

CLASSIFICATION ~~SECRET~~ / SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY Rumania

DATE DISTR. 28 SEP 52 50X1

SUBJECT Danube River Navigational Data

NO. OF PAGES 3

50X1

PLACE ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE ACQUIRED

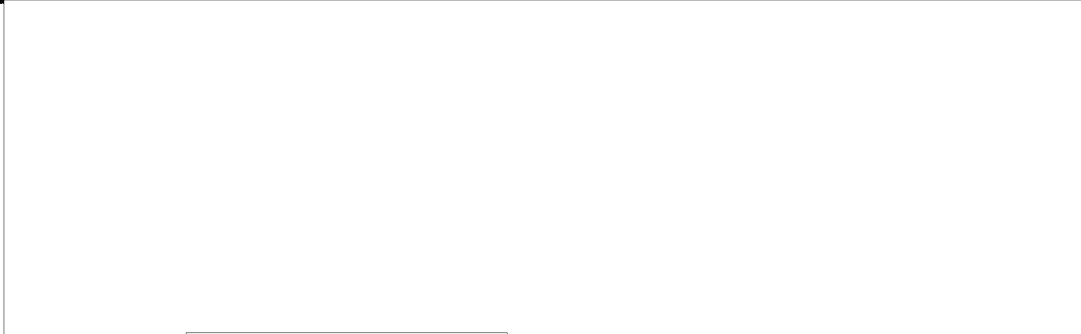
SUPPLEMENT TO  
REPORT NO.

DATE OF INFORMATION

50X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION



1. [redacted] information concerning Danube navigational data, ie, ranges, buoys, beacons and hazards etc.

50X1

(a) Vienna-Bratislava section of the river. The water current was strong [redacted]. The average width of the navigational channel was about 100 m. [redacted]. The only buoys and beacons on this section were those indicating the channel. There were no hazards or obstacles for navigation on this section of the Danube. The navigation upstream was rather slow due to the strong current.

50X1

50X1

50X1

50X1

(b) Bratislava-Komarom section of the river. The river current was stronger than on the previous section [redacted]. From Gonyu, located about 20 km upstream from Komarom [redacted] /1744N-1807E/, for a distance of about 10 km upstream (from Gonyu) the current was very strong; the average width of the channel was about 30, while the depth was as low as 12 feet. All vessels navigating on this section had to take Hungarian (Meszhart) pilots for these 10 kilometers. Only two empty barges or one loaded one could be towed at one time over this stretch. The depth of the river was measured at frequent intervals over this stretch with a wooden stick. On the rest of the Bratislava-Komarom Danube stretch the channel averaged 60 m in width. [redacted]

50X1

50X1

50X1

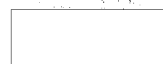
50X1

CLASSIFICATION ~~SECRET~~ / SECURITY INFORMATION

STATE	X	NAVY	X	AEC	X	DISTRIBUTION					
ARMY	X	AIR	X	FBI	X	ORR	EV				

SECRET/SECURITY INFORMATION

-2-



- (c) Komarom-Budapest section of the river. The water current was slower than on the previous two stretches. [redacted] Generally the width of the channel was about 80 m. [redacted] There were three or four places (one about two km below Szob) where there were sand banks in the channel. These spots were indicated by buoys. The channel was being cleared along this section in different places. With the exception of the sand banks the navigation was not hazardous.
- (d) Budapest-Mohacs section of the river. The water current, with the exception of the Dunafoldvar section (about three km long), had about the same speed as the previous stretch. There were sand banks in the channel, indicated by buoys, in the Adony 4706N-1851E and Harta 4642N-1901E areas. At Dunafoldvar a maximum of two barges could be towed at one time. The width of the channel between Budapest and Mohacs varied between approximately 60 and 80 m. In some places near Harta and Dunapataj 4638N-1859E the channel was as narrow as 30 m. Nowhere were special pilots necessary over this stretch. The lowest depth of the channel was about 14 feet in the Harta and Dunapataj areas. There were a few places on the Budapest-Mohacs stretch where the channel was obstructed by shipwrecks. These spots were indicated by buoys with yellow lights on (both day and night) going on and off every 30 seconds. The sand banks were indicated in the same manner. In two places between Budapest and Dunafoldvar the channel was being enlarged during April 1951. [redacted] clearing operations in one place along this stretch.
- (e) Mohacs-Gradiste section of the river. The current had about the same speed as on the previous stretch. Between Gradiste and Belgrade there were two places locations not recalled where there were sandbanks. Between Gradiste and Smederevo 4440N-2057E the channel was as narrow as 30-40 m in certain points. At Novi Sad 4515N-1950E over a few kilometers the navigation was slower because of the depth of the channel. [redacted] channel enlargement work above Novi Sad. In one spot in that area, over a stretch of about 300 m, stones were being dumped in the water, probably in order to change the current. No special pilots were required on the Mohacs-Gradiste stretch. The width of the channel of this stretch averaged 60 to 80 m. [redacted]
- [redacted] About five to six km downstream from Novi Sad there were three or four places with shipwrecks indicated by buoys.
- (f) Gradiste-Drencova (about six km downstream from Berzaska 4439N-2158E) section of the river. On this stretch the channel averaged 60 to 80 m width. [redacted] The current had about the same speed as the previous stretch. There were no navigational hazards.
- (g) Drencova-Orsova 4443N-2224E. A special pilot was necessary on this stretch because of navigational hazards through the Iron Gates. [redacted] The pilots for the Iron Gates section were eight, all Rumanians. The channel in this section was about 60 m wide on the average. Within the Iron Gates section which extended about five km the channel was as narrow as 20 m. Only one boat towing one barge could navigate at one

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

-3-

time through the Iron Gates. The whole Iron Gates section channel was visible from Drencova. On the Rumanian side of the river a locomotive (narrow gauge tracks), when necessary, pulled the boat and barge upstream. Sometimes the tug and barge were towed upstream by another boat. It took about two to 2½ hours for a 600 HP tug and one loaded 80 ton barge to go upstream through the Iron Gates. [redacted]

50X1

(h) Orsova-Turnul Severin /4438N-2239E/ section of the river. The current was not strong on this stretch. The channel was 60 to 80 m wide. [redacted] There were no sand banks or shipwrecks in the channel along this section of the Danube. Special pilots were not needed for navigation on this stretch.

50X1

(i) The Danube navigational channel was marked, around the river bends, by buoys with intermittent lights. These lights were red (probably on the left side going downstream) and blue (probably on the right side going downstream).

-end-

SECRET /SECURITY INFORMATION