meters wide and 4 meters high. The walls are made of concrete and are a half meter thick. These magazines are built parallel, and the entrances are a few meters apart. A rough sketch of these magazines follows:

SECRET CONTROL
U.S. OFFICIALS ONLY

SECRET CONTROL
U.S. OFFICIALS ONLY

Horizontal Cross-Section

Vertical Cross-Section

Text says
diameter of
4 m. space
between may
be 10 m.

The ground over these magazines is about 60 m. thick. [redacted]

50X1-HUM

[redacted] in time of war these magazines were full of ammunition, and [redacted] the Danube fleet was provided with ammunition from them. [redacted] they are still used by the Rumanian authorities.

- (16a) -- Other subterranean ammunition magazines, formerly Rumanian. Much larger than the preceding. During the war the magazines at (26) received their ammunition from these magazines. Sub- [redacted] these magazines [redacted] are now held exclusively by the Russians. [redacted] any ammunition now stored in these magazines must be of Russian origin.

50X1-HUM

- (27) -- Small uninhabited island, called Cucucea. It is overgrown with willows, and on the northern shore there are various small summer houses, because the shore is used for bathing.
- (28) -- Small village called Azaclou or I.K. Bratianu. Its 2000 inhabitants are all Rumanians, engaged in farming or fishing.
- (29) -- Church of the Holy Apostles.

52. Point (30) on Plan A is the village of Matsin. It has about 2000 Rumanian inhabitants engaged in farming. On the riverbank there is a small privately owned shipyard.

SECRET CONTROL
U.S. OFFICIALS ONLY

53. Point (30a) is a branch called Matsin or Turkish Danube. During the winter all the boats from Braila, whose harbor is small, anchor along the entire length of this branch.

54. Point (31) indicates three black buoys at the mouth of the river Siret.

55. Point (32) is a red beacon.

56. Point (33) is a white beacon at km. 160.

57. Point (34) indicates three black buoys in front of Braila.

58. Point (35) is the city of Braila. It has about 80,000 inhabitants, with about the same proportion of non-Rumanians as Galatz. The harbor of Braila is small, and its capacity is about the same as that of the New Harbor of Galatz. The most noteworthy feature of Braila is a factory which was converted by the Germans to war production, building small tanks. It was formerly the factory of the French-Rumanian company called FRANKOROMANA, which repaired various machines and also locomotives. It lies on the north edge of the city, very close to the houses. The traveller from Galatz to Braila finds the factory on the left of the railroad line, at a distance of about 50 meters from it. The factory lies between the railroad line and the public highway running between Galatz and Braila. This factory is in operation now,

On their departure the Germans left it untouched.

50X1-HUM

59. Point (36) is the city of Hirsova at km. 253. It has about 40,000 inhabitants, and is a commercial city lying on the bank of the Danube River but without a harbor.

60. Point (37) is the island of Gisca, which has no importance.

61. Point (38) is the city of Cernavada, which has no harbor and is unimportant.

62. Point (39) is a railroad bridge, 4080 meters in length. It is supported on concrete piers. It unites Rumania with Dobrudja. It is a very strong bridge--a freight train with 80-90 cars crosses the bridge without difficulty.

63. Point (40) is the Bordja Branch, beginning at the little island of Gisca and ending at Point (42) where there is a beacon that is out of commission. The length of this branch is marked in kilometers, from km. 0.00 at Gisca to km. 101 at the beacon at Point (42). Only small boats sail on this branch, because at certain points the water is shallow, and it is for this reason that the beacon is not restored to use.

64. Point (41) is the city of Calarasi, capital of the province of Ialomita. It has no harbor, but it is a commercial city, and its inhabitants are engaged in business and in farming.

65. Point (43) is the city of Silistra at km. 371. It was formerly Rumanian but is now inhabited by Bulgarians and Rumanians, about 50% each. It has no harbor. There is a cigarette factory on the river bank.

**SECRET CONTROL
U.S. OFFICIALS ONLY**

- 12 -

66. Point (44) is the town of Ostrev at km. 362. It is inhabited by Rumanians engaged in fishing.
67. Point (45) is the town of Oltenita at km. 430. It is situated 4 kilometers from the river bank, where there are grain elevators.
68. Point (46) is the Bulgarian city of Turtueaia.
69. Point (47) is the Rumanian city of Giurgu at km. 493. It is built 4 kilometers from the river bank, but it has a small harbor with about 10 petroleum tanks. Petroleum is brought from Ploesti and from this point is transported to the north on barges via Reni. On the river bank near the petroleum tanks is a factory for processing sugar.
70. Point (48) is the Bulgarian city of Ruschuk, which has a small harbor. Material brought from Russia for Bulgaria is unloaded here, and is transported to the interior of Bulgaria.
71. Point (38c) is a small island at km. 303. It is called Hinogu.
72. Point (38b) is a small village called Cocirleni. It lies about 2 kilometers inland from the river and about 4 kilometers south of the city of Cernavoda.
73. Point (38a) indicated the Central Ammunition Magazines of the Rumanian fleet. They are built underground in the pass between two hills. The site can be located approximately at a point lying 2 kilometers south of Cernavoda and 3 kilometers east of the island of Hinogu. These magazines are generally known by the name "Hinogu Magazines".
74. Point (49) is the Rumanian city of Zimnicea at km. 570. It is located 5 kilometers inland. It is a commercial and farming city. At km. 563 there are two black buoys, and at km. 567.5 there is a black and white buoy, below which are sunken barges.
75. Point (50) is the Rumanian city of Turnu-Magurele at km. 630. It is situated inland and has no significance.
76. Point (51) is the Rumanian city of Corabia at km. 710.
77. Point (52) is the Bulgarian city of Nikopol at km. 630.
78. Point (53) is the Rumanian city of Bechet located 5 kilometers from the river bank at km. 790.
79. Point (54) is the Rumanian city of Constanta, which is a large commercial city with various factories. It is the capital of the province of Dolz and is a railroad center.

