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Sanitized Copy Approved for Release 2011/05/17 : CIA-RDP82-00457R010500300008-8 SECRET/COUTROL -OFFICIALS ONLY CENTRAL INTERLIGENCE AGENCY an 2 = internal Hungarian shipping traffic is much impeded. Passenger steamer traffic is in revation only between Budapest and Esztergom, and between Budapust and Mohéce. Ships in transit - with the exception of the Yugoslavian ones - are not checked. The Yugoslav ships are subjected to strict control. All ships in transit, however, with the exception of Soviet ships - are accompanied by members of the river police as far as the descriure harbor. The harbor police in Szob and Mohacs are connected with the AVH river police group by means of their own radio stations. Units of the Danube (Naval) Flotilla are stationed at Szob and Mohács. These units can intervene actively and render immediate assistance on the orders of the head of the harbor police. Transit Shipping on the Lover Danube The following vessels belonging to the B.R.P. - Bulgarian Shipping Company ply the Hungarian waters of the Danube, LOM, VIDIN, SVISTCV, RUSSE. All are of 1,000 tons and each has two engines of 500 HP (crude-oil driven, 50X1-HUM). These ships sail between Vienna and the USSR and transport foodstuffs upstream. On the downstream trip they carry gasoline, crude oil, and 50X1-HUM Of Rumanian ships in Hungarian waters of the Danube, the most often seen are the motor barges TURNU-SEVERIN and the BUCURESTI (each 800 GRT, two Dieselengines of 350 HP) the Yugoslav motor barges MARSHAL TITO and SAVA have plied the Hungarian waters of the Danube. They sail to Vienna. 50X1-HUM 17. There is much Soviet shipping traffic on the Hungarian Danube by 1,000-ton motor barges which ply from Izmail to Csepel and to Vienna. The following goods are mainly shipped to Caepel: iron ore, copper, manganese, wool, and cottonwool. On the return journey shipments consist of grain, machinery, chemical goods, crude oil, gasoline, bauxite. Lading stations are at Gyor, Komarom, Szöny, Csepel, and Duma-Adony, eighty percent of the total number of Hungarian Danube vessels 50X1-HUM

were in operation. They are mainly used for shipments to the USSR.

The M.F.C.R. (Magyar Folyam Tengerhajozasi Reszvenytarsasag) (Hungarian River and Sea Shipping Company) handed over most of its ships to MESZHART (Hungarian-Soviet Shipping Co.). M.F.T.R. now has only the following units in operation: 50X1-HUM

"RAKOSI MATYAS" plying the Tisza between Szeged and Szolnok " Körös Caongrad and Gyoma

16.

and some small steamers for local traffic in Budapest and along the Csepel arm of the Danube to Raczkeve.

Danger of mines on the Danube particularly applies to the Lower Danube sector near Mohies. On account of this, all ships are degaussed every three months. The work takes place in the harbor of Csepel under Russian control. A cable of approximately 35 mm. in diameter, insulated with rubber and perforated in a spiral line, is placed unier the ship's hull at intervals of 1 meter. Electric current is then switched on. Degaussing of a 1,000-ton ship takes some 8 - 10 hours.