

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

INFORMATION REPORT

REPORT NO.

(b)(1)

(b)(3)

CD NO.

COUNTRY Czechoslovakia/Poland/Germany (Western Zones)/
East Asia/Sweden

DATE DISTR. 9 April 1952

SUBJECT Czechoslovak Imports, Exports, and Shipping

NO. OF PAGES 1

NO. OF ENCLS.
(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

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1. In payment for Czechoslovak war materiel, Chinese iron ore is being shipped from Hamburg on the Elbe to Czechoslovakia. The ore is powdery, of poor quality, and turns muddy during the ocean trip, causing difficulty in trans-loading to Czech river barges.
2. Czechoslovak exports to Communist China are being shipped through Gdynia or Danzig (Gdansk) by sea and also through the USSR by train.
3. The former Polish, now Czechoslovak 5,000 ton ship which has been renamed the REPUBLIKA and three other ships newly purchased by Czechoslovakia are destined for use in the Czech trade with Communist China. The REPUBLIKA is still in the Gdynia harbor. The Czechs are having difficulty in recruiting a politically reliable crew.
4. Czechoslovakia is receiving Korean tungsten through Polish ports.
5. On 15 February 1952, a ship flying the Japanese flag unloaded 5,000 tons of Indian iron ore into warehouse 41 of the Czechoslovak Elbe Navigation Company (CPSL)* for later barge shipment to Czechoslovakia.
6. Because the Czechs anticipated a low winter water level on the Elbe, the Czechoslovak transport plan disregarded utilization of barges for the winter. Although the Elbe actually remained open, the inelastic plan necessitated rail transport from Hamburg through West Germany during the winter of 1951-52.
7. Since the middle of 1951, Swedish iron ore for Czechoslovakia has no longer been shipped through Hamburg, but has been shipped through Polish ports.

* Apparently in Hamburg.

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INFORMATION REPORT

REPORT NO. [redacted]

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CD NO.

COUNTRY Italy/ Iran

DATE DISTR. 11 April 1952

SUBJECT Miscellaneous Information on
Italo-Iranian Commercial Activities

NO. OF PAGES 2

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NO. OF ENCLS.
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1. On 8 December 1951, the Iranian Embassy in Rome sent a letter to the Rome office of the Societa Anonima Tecno-Industriale (SATI) of Trieste, located at 1 Via XX Settembre, advising that the Provisional Administrative Council of the Iranian National Oil Company would send four technicians to that company in order to have them specialize in the installation and operation of machinery for the production of lubricating oil. The Embassy further asked for assistance in the fulfillment of its plan and wished to be advised if SATI would incur any expenses as a result of this collaboration.
2. Dr. Claudio Bracci, a resident of 64 Viale del Vignola, Rome, owner of a firm for the importing and exporting of machinery, sent a letter to Prime Minister Mohammad Mossadegh, Foreign Minister Anthony Eden, and Italian Minister of Foreign Trade Ugo La Malfa, requesting a satisfactory settlement for the furnishing of 60 million tons of crude oil to the Permolio and Anonima Petroli Italiani (API) of Milan which he represents. This would be in accordance to Italo-Iranian agreements under consideration by the Italian commercial mission in Tehran. Dr. Bracci also stated that the Italian shipping magnate, Achille Lauro, of Naples would be prepared to transport the oil.
3. On 31 January 1952, the Prodotti Petroliferi Chimici (PPC) firm, 78 Piazza Capranica, Rome, sent a letter to the Iranian National Oil Company in Khorramshahr, Iran, discussing the financial agreements for an unspecified operation involving the transport of oil from Iran to Italy.
4. On 11 February 1952, the Iranian Embassy in Rome granted an entry visa to Eugenio Norman, a naval engineer residing at 56/2 Via Gabriele d'Annunzio,

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Genoa, in the capacity of technician assigned to the refinery in Abadan, Iran.

5. On the same date, the Iranian Embassy in Rome also granted visas for Iran to Count Camillo della Zonca, administrator of the Compagnia Ausiliare Petroli (CAP) firm located at 44 Via Cicerone, Rome; to J. W. Prager, a Swiss citizen living at 26 Via del Forte Trionfale, Rome; and to Eugenio Ortolani. These individuals were to purchase oil in Iran on behalf of CAP.
6. The Iranian Embassy in Rome granted an entry visa to Engineer Luigi Amenduni, President of the Societa Scambi Italo-Scandinavi and of the LAREN (Luigi Amenduni Rappresentanze Estere Nazionali) with headquarters at 52 Via della Mercede, Rome. Amenduni left for Tehran on 24 February and plans to negotiate with the new Iranian National Oil Company for the purchase of oil.
7. Attilio De Cicco left Rome for Iran on 17 February 1952 with service passport No. 2530/51. He plans to establish relations with the new Iranian National Oil Company for the purchase of oil on behalf of Count Giovanni Maria Ticca, President of the Societa Costruzioni Alta Italia and various other industrial companies located at 125 Via del Tritone, Rome.

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