**SECRET CONTROL
U.S. OFFICIALS ONLY**

**SECRET CONTROL
U.S. OFFICIALS ONLY**

50X1-HUM

- 13 -

80. Point (55) is the city of Calafat at km. 828. It has no harbor.
81. Point (56) is the Bulgarian city of Vidin.
82. Point (57) is a white beacon called Ciganasi, from the name of the small island. At this point the current of the river is strong, the passage dangerous, and the island and bottom rocky. For this reason two beacons (57) and (58) have been placed at km. 875.
83. Point (59) is a small island called Ostrov lying at km. 918. The island is inhabited by Rumanians. It is important because during the bad winter weather the river steamers find shelter along the eastern side of this island, and so avoid the strong current and the ice flees which mostly pass on the northwest side of the island where the current is so strong.
84. Point (60) is the Rumanian city of Turnu Severin at km. 930. It has no harbor, but is a commercial city with many factories and privately owned shipyards lying at the western edge of the city at km. 932. Above Turnu Severin the banks of the river are steep and the current strong (16-17 kilometers per hour). At km. 935 are the cataracts of the Iron Gates. These cataracts are 2 kilometers long, and only very stout steamers can ascend the stream by being towed by locomotives on the Serbian bank.
85. Point (61) is the Rumanian city of Orsova.
86. Point (61a) is a small island called Ada-Caleh at km. 1050. It is inhabited by Mohammedans who are engaged in the cultivation of tobacco and the manufacture of cigarettes, the cultivation of grapes and the production of cognac. The island is autonomous.
87. Point (61b) is the city of Moldova Noua.
88. Point (62) is the last Rumanian city on the Danube (at km. 1075). It is named Bazias and is situated 3 kilometers inland.
89. Point (63) is Belgrade.

IV. Danube Naval Fleet.

90. [redacted] naval vessels which the Russians have on the Danube [redacted] are, [redacted] special river-boats without keels. They are armed and were brought up by the Russians during their advance in 1944. To the Russian ships should be added the craft of the Rumanian Danube Fleet. [redacted] the Rumanian draft are armed. Their large guns are of 120 mm. caliber, and they have a suitable number of anti-aircraft guns.

50X1-HUM

50X1-HUM

SECRET U.S. OFFICIALS ONLY

- 14 -

**SECRET CONTROL
U.S. OFFICIALS ONLY**

91. Among the ships of the Danube fleet are the following Rumanian vessels: LAHOVARI, BRATIANU, BUCOVINA, ARDEAL, and BESSARABIA. All these have been renamed with Russian names. The LAHOVARI became the KERCH; the BESSARABIA is now the ISMAIL; the BRATIANU is renamed KIEV; [redacted]

50X1-HUM

92. [redacted] when the Russians entered Rumania in 1944, the above gunboats needed certain repairs. The Russians demanded that the Rumanian Government make these repairs during the period from November 1944 to March 1945, and this was done.

93. [redacted] since the five vessels named above were refitted in the shipyards of Galatz, [redacted] their armament, which is as follows:

50X1-HUM

- a. BESSARABIA (ISMAIL). This is a vessel of 1800 tons. Its engines are rated at 900 h.p. [redacted]

50X1-HUM

[redacted] and came into the possession of the Rumanians in 1916. It carries a turret forward and another astern. Each turret carries two 120 mm. Skoda guns, which are moved by electricity and can be used as anti-aircraft guns. They have a range of 21 kms. horizontally, and 5 kms. vertically (for anti-aircraft defense). The ship carries a 37 mm. anti-aircraft gun of German manufacture on the bridge. Right behind the smokestack towards the stern she carries two 20 mm. anti-aircraft guns of German type. Between the 120 mm. guns of the rear turret and the 20 mm. anti-aircraft guns mentioned above there is a 13.2 mm. machine gun of German type. When the Rumanians had this ship the crew numbered 100 sailors, 8 officers, and 10 petty officers. [redacted]

50X1-HUM

[redacted] The engines of the ship burn residual oil, and develop a maximum speed of 24 kilometers per hour against the current. The length of the ship is 60 meters, the beam is 12 meters, height of the deck above the water line is 7.70 meters, and draft is 1.40 meters. The armor plate of the deck and sides is 7 cm., as is that of the turrets and bridge. Below the water line the armor plate is 1 cm. thick. The powder magazines are exactly under the turrets. The armor plate between the turrets and the prow and stern is 3-4 cm. thick. The quarters of the men are in the stern, those of the officers in the prow. The color of the ship is gray. The armament described above was installed in 1942.

**SECRET CONTROL
U.S. OFFICIALS ONLY**

- 15 -

SECRET**CONTROL
U.S. OFFICIALS ONLY**

- b. LAHOVARI (KERCH) and BRAITIANU (KIEV). These two ships are exactly alike. They are 2000 tons displacement, and have a speed of 24 kilometers per hour. They are 61.5 meters long, have a beam of 12 meters, and the deck is 0.80 meters above the water line. The armor plate is similar to that of the ISMAIL, as is the color. The engines develop 900 h.p. and are of Italian manufacture ("TORINO"); they burn residual oil. Each ship carries two turrets on the prow, each with one 120 mm. Skoda gun. There is one turret on the stern with one 120 mm. Skoda gun. Anti-aircraft defense, crew, and powder magazines are like those of the ISMAIL.
- c. ARDEAL is a 1500 ton ship with a speed of 18 kilometers. She is 58 meters long, has a beam of 11 meters, and the deck is 0.80 meters above the water line. Her armor plate is the same as the foregoing, and her armament is the same as that of the LAHOVARI. Her engines of Austrian manufacture burn coal. The only difference between her armament and that of the LAHOVARI is that hers was put in during 1937. The Rumanians obtained the ship in 1916.
- d. The BUCOVINA is a 1500 ton ship with a speed of 21 kilometers per hour. She is 57 meters long, with a beam of 11 meters, and the height of her deck above the water line is 0.70 - 0.80 meters. She has a draft of 1.20 meters. She has Austrian engines, and she was obtained by the Rumanians in 1916. Her engines burn residual oil. Her crew is similar to that of the foregoing ships. She carries one turret on the prow and one on the stern. Each of these turrets carries two 120 mm. guns installed in 1937-1938. Her armor plate, armament, and anti-aircraft defense are like those of the foregoing ships. The difference in her armament consists in the fact that on the bridge and immediately aft on the deck she carries three turrets for machine guns which are not permanently mounted.

