

CONFIDENTIAL

FR 25X1935

CLASSIFICATION

25X1

COUNTRY Rumania

REPORT NO. [REDACTED]

25X1

TOPIC Rumanian Ports on the Danube

EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

25X1

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED

21 November 1950

REFERENCES

PAGES 7

ENCLOSURES (NO. & TYPE)

REMARKS [REDACTED]

25X1

[REDACTED]

1. Bazias (44°43'N/21°25'E), the first of the ports on Rumanian territory, is near the Yugoslav frontier. There is relatively unimportant transshipment activity. Bazias is the terminus of the Rumanian railroad which crosses Yugoslav territory in some places and runs from Timisoara (Temesvar - 45°45'N/21°15'E) to Bazias via Verschetz (Versecz - 45°08'N/21°10'E). The terminal station with locomotive shed adjoins the harbor.
2. Dievici, spelled Divici in Rumanian, and Divecs in Hungarian, is a small loading place for fire wood to be exported to Hungary.
3. Radima, spelled Radonya in Hungarian, is a small loading place for fire wood to be exported to Hungary.
4. Moldova Veche (44°43'N/21°38'E), called Omoldova in Hungarian and Altmoldova in German, is a small but important harbor where Rumanian officials check the papers and cargoes of all Rumanian vessels leaving and entering the Rumanian portion of the Danube. If necessary, vessels can be lightened there for the passage through the Cataracts, the river section of about 120 kilometers from Moldova Veche to Turnu Severin (44°38'N/22°38'E) through the Iron Gate. The representative of the administration of the Iron Gate who has charge of checking the vessels for draft and safe condition for the passage through the Iron Gate is stationed at this harbor. These representatives are appointed for a period of 15 to 30 days and are selected from the senior pilots of Orsova (44°41'N/22°27'E). Lumber shipping is the principal activity of the port. The harbormaster's office (Capitania Portuli) was directed by Harbormaster Alexandru Huric. He was formerly harbor officer in Orsova and is an active member of the Rumanian Workers Party (RAP). Deputy harbormaster is one Popescu, (fnu), who was forced to join the RAP. He was harbor officer but was not very efficient. His duties include the checking or issuing of ships papers. Harbor agent Tarteata, (fnu), a member of the RAP, maintains the ships lists. The Militia PCA (Porturi su Comunicatii pe apa) (Harbor and River Traffic Police) must check ships crews and assist in customs examinations. The PCA personnel includes two technical sergeants and four militiamen. The Border Police must check identity papers of crews, assist in customs examinations, and issue permits for crew members for shore leave, which usually is granted only for certain hours. The customs office is staffed by a chief and two officials.

CONFIDENTIAL

CLASSIFICATION

~~SECRET~~

25X1

Document No.	008
No Change in Class.	<input type="checkbox"/>
Declassified	<input type="checkbox"/>
Class. Changed To:	TS S (C)
Auth:	HR 78-2
Date:	2 JUL 1978
By:	[REDACTED]

