

INFORMATION REPORT

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COUNTRY Bulgaria

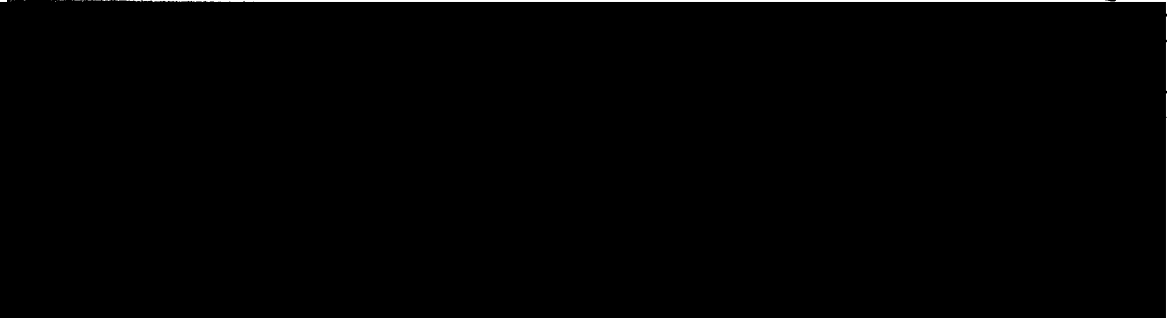
SUBJECT Construction of Georgi Dimitrov Dam

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1. The Georgi Dimitrov Dam is located approximately five kilometers west of the city of Kazanluk and near the village of Koprinka on the Toundja River. Construction on this dam was started in the spring of 1947 but in the spring of 1948 the work was accelerated and has continued at a faster rate up to the present time.
2. The dam itself is 800 meters long, 34 meters high, 100 meters thick at the base, and 8 meters thick at the top. The Kazanluk-Karlovo highway will pass over the top. The inside wall of the dam will be slightly off a perpendicular line from the base to the top. The outside face of the dam wall will be stepped until it reaches the 100-meter thickness at the base bottom.
3. The preliminary digging was finished and the building of the wall itself was started in the spring of 1950. The wall is being built of granite blocks and asphalt on the inside; the outside is being constructed of large stone blocks set with dry cement. At the present time the southern half of the dam is above ground level.
4. The lake that will be formed by the dam will fill ten square kilometers on each side of the Toundja River and extend as far as the villages of Vidin and Dolno Sakhrane. Portions of these two villages will have to be removed and re-established elsewhere.
5. The canal which leads from the dam into the Stara Zagora plain is 22 kilometers long from the dam wall to the entrance of a tunnel below the railroad station of Yagoda (Gorno Pancharevo). The digging of the canal has been finished and in certain portions the lining has already been installed. The outlet ditches from the canal will be built by the local villages after the tunnel has been completed. The canal is being lined with various materials depending upon the terrain through which it passes. In terrain of the first and second categories with sand and humus, cement blocks are used. Terrain of the third and fourth categories is composed of clay or a mixture of clay and soil, requiring the use of granite blocks. The fifth and sixth categories are those portions of the terrain which are mostly stone and granite; in such terrain a flat cement embankment is used. The dimensions and capacity of the canal are as follows:

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CENTRAL INTELLIGENCE AGENCY

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- a. Depth: 3.10 meters by water ladder.
 - b. Width on the bottom: 1.40 meters
 - c. Width on the surface: 6 meters
 - d. Capacity: 20 cubic meters per second.
6. The tunnel from the Yagoda (Gorno Pancharevo) railroad stop runs westerly to a point just below Pancharevo, which is north of Stara Zagora, for a distance of 12 kilometers. At two points in its course the tunnel passes in the open through valleys. It is planned eventually to enclose these open sections. Up to the time informant left, the project blasting had progressed for eight kilometers and a cement lining had been installed along five kilometers. Rock debris is removed from the working areas of the tunnel by a bucket conveyor system.
 7. The administration offices for the dam are located in a large three story building near the base of the dam wall. The Director-General, Pavel Ivanovich Dimov, is a Russian trained graduate engineer; the Administrative Director is a certain Bechev, an active Communist; the Chief of Plans and Technical Division is an engineer named Velik Ivanov.
 8. Administration of the canal and tunnel is handled by two separate headquarters subordinate to the main dam administrative offices: the Director for the canal administration, Mincho Yovchev Chernev, an engineer and Communist party member, is located in Rozovo; the General director for the tunnel operations, named Yordanov, is located in the village of Gorno Pancharevo.
 9. The total number of employees engaged in the entire project is approximately three thousand. Because the various gangs and groups are shifted about according to when they are needed it is not possible further to break down the distribution of personnel.
 10. A sketch of the dam and adjoined installations and another sketch of the canal and tunnel routes are available at the CIA Library.