All the above ships have two helms, one on the bridge and the other under the bridge within its turret. The ARDEAL, BESSARABIA, and BUCOVINA also have a helm moved by hand, which is located under the deck and immediately behind the engine room in a special compartment. The BRAITIANU and LAHOVARI also have a hand helm, but located on the deck immediately behind the bridge.

SECRET**U.S. OFFICIALS ONLY**

50X1-HUM

**SECRET CONTROL
U.S. OFFICIALS ONLY**

- 16 -

V. RUSSIAN DANUBE FLEET.

94. During their advance in 1944 the Russians brought with them a fleet of river gunboats through the Black Sea. In addition they have the entire Rumanian river fleet, except for a very few small craft which they allowed the Rumanians to keep. These are four vedettes (small boats used for scouting), the submarine REKINO, the cruisers MARESST and MARASSET, and one destroyer. Of the mercantile fleet some ships were returned to the Rumanians, but all needed repair and either were repaired or are now in the shipyards of Galatz. The vedettes were repaired in the spring of 1947, while the MARESST, MARASSET, REKINO and the destroyer are undergoing repair now.

95. [redacted] the Russian Danube fleet, [redacted] for the most part is in Bessarabia or in the Ismail Branch, which is forbidden to mercantile ships.

50X1-HUM

96. [redacted] among the Russian Danube fleet the rather large gunboat ZILEZNIKOV, [redacted] at about 2000 tons displacement, [redacted] does not seem [redacted] larger than the Rumanian gunboats. The only thing [redacted] is the fact that she carries three gun turrets, of which two are on the prow, each carrying one gun. The third turret located on the stern carries two 120 mm. guns.

50X1-HUM

VI. Submarines.

50X1-HUM

97. [redacted] the Rumanians had only 3 submarines on the Danube. Two of these were taken by the Russians and sent north. The third was returned to the Rumanians and is on the Danube River. This is based at Constanza, but until September 1947 it was in the shipyard of Galatz undergoing repair. This is the only submarine left on the Danube.

VII. Crews.

98. The crews of the Russian fleet consist of Russians only. Among them there are very few officers.

50X1-HUM

**SECRET CONTROL
U.S. OFFICIALS ONLY**

SECRET**CONTROL
U.S. OFFICIALS ONLY**

50X1-HUM

- 17 -

VIII. Danube Mercantile Fleet.

99. The merchant fleet of the Danube consists of the former Rumanian, Hungarian, Bulgarian, and German ships, which are now all under the Russian flag. It is said that the Russians brought some Russian ships, but these are very few in number and are usually to be found in the vicinity of the naval stations (Chislicea Island, point (14) on Plan A).

100. [redacted]

of the Danube merchant fleet, [redacted] the following ships: DECEBAL, formerly Rumanian; TRAIAN, formerly Rumanian; SARMI-SATZETUZA (sic), formerly Rumanian; KIEV (formerly the Rumanian passenger ship ISMAIL). The first three have great speed and power and can sail up the Danube at a speed of 4 kilometers per hour while towing 30 loaded barges. The KIEV until October 1946 made regular trips to Giurgiu at km. 493; now she makes regular trips to Reni at the 70 mile marker.

50X1-HUM

IX. Transportation.

101. The Russians collect all kinds of material which comes from the West (Germany, Hungary, Austria, Rumania) at Galatz, principally on the south shore of Bratess Lake (cf. Plan E), where they have built large warehouses. From there this material is transported via Reni to Russia.

102. Bratess Warehouses, (5) on Plan E. These were built on the south shore of Bratess Lake, 6 kilometers north of Galatz and 22 kilometers west of Reni. The Russian railroad line parallels the Rumanian railroad line, and the Rumanian freight cars are unloaded directly into the Russian cars. The new railroad station "Transportare", (3) on Plan E, is of the greatest importance for this transfer. Besides the freight sheds of this railroad station, the Russians use the Rumanian freight sheds of the Galatz railroad station. They have requisitioned the three eastern buildings.

103. The Russians built during 1945 a new railroad line which connects the Galatz railroad station with the new railroad station "Transportare".

X. Oil.**SECRET CONTROL
U.S. OFFICIALS ONLY**

104. Up to May 1947 the Rumanian oil sent to Russia was carried through the subterranean pipes linking Floesti with Reni, where it was collected in special tanks. Thence it was transported to Russia by rail. Beginning in May 1947, however, the oil has been transported via Constansa on tankers. This was done, after the signing of the Russe-Rumanian treaty, for two reasons: first, because the Russians