25X1

~~CONFIDENTIAL~~

2

25X1

25X1

5. Drencova (44°39'N/21°58'E) is a small harbor which is important only because the cataract pilots and the signal station for the Cozlia-Izlaz Canal in the upper Klissura defile are stationed there. It is loading place for lumber which comes from state-owned woods and for pit coal from the Cozlia colliery, 3 km upstream. A narrow-gauge railroad line goes through the valley of the Sirina River, serving to transport lumber and coal to that place. The harbor officer of Drencova is headed by Harbormaster Constantin Bornas, a member of the RPA; harbor agent is Ch. Martincea, now a member of the RPA. The PCA militia consists of one technical sergeant and four militiamen. The border police includes one NCO and 10 to 15 police. One Popescu, (fnu), is chief of the customs office.
6. Lubotin (44°38'N/22°14'E) is loading port for pit coal from the Lubotin Colliery, known in German as Eibenthal. This colliery is located 15 km distant, in the mountains, and is connected with the harbor by a narrow-gauge railroad. There is no wharf, only an anchorage in the river.
7. Orsova (44°41'N/22°27'E) is an important harbor and the headquarters of the main administration of the Cataracts, which is an agency of the International Danube Commission (CID) (Commission Internationale du Danube) and is responsible for the maintenance of the navigability of the Cataracts. The CID, which has its own vessels and personnel, collects the passage dues. A tow vessel of the CID, the Vaskapu (Hungarian name for Iron Gate), is berthed in the harbor called Paulina. This vessel, towed from the river bank by means of a cable, takes in tow other vessels which cannot proceed upstream through the Cataracts under their own power, since the speed of the current is 14 to 15 km/h. If necessary, towing is done as far upstream as Svinita (Swinitz) 40 km distant. The harbor of Orsova is situated on either side of the mouth of the Cerna (Szarna) River, where it empties into the Danube. It consists of two sections:
- a. Paulina, which is upstream on the Cerna river and near the town of Orsova. About 40 to 50 vessels can be berthed there during the winter. A small repair yard and a cotton mill are available.
 - b. Coroana, the harbor located downstream of the mouth of the Cerna river, is connected with the railroad station of Orsova. General cargo is trans-loaded in this harbor, and pit coal taken on in the harbors of Drencova and Lubotin is discharged there. Such coal is shipped by rail to Reschitza (45°18'N/21°55'E). Formerly, there was also an oil harbor of the Creditul Miner Firm in this harbor. When exports stopped after World War II a number of tanks remained intact. Harbormaster of the harbor office of Orsova is Ion Dobre. Deputy harbormaster is one Margarit, (fnu). They are assisted by one harbor officer and three harbor agents. The PCA has two technical sergeants and six police. The border police consists of one officer, three NCOs and ten PM and is equipped with three motorboats. The customs office personnel includes one customs inspector, one customs chief and five customs officials. The channel of the Danube from Orsova to the small anchorage of Gura Vail, 15 km downstream, is the Iron Gate Passage, which is known for its shoals. A fairway had to be blasted out there; it mainly runs along the Yugoslav embankment and, in the last portion, is a canal, 1,700 meters long and 50 meters wide, passing along the Yugoslav embankment and diked off mid-channel by a stone dam with a crown 5 meters wide. A locomotive travelling on this dam can take in tow vessels traveling upstream.
8. Turnu Severin (44°38'N/22°39'E), a harbor on the Timisoara (Temesvar)- Craiova (44°18'N/23°43'E)-Bucharest railroad line, is important as the lower terminal for the passage through the Cataracts, where vessels can be lightened to obtain the draft required. A loading port for grain as well as a supply harbor for providing ships with fuel, coal and Diesel oil, it has large oil storage facilities. The harbor extends about 4 km along the bank of the Danube river. Wintering facilities are available for 80 to 100 vessels. There is a harbor hospital where doctors perform physical examinations and issue health certificates. There are also two radio stations, one belonging to the SAT (Sovromtransport)

~~CONFIDENTIAL~~

25X1

25X1

CONFIDENTIAL

3

25X1

the other one to the SDGP (Soviet Danube Navigation Company). The SDGP established a workshop aboard two Danube barges; two other Danube barges are equipped as supply depots and quarters for crews of SDGP vessels. There are two shipyards in the harbor:

- a. The SRT-Yard, which builds cargo-carrying and tank barges for the Soviets. Minor vessels of the "Sardex" type, of about 800 to 1,000 dw tons, are also fitted out there. The hulls of these vessels are built in Braila (45°16' N/27°53' E) and Galatz (45°26' N/28°05' E). (2) The shipyard is being enlarged and new workshops and installations are under construction. It has its own slip, an electric crane capable of lifting 50 tons, and its own tank depot with pumping installation for fuel oil, Diesel oil, lubricants and gasoline.
- b. The Dinamica shipyard also builds barges and wooden fishing cutters for the Soviets and also is being enlarged. Its slip is outmoded and crude. Fishing vessels built for the Soviets in this shipyard are said to be equipped with powerful radio installations and bridges similar to those used on war vessels, so that these vessels may be used as naval ships in case of emergency.

Nicolae Lipovanu, who joined the RAP, is harbormaster of the harbor office of Turnu Severin. Deputy harbormaster is Alexandru Moraru. They are assisted by two harbor officers and four harbor agents. The PCA is composed of two technical sergeants and ten police and, as in all harbors, is under the command of the local militia unit. The militia commander in Turnu Severin is Lieutenant Iosif, (fnu), who formerly was harbormaster in Giurgiu. The border police has one officer, four NCOs and 15 to 20 police. The customs office is staffed with Customs Administrator Sabau, (fnu), one customs chief and four customs officials.

