

INTELLOFAX 22

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INFORMATION REPORT

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CONFIDENTIAL

DATE DISTR 14 MAR 51

COUNTRY Rumania/Albania/USSR

SUBJECT Rumanian Merchant Marine

NO. OF PAGES 2

PLACE 25X1A

NO. OF ENCLS. (LISTED BELOW)

ACQUIRED

DATE OF INFO

25X1X

SUPPLEMENT TO REPORT NO.

1. The following vessels belonging to Sovromtransport are [redacted] 25X1X

- a. SS ADELE, Captain Ovidiu Gernatescu. This vessel is presently under repair at Constanta.
- b. MS FREDERICK ENGELS, 5,000 tons, Captain is Virgil Gheorghiu, with crew of 37-40 men. Vessel is loading 5,000 tons of wheat and sulphuric acid for Durres.
- c. SS PLEHANOV, Captain Popescu.
- d. MS TRANSYLVANIA, Captain Titu Stanescu, cruising speed 18.5 knots, maximum speed 22 knots. This vessel was built in Copenhagen in 1938.
- e. MS SULINA, 800 tons, crew of approximately twenty men. The SULINA was built at Turnu Severin in 1950. During November 1950 a cylinder block cracked and the crew was immediately changed.
- f. MS CONSTANTA, 800 tons, Captain Nicolau. This vessel was built at Budapest.
- g. MS NIDIA, 600 tons, with crew of 20 men. This vessel, which was built at Turnu Severin in 1950, struck an underwater rock in Sulina Harbor and is now under repair.
- h. MS MANGALIA, 800 tons, crew of approximately twenty men. This vessel was built at Budapest in 1950.
- i. SS DIMITROV, formerly the HAARLEM under the Dutch flag.

The SULINA, CONSTANTA, NIDIA, and MANGALIA operate only in the Black Sea since they have not received a Lloyds' certificate of seaworthiness.

2. The SS PLEHANOV is used principally for runs between Soviet Black Sea ports and Albania. During the past six months the SS ADELE has plied between Soviet Black Sea ports and Albania, but on her last voyage transported grain to Sweden. The MS FREDERICK ENGELS sails between Constanta and Northern European and Baltic ports and between Soviet Black Sea and northern ports.

CLASSIFICATION ~~SECRET~~

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 13 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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CENTRAL INTELLIGENCE AGENCY

25X1A

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The SS DIMITROV, carrying wheat to Alexandria Egypt, from France, spent one month in Alexandria harbor because of congested conditions. This vessel then proceeded to Constanta, loaded 5,000 tons of corn for Egypt, and returned to Alexandria, where it spent two months because of congestion and boiler repairs. Carrying 3,000 tons of wheat and 2,000 tons of special cement, the DIMITROV left Constanta on 1 December 1950 and arrived at Durres on 6 December. Cement carried by the DIMITROV on this trip was the type that binds in winter weather. On its latest trip the DIMITROV sailed directly to Famagusta, Cyprus from Constanta, thereafter calling at Haifa, Durres and unspecified Soviet Black Sea ports. During the spring of 1950 MS TRANSYLVANIA made a direct run between Constanta and Gdynia, carrying approximately fifteen hundred wounded Greek partisans and members of the Central Committee of the Greek Communist Party. At the present time the TRANSYLVANIA is transporting Jewish immigrants from Rumania to Israel.

3. The following officials of Sovromtransport are identified:

Director-General, Evdo Kh. or, Soviet citizen;  
 Director of Navigation, Gutkin, Soviet citizen;  
 Director of Wireless, Libinov, Soviet citizen;  
 Regional Director at Constanta, Sinz, Soviet citizen, frequently on leave.

Soviet officials who go on leave usually do not return to their posts. All higher ranking employees are Soviet citizens; their deputies are Rumanians. However ranking personnel are partly Soviet and partly Rumanian.

4. Three cases of sabotage have occurred on the DIMITROV:

- a. At an unspecified date, 2,000 kilograms of lubricating oil contained in ten barrels were put on board in Constanta. Six or seven of these barrels were found to contain water. Some employees of the Sovromtransport fuel depot in Constanta were thereafter arrested.
- b. Acid containers for the ship's refrigerator system which had been shipped to Constanta from Ploesti were found to contain only compressed air. Approximately three hundred kilograms of meat spoiled and was thrown overboard.
- c. When the DIMITROV left Durres after unloading the special cement and wheat in December 1950, a strong deviation in the compass was discovered to have been caused by two iron bars placed on either side at a distance of 1.5 to 2 meters.

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