50X1-HUM

SECRET

**CONTROL
U.S. OFFICIALS ONLY**

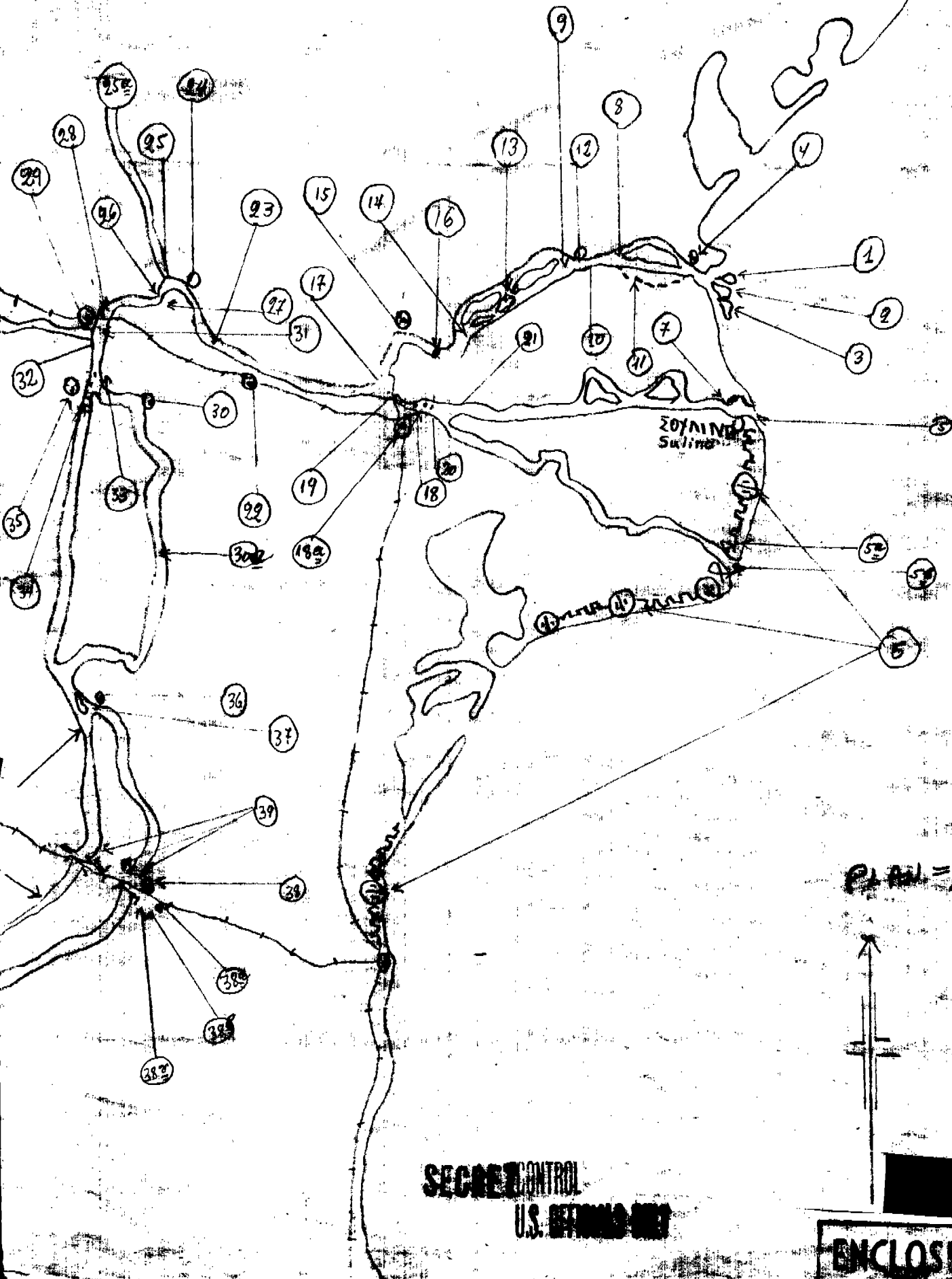
- 18 -

were receiving and forwarding the oil without any control,
and second because the Rumanians often dug under the pipeline,
tapped the pipes and stole the oil, thus provoking retaliation.