9. Cruia (44°18' N/22°42' E), located opposite the Yugoslav port of Readujevac, is a small harbor consisting of only a few buildings. This is a loading port for lumber and grain. The village of Cruia is about 2 km from the harbor and about 50 meters higher on the steep bank of the Danube. There is no railroad connection; only a few poor roads lead inland. The harbor office of Cruia is manned by a harbormaster and a harbor agent. The PCA has one NCO and four police. The strength of the border police personnel is not known. The customs office has one official.
10. Cetate (44°05' N/23°00' E), a small harbor which consists of only a few houses, is a loading harbor for grain. The silos have a total capacity of approximately 10,000 tons. The village of Cetate is about 3 km from the harbor and about 60 meters above the Danube, on top of the steep slope, on the other side of the Ausee (balta) Balta Pantana Danului. Organization and strength of the harbor office are the same as in Cruia.
11. Calafat (44°00' N/22°58' E), located opposite the Bulgarian harbor of Vidin, is a medium-sized harbor with sidings. It is the terminus of the Criova-Calafat railroad line and is a loading port for grain. No shipyard or silos are available. The town of Calafat is about 1 km from the harbor, on top of the slope which is not very steep at that point. Personnel of the harbor office of Calafat include a harbormaster, a deputy harbormaster and a harbor agent. The PCA has one technical sergeant and four to six men. The border police has one NCO and four privates. The customs office has one customs chief and two officials. About 8 km downstream from Calafat, opposite Ciuperceeni Vechi, are wintering facilities for about 15 to 20 vessels in the side canal between the Rumanian bank of the Danube and a long island called Ostrov. Anchorage and approaches to this place must be dredged annually.
12. Bistretul, a small harbor formerly used for grain export, cannot be used now and was closed when there was considerable silting-up of the river between the bank of the Danube and Gatanul Island, where the harbor is located.
13. Bechet (43°43' N/23°55' E), opposite the Bulgarian harbor of Orchovo, is a small loading port for grain and lumber at the end of the road from Craiova along the

CONFIDENTIAL

25X1

~~CONFIDENTIAL~~

SECRET

4

25X1

25X1

Jiu (Schyl) River. There is no railroad connection. Organization and strength of the harbor office are the same as in Gruia.

14. Corabia (44°45'N/24°28'E), a medium-sized harbor at the end of the railroad line and road leading to Corabia from Sibiu (Hermannstadt - 45°45'N/24°09'E) via Ramnic Valcea (45°08'N/24°20'E) - Matra Olt (44°22'N/24°18'E) - Caracal (44°08'N/24°22'E), has sidings and is a loading port for lumber and grain. A large four-story silo is near the harbor, which has its own electric power station. The harbor office is staffed with a harbormaster, a deputy harbormaster and two harbor agents. The PCA has one technical sergeant and six police, the border police has one NCO and ten privates and the customs office is composed of one customs chief and three officials.
15. Turnu Magurele (43°43'N/24°02'E), opposite the Bulgarian town of Nikopol, is a medium-sized harbor and the terminus of the railroad siding coming from Rosiorii De Vede (44°08'N/25°00'E). Several good roads lead to the interior of the country. The town is about 4 to 5 km from the harbor, which has sidings and is a shipping port for grain, sugar beets and lumber. Large four-story silos, as well as a power station for harbor requirements, are available. Harbormaster is one Petrescu (fnu), who is assisted by a Deputy harbormaster and a harbor agent. The PCA is composed of a master sergeant and four police. The border police has one technical sergeant and ten police, and the customs office is staffed by a customs chief and an official.
16. Zimnicea (43°39'N/25°25'E), opposite the Bulgarian town of Swistow, is a medium sized harbor and terminus of the sidings branching from the railroad junction of Rosiorii De Vede. No sidings are in the harbor and the railroad station is about 3 km from the harbor, as is the town, which is connected to the harbor by a road reclaimed from swampy meadows. The harbor is a loading place for grain and sugar beets. Large four-story grain silos are available. Organization and strength of the harbor office are the same as in Turnu Magurele.
17. Giurgiu (43°52'N/25°58'E), opposite the Bulgarian harbor of Ruse or Ruschuk, is a large and important port and terminus of the Bucharest - Giurgiu railroad line. There is a special harbor terminus with numerous sidings, and a concrete highway to Bucharest. The town is about 2 km from the harbor which is on Ramadan, an island formed by St. George's Canal, (Canalul Sf. Gheroghe) and the Danube. A railroad-and-highway bridge crosses the canal. An underwater high-voltage line to Bulgaria crosses the Danube at Giurgiu. The harbor consists of three sections:
 - a. The Ramadan section, formed by the quay along the bank of the island west of the harbor basin. A large warehouse with three cranes running on rails, a coaling station and storage tanks for oil fuel and Diesel oil are available.
 - b. The harbor basin offers wintering facilities for a very large number of vessels. The ferry berth for the railroad ferry to Ruse is in its north-western corner. The harbor railroad station is about 500 meters north of that place. At the northern side is the shipyard of the PCA militia. The shipyard which is being extended is a new construction-and-repair yard. There are a hauling-up slip with cradles (hauling-up trucks) for taking vessels ashore, and the floating workshop of the SGP installed in two Danube barges with a store house ashore. On the east side is the degaussing plant.
 - c. Cioriu, the quay east of the harbor basin, is the oil harbor and is connected with the oilfield region of Floesti (44°55'N/26°02'E) by a pipeline. Twelve to 15 large tanks are still in operation. About the same number were destroyed by enemy action during the war. A special power station with a pump installation and sidings is available. The pipe line system was extended to Bulgaria after World War II and crosses under the Danube. One pipe line is working, the second is out of operation. St. George's Canal flows into the Danube downstream from Cioroiu, where the Popa Sapca sugar refinery, formerly called Danubia, one of the largest plants of its kind in Rumania, is located.