**SECRET CONTROL
U.S. OFFICIALS ONLY**

SECRET CONTROL
U.S. EYES ONLY

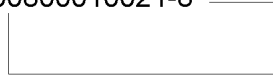
50X1-HUM



SECRET CONTROL
U.S. EYES ONLY

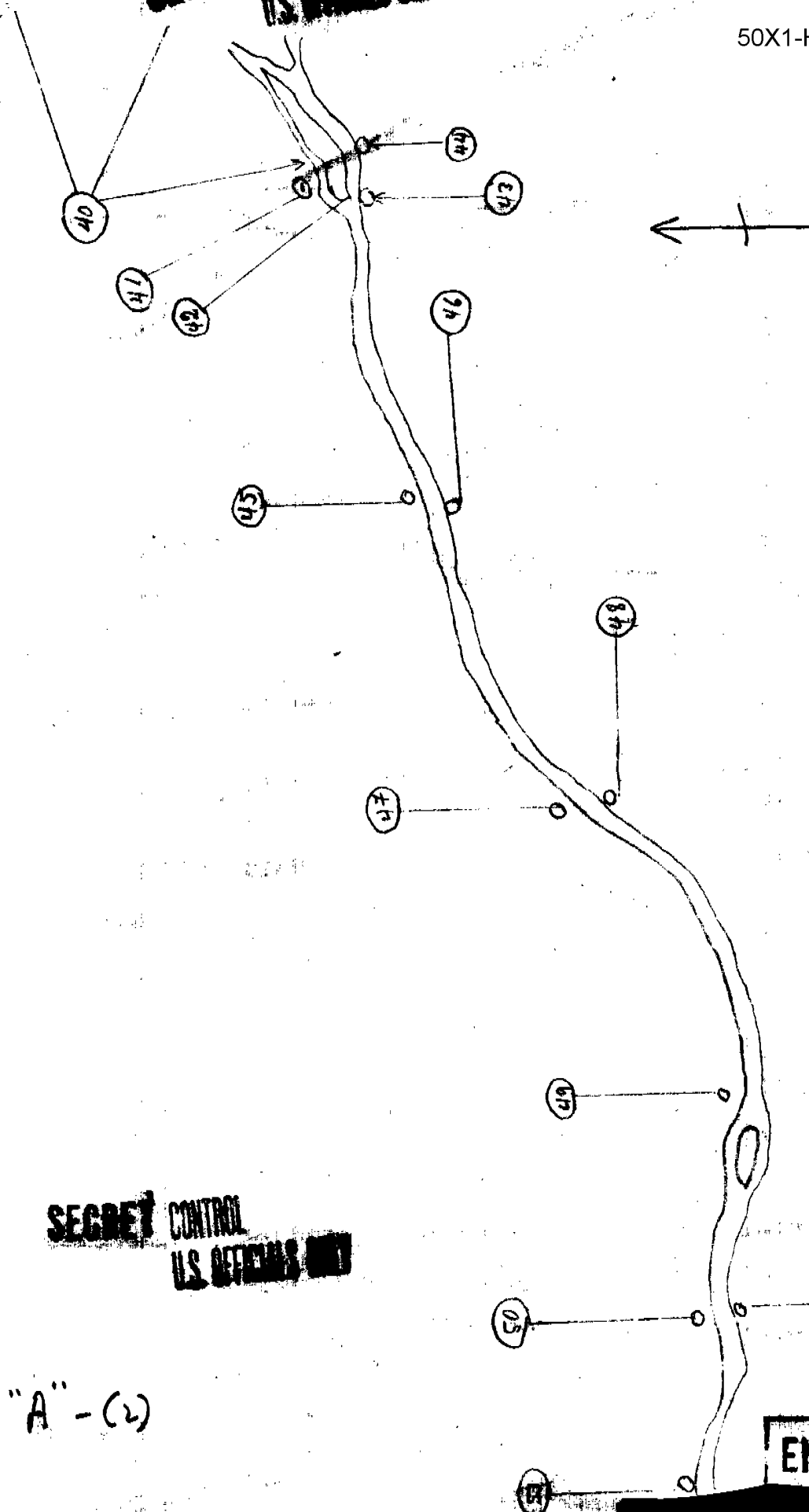
ENCLOSURE

SECRET CONTROL
U.S. DEFENSE INT



50X1-HUM

-2-
=A=



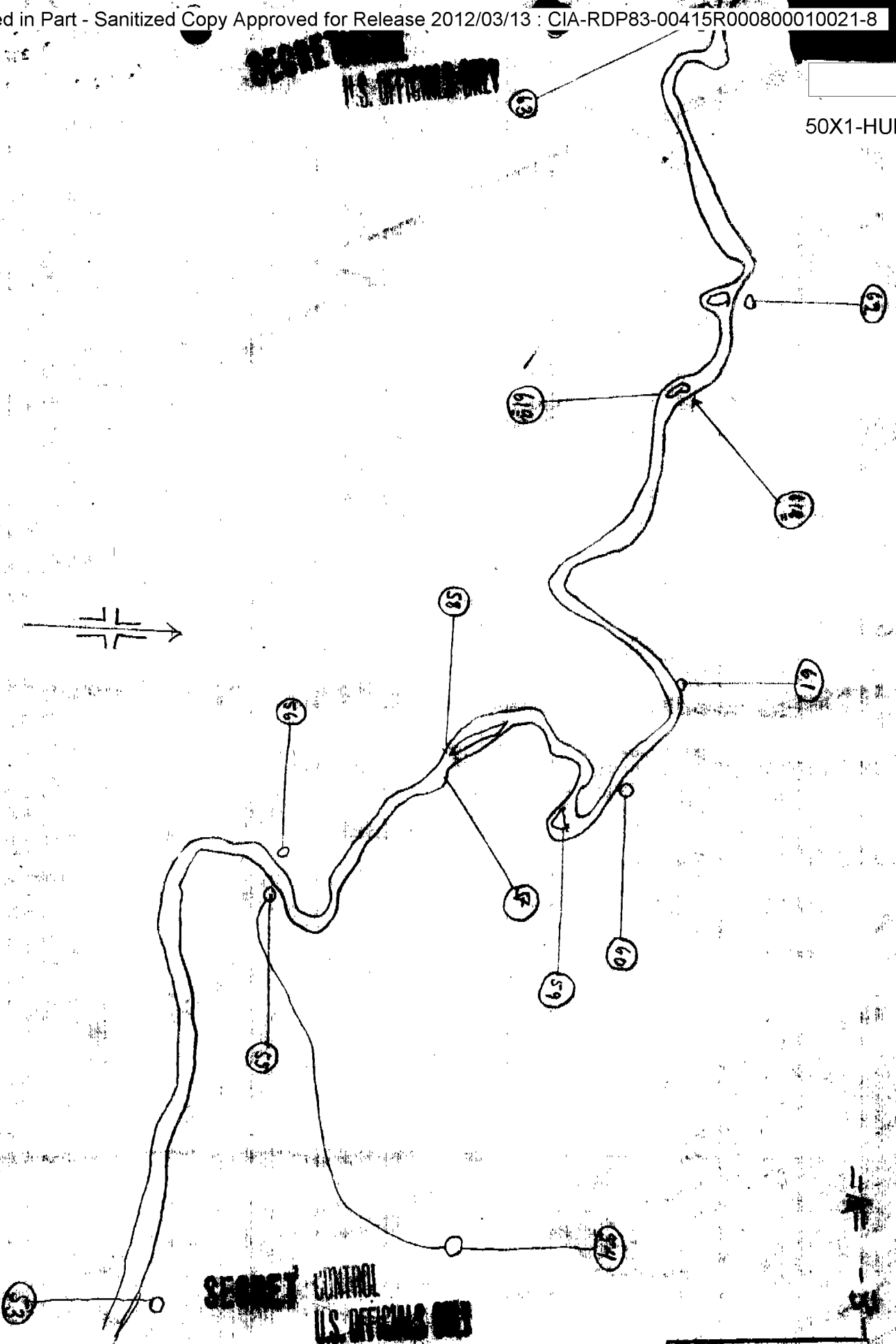
SECRET CONTROL
U.S. DEFENSE INT

PLAN "A" - (2)

ENCLOSURE

**SECRET CONTROL
U.S. OFFICIALS ONLY**

50X1-HUM



**SECRET CONTROL
U.S. OFFICIALS ONLY**

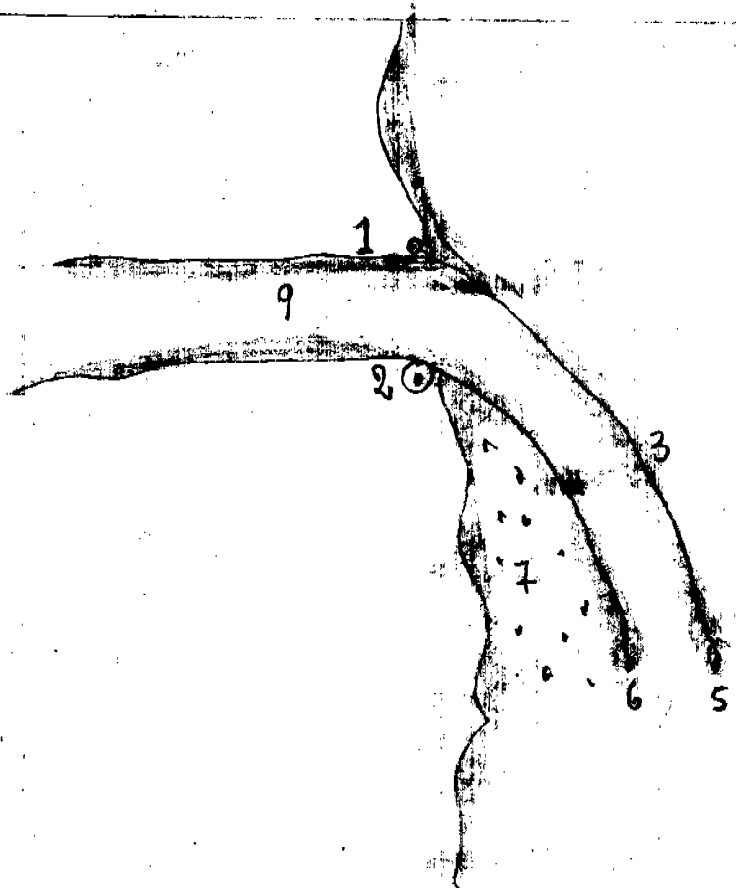
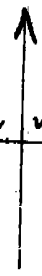
ENCLOSURE 3

SECRET
U.S. OFFICIALS ONLY

50X1-HUM

Rough Sketch
ΠΡΟΧΕΙΡΩΝ ΕΞΕΔΙΑΓΡΑΜΜΑ
ΠΑΡΟΥΣ ΣΗΜΕΙΑ
ΕΚΘΩΝ ΔΟΥΝΑΒΗΣ
Mouth of the Danube

- 1
- 2 ΠΟΛΙΣ ΣΟΥΛΙΝΑ City of Sulina
- 3 ΕΞΤΕΡΙΝΟΣ ΑΝΕΜΟΠΑΡΑΙΩΝ Outer Jetty
- 4 ΕΣΤΕΡΙΝΟΣ " Inner Jetty
- 5 ΦΑΝΑΡΙ ΚΟΚΚΙΝΟ Red Beacon
- 6 " ΠΡΑΣΙΝΟ Green Beacon
- 7 ΑΜΜΟΝΗ ΑΚΤΗ Sand Bar
- 8 ΜΑΥΡΗ ΕΥΜΑΔΟΥΡΑ ΜΕ ΚΟΚΚΙΝΟ ΦΑΝΑΡΙ Black Buoy with Red Lantern
- 9 ΡΟΥΣ ΤΟΥ ΠΟΤΑΜΟΥ River Current.