The personnel of the Giurgiu harbor office consists of Harbormaster Ventideanu, (fnu), a Communist, who formerly was manager of the SRI in Galatz, a deputy harbormaster, two harbor officers, and four harbor agents. The PCA militia includes

~~CONFIDENTIAL~~

25X1

CONFIDENTIAL

5

25X1

25X1

one lieutenant, one technical sergeant and ten police. The border police has one technical sergeant, two NCOs, and 16 privates. The customs office is composed of one customs administrator, one customs chief and ten officials.

18. Oltenita ($44^{\circ}05'N/26^{\circ}40'E$), opposite the new Bulgarian harbor of Turtucaia (Tutrakan), which, from 1913 to 1940, was Rumanian, is a medium sized harbor and the terminus of both the Bucharest-Oltenita railroad line and the concrete state highway from Bucharest. The harbor has railroad sidings. The town of Oltenita is about $2\frac{1}{2}$ km from the harbor. Grain and sugar beets are loaded; stones, broken stones and sand are discharged. About 1 km upstream is a small shipyard where wooden fishing vessels of the same type as in Turnu Severin are built for the Soviets. The harbor office of Oltenita is staffed by a harbormaster, a deputy harbormaster and one harbor agent. The PCA militia has one technical sergeant and four police; the border police one NCO and 15 to 20 privates; and the customs office one customs chief and one official.
19. Ostrov (Ostrovul Silistrei) ($44^{\circ}06'N/27^{\circ}20'E$), became the first Rumanian harbor on the right bank of the Danube after the cession of Southern Dobruja to Bulgaria in 1940. It is about 10 km downstream from the harbor of Silistria ($44^{\circ}06'N/27^{\circ}12'E$), which became Bulgarian in 1940 and is much more important. The only importance of this harbor lies in its being the landing place of the car ferry. Organization and strength of the harbor office of Ostrov are the same as in Giuia. A little upstream from Ostrov and downstream from Silistria is the branched of the broad arm of the Danube, called Borcea, from the main stream of the Danube. It is about 100 km long and rejoins the main stream as far distant as Harsova ($44^{\circ}42'N/27^{\circ}57'E$). This branch of the Danube is navigable only as far as Calarasi.
20. Calarasi ($44^{\circ}15'N/27^{\circ}20'E$) lies on the Borcea-arm, about 10 km downstream from the bifurcation and is the terminus of the railroad which comes from the railroad junction of Ciulnita ($44^{\circ}29'N/27^{\circ}18'E$), and connects town and harbor over a distance of 3 km. This medium-sized harbor is a leading harbor for grain. Organization and strength of the harbor office of Calarasi are the same as in Turnu Magurele. The only railroad bridge to the Dobruja is the bridge that crosses the Danube near Cernavoda ($44^{\circ}21'N/28^{\circ}00'E$). All highway traffic goes via Calarasi, where the state road from Bucharest ends and from where a road goes upstream as far as opposite Silistria ($44^{\circ}06'N/27^{\circ}13'E$), where a car ferry crosses the river. After Silistria has become Bulgarian, the ferry must go 10 km downstream as far as Ostrovo.
21. Harsova ($44^{\circ}16'N/27^{\circ}55'E$), a small harbor on the right bank of the Danube (Dobruja), is a loading harbor for grain and has wintering facilities for 15 to 20 vessels. There is no harbor office, and administrative control is exercised by the harbor office of Cernavoda. The PCA militia includes one NCO and four privates. There is no customs office.
22. Cernavoda, a medium-sized harbor, is important only because of the railroad bridge on the Bucharest-Constanta ($44^{\circ}10'N/28^{\circ}35'E$) line. This bridge is 2 km long, rests on four pillars erected in the river, and carries the pipe line from Floesti to Constanta. The harbor is a loading harbor for cement, lumber, grain, and occasionally for oil. Stones are discharged. Railroad sidings are available at the harbor. A cement plant is at the northern end of the harbor. Large quantities of building materials have already been supplied and temporary barracks for quartering workmen have been erected for the construction of the Danube-Black Sea Canal, which will branch off here. When oil exports from Floesti to Germany were made from here in World War II, a number of tanks were erected about 200 meters upstream from the railroad bridge. Harbormaster at the harbor office of Cernavoda is one Bovletiu, (fnu), an efficient man, who was compelled to join the RAF. He is assisted by a harbor officer and two harbor agents. The PCA personnel is composed of one technical sergeant and six men. The border police post has one technical sergeant and 10 to 15 police. The customs office is staffed by a customs chief and three officials.