SECRET

U.S. OFFICIALS ONLY

8

ENCLOSURE 4

ΠΡΟΧΕΙΡΟΝ ΣΧΕΔΙΑΓΡΑΜΜΑ

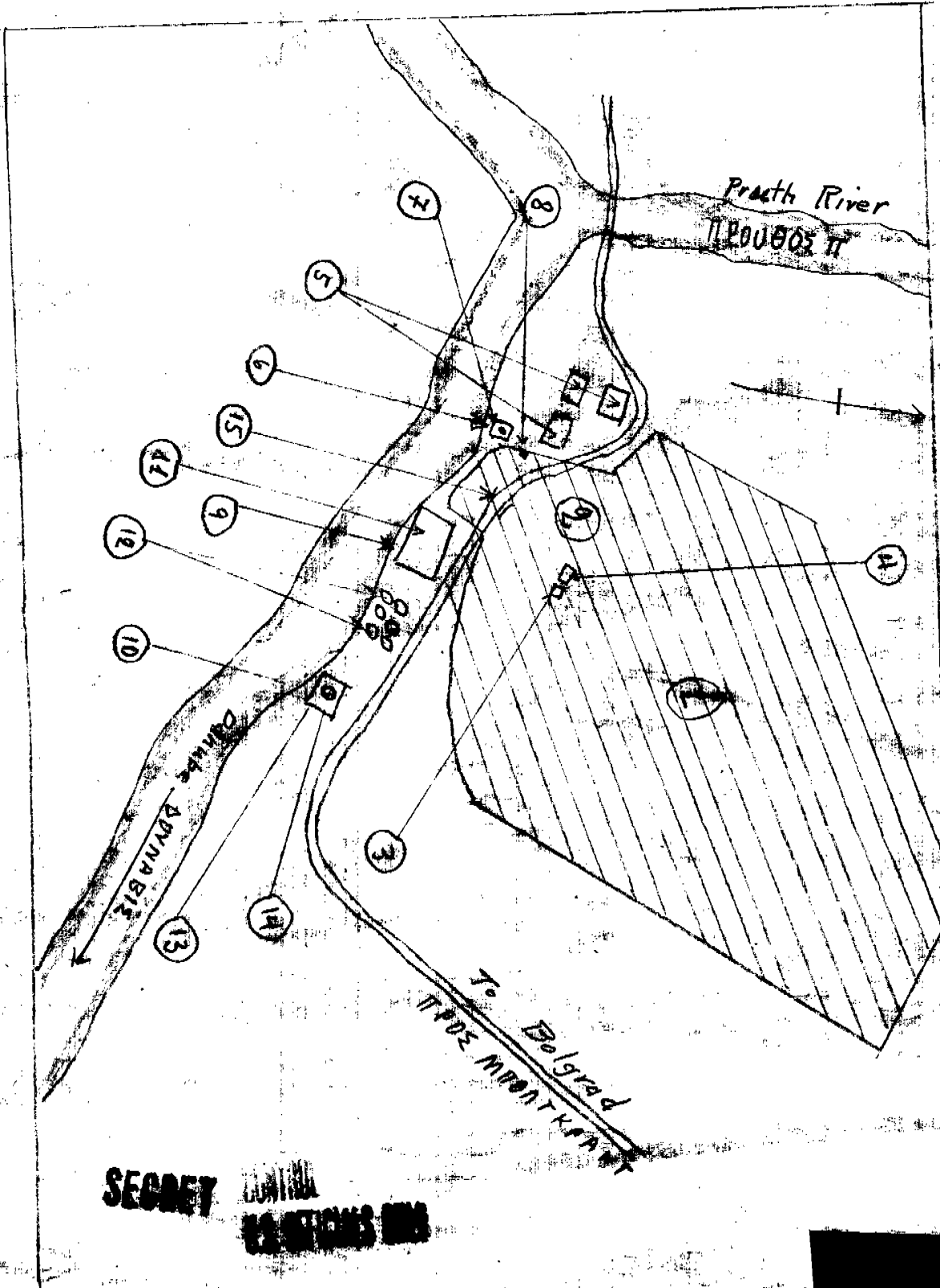
ΠΕΔΙΟ ΠΕΡΙ

Rough Sketch
City of Tani.

SECRET

U.S. OFFICIALS ONLY

50X1-HUM



SECRET

U.S. OFFICIALS ONLY

ENCLOSURE 5

SECRET
U.S. OFFICIALS ONLY

[Redacted]