CONFIDENTIAL

25X1

25X1

~~CONFIDENTIAL~~

6

25X1

23. Marsova (44°42'N/27°53'E), located on the right bank of the Danube where the Borcea arm flows into the Danube which, a little farther on, as far as Braila, again forks into the two arms of the Cremonca in the west and the Old Danube (Dunarea Veche), is a small loading port for limestone and has wintering facilities for 15 to 20 vessels. Organization and strength of the harbor office are the same as in Ornia.
24. Macin (45°15'N/28°10'E), the only harbor on the Old Danube, and about 13 km upstream the place where the Old Danube flows into the Danube downstream of Braila, is only a port of call and not a regular harbor. There is a small repair yard.
25. Braila is a large harbor for both river vessels and seagoing ships, and the harbor located farthest up the river which can be reached by sea-going ships. The town has about 65,000 inhabitants and lies directly on the Danube. Principal shipments are grain and other agricultural products. Commodities of every description are discharged and transhipped there, especially to and from sea-going ships. Along the Danube and in the harbor basin are large quay installations equipped with modern transshipment facilities. There are also large grain silos with up-to-date elevators and large oil and coal depots. Good railroad and highway connections inland are available. Transshipment rails run along the quays and a marshaling yard is near the harbor. Various industrial plants, such as a cement plant, large mills, etc., are in operation. The Old Danube offers wintering facilities for about 60 to 80 vessels. Shipyards, listed from south to north, include the SRT-Yard, where Danube barges, tank vessels, and wooden fishing craft are built for the Soviets (2) and a slip is available; the Romania Shipyard, a repair yard which has no slip, since with the river near the bank being very shallow, vessels can be hauled up by means of wooden cradles or skits; the Franko-Romana Shipyard, a small boat building yard where vessels of up to 50 to 60 tons can be built in the locomotive works which form part of the yard; the INR-Shipyard (Industria Nationala Romana), a repair yard, which has no slip and where vessels are hauled ashore by means of wooden cradles or skits, builds minor vessels and is at present fitting out three war vessels similar to, but slightly smaller than the "Admiral Murgescu"-Class. The hulls of these vessels were built in Calatz at the local SRT-Shipyard. They will be completed for the Soviets. (3) There is a workshop of the SRT where only vessels of that company are repaired. On the Macin-Canal, on the opposite bank, is the shipyard of the National Fishery Corporation, where fishing vessels are repaired. The harbor office of Braila is under the direction of Inspector Dehalt, LLD, and once a navy lieutenant. Deputy harbormaster is Harbormaster Octavian Dobre. They are assisted by four harbor officers, six harbor agents and two harbor pilots. The harbor office has at its disposal one dredge, one tug, three elevators, and two motor boats. The PCA militia is made up of one lieutenant, one technical sergeant, two NCOs and ten EM. The border police personnel includes one first lieutenant, one technical sergeant, two NCOs and 50 police. The customs office is staffed with a customs inspector and 17 officials. Health service on the harbor is looked after by two medical officers and the necessary auxiliary personnel.
26. Galatz (Galati) is both a Danube and a maritime harbor of large size. The city of about 90,000 inhabitants consists of the upper town situated on the plateau and the lower town encircling the harbor. The harbor district and its installations take up the entire bank of the Danube from the mouth of the Siret (Sereth) River to about the narrowest point between the Danube and Lake Brates, extending over a length of 7½ km. Principal shipments are lumber and agricultural products of all kinds. Commodities of every description are discharged. As an import harbor Galatz has declined in importance since World War II. Several warehouses of the SRT are along the Danube. Large grain silos and a warehouse, the latter still in a state of destruction, are in the old harbor basin. In the new harbor basin is a degaussing plant operated by Soviet Navy personnel. The inner part of this basin has large berthing places for rafts which carry extra loads of lumber and are drafted down the River Danube to the Soviet Union. (1) Downstream of this harbor