50X1-HUM

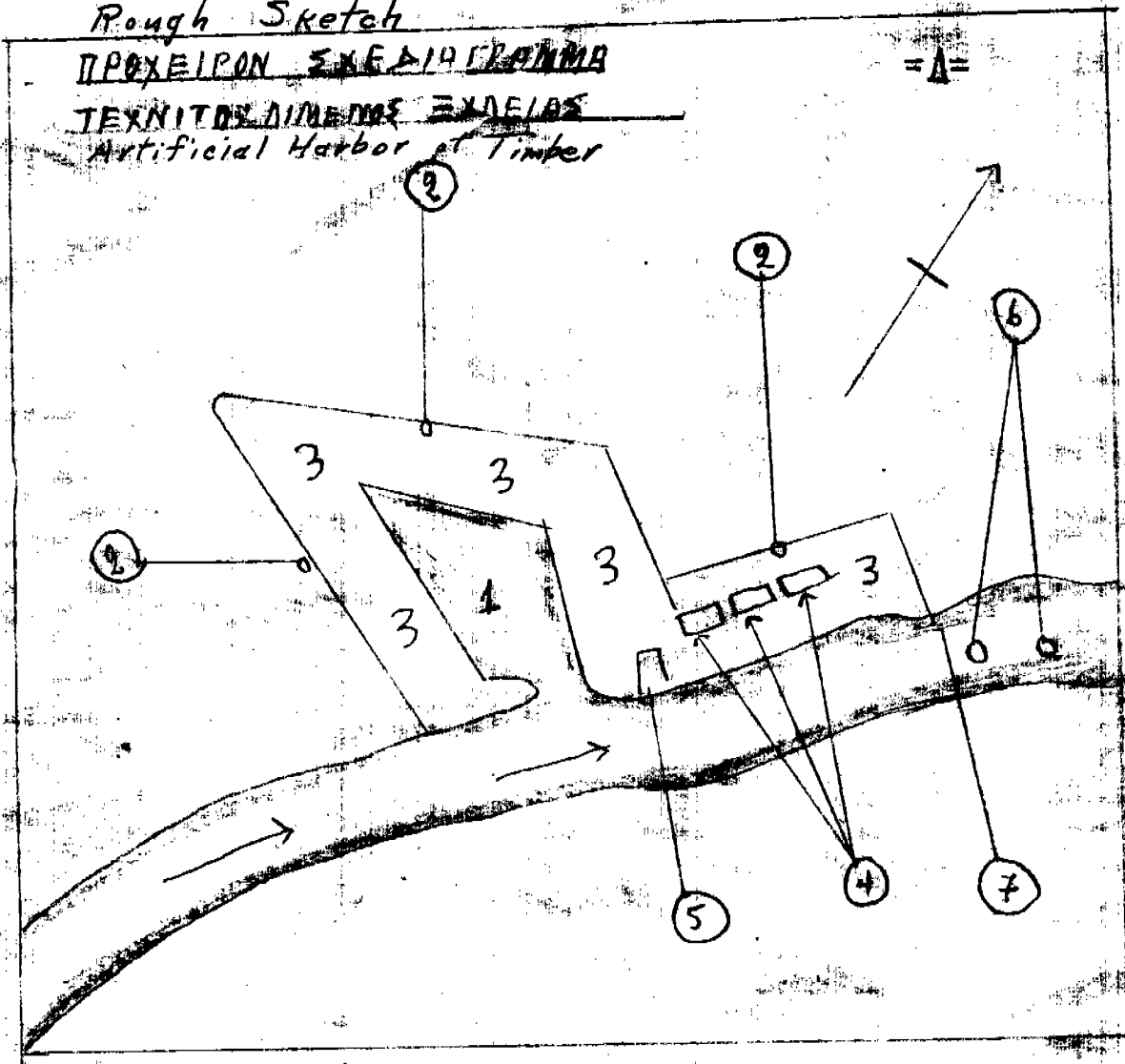
"D"
=A=

Rough Sketch

ΠΡΟΧΕΙΡΟΝ ΣΥΝΕΛΙΘΕΡΑΝΝΑ

ΤΕΧΝΙΤΟΣ ΔΙΟΜΕΝΟΣ ΕΞΩΔΕΙΑΣ

Artificial Harbor of Timber



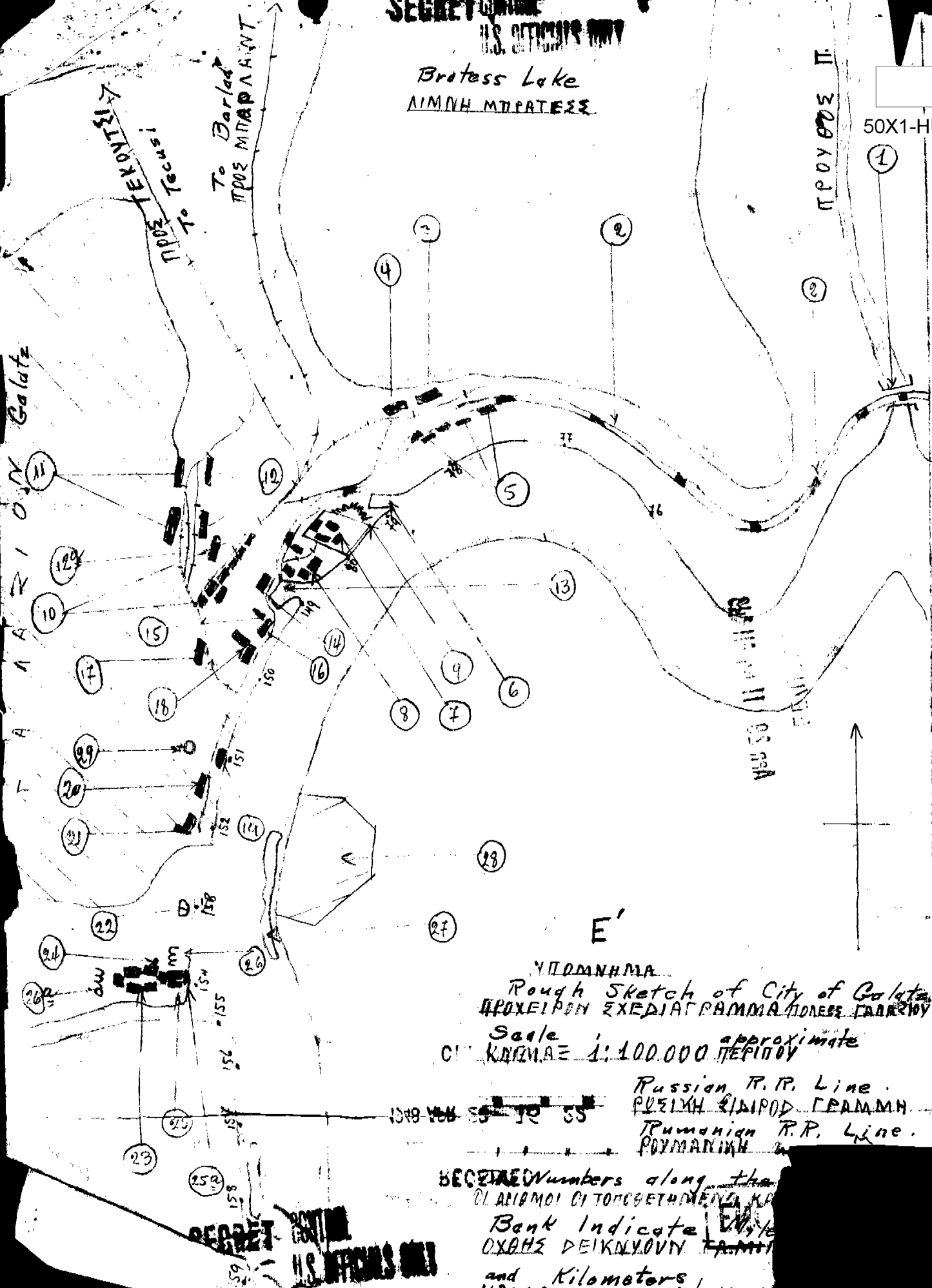
SECRET
U.S. OFFICIALS ONLY

ENCLOSURE

SECRET
U.S. OFFICIALS ONLY

Brotass Lake
ΛΙΜΝΗ ΜΠΡΑΤΕΣΣ

50X1-HUM



ΥΠΟΜΝΗΜΑ
Rough Sketch of City of Galatz
ΠΡΟΧΕΙΡΩΝ ΣΧΕΔΙΑΓΡΑΜΜΑ ΤΩΝ ΕΣΤΙΑΣ ΓΑΛΑΤΣΟΥ

Scale
1:100,000 approximate
ΟΙ ΚΙΛΩΜΕΤΡΟΙ ΠΕΡΙΠΟΥ

Russian R.R. Line
ΡΥΣΙΚΗ ΣΙΔΗΡΟΔ. ΓΡΑΜΜΗ
Rumanian R.R. Line
ΡΟΥΜΑΝΙΚΗ ΣΙΔΗΡΟΔ. ΓΡΑΜΜΗ

BECEIAC Numbers along the
ΟΛΙΑΡΜΟΙ ΟΙ ΤΟΠΟΘΕΤΗΜΕΝΟΙ ΚΑΙ
Bank Indicate
ΟΧΘΗΣ ΔΕΙΚΝΥΟΥΝ ΤΑ ΜΕΤΡΑ
and Kilometers

SECRET
U.S. OFFICIALS ONLY

Page Denied

Next 1 Page(s) In Document Denied