~~CONFIDENTIAL~~

25X1

CONFIDENTIAL

7

25X1

25X1

basin is a lumberyard where the sea-going vessels take on timber for export. Several industrial works and saw-mills are in the town. Shipyards, listed in downstream order, include the Neptun-Shipyard, a repair yard, the SRT Shipyard, which, located on the Danube between the old and the new harbor basin, and equipped with slips, including a modern one and a fitting-out quay with a stationary crane on the Danube, builds new vessels, including war vessels, tank boats and Danube barges of "ardex" type and, at present, tugs and other vessels for the SRT and the Soviets; (2) and the 7 November Shipyard, the onetime Naval Arsenal, which has a modern slip for repairs to war vessels.

The harbor office of Galatz is under the direction of harbormaster Inspector Teodoro, (fnu), who is assisted by Deputy harbormaster Petre Radulescu, two harbor officers, four harbor agents, and two harbor pilots. The CPA militia includes one officer, one technical sergeant, two NCOs and 10 to 15 ML. The border police has one officer, two NCOs and 30 ML. The customs office personnel includes one customs administrator, one customs chief and seven officials. The Hydraulic Office maintains, by dredging, the water in the two harbor basins at the depth required, which, depending on the water level of the Danube, is between 5 and 6 meters. Navy installations include permanent barracks of the Danube Division located a little below the mouth of the Sereth River, installations located on the beach and the plateau and, farther down the river, the repair workshop of the Danube Flotilla and the naval fuel depot. Staffs of the Danube Flotilla and the Command of the Soviet Navy are accommodated in two buildings. A Danube barge, used as floating quarters, and the Rumanian sub-marine Delfinul are moored in front of these buildings. (3)

27. Isaccea (45°15'N/29°29'E), and

28. Tulcea (45°10'N/28°46'E). These two places, which are located on the right bank of the Danube, have no regular harbor service. Only vessels in local passenger service and which ply between these two places and Galatz and Braila and also carry general cargo (piece goods), call there. (4)

25X1

Comments.

- (1) The considerable extent of lumber export to the Soviet Union is remarkable inasmuch as the Soviet Union itself was formerly the most important lumber-exporting country.
- (2) The full building capacity of the shipyards in Turnu Severin, Braila and Galatz is apparently exploited for the Soviet Union. As in the Soviet zone of Germany, large numbers of vessels and particularly drifters, are built here, obviously because such craft can easily be converted into auxiliary mine sweepers.
- (3) According to the peace treaty the strength of the Rumanian Navy is 180 officers and 4,500 ratings who, as in all satellite states, are trained and equipped along Soviet lines, as is corroborated by the presence of a Soviet naval staff. The Rumanian Navy consists of a Black-Sea flotilla and a Danube flotilla. The principle naval base for the Danube flotilla is Galatz, where, however, some vessels of the Black-Sea flotilla also are stationed. The mine layer Admiral Murgescu, a 612-ton vessel, was built in Galatz in 1929. No confirmation or further details are available about other new constructions.

(4) It is not possible to give a critical opinion [redacted] since detailed maps and descriptions of this region are not available. The

25X1

25X1

[redacted] They clearly show the complete breakdown of the pre-war exchange of commodities between Germany and Austria on the one hand, and the Balkan nations on the other, as a result of the incorporation of the Balkan countries in the Soviet orbit. While finished goods, machines, etc., were formerly supplied to the Balkan countries, and the latter delivered staple goods such as grain and other agricultural products, lumber, oil, etc., the entire freight traffic has now been almost completely organized for exportation of products to the Soviet Union. To carry out this program it was only logical that Soviet-controlled corporations should have been established.

25X1

CONFIDENTIAL