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Country : Hungary/Turkey/Lebanon/Egypt/Rumania/Bulgaria

Subject 25X1X6 : [Redacted] Imports and Exports/  
Resumption of Reparations/Danubian Flotillas/Giurgiu-Russe Bridge/  
Changeover of Hungarian Crews.

Place Acquired: [Redacted] 25X1A6a

Date Acquired : 25 June 1953

Date of Info : 1 - 20 June 1953

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Source



Hungarian Exports and Imports

1. "The Hungarian vessel TISZA, which reached Istanbul 20 June 1953, came directly from Budapest. It carried for Istanbul and Izmir a cargo of glassware, paint, locks, barrels of oil for soap and agricultural machinery. For Beirut it carried matches and pipes for household plumbing. For Alexandria, Egypt, it carried electric meters, silk and lace.
2. "Starting 1 June 1953 the Rumanian (slep) and Hungarian (uszaly) barges which were being drawn upstream on the Danube by strong tugs. All seemed to be carrying pyrites exclusively. At present (late June 1953) the destination of this pyrite is not known, but it is probably destined for Czechoslovakia. This iron ore is of Soviet origin. It is not Rumanian origin, because Rumanian production has diminished. It is loaded in the Soviet port on the Danube - - at Ismail and at Reni.

Resumption of Reparation Deliveries

3. "At Budapest on 10 June 1953 the forty-fifth Hungarian vessel to be built in Hungarian shipyards for the Soviets on the account of reparations was launched in the Danube. For several months previously there had been a suspension in reparation deliveries.

Danubian Flotillas

4. " During mid-June 1953 the following vessels were observed on the Danube River:  
17 June 1953 a large number of Bulgarian vessels were gathered near the Danubian port of Russe (Roustchouk), at a point 502 Km up the Danube, near the Bulgarian shore upstream from a little island in the river. The flotilla consisted of 15 patrol boats ("ornaszad" in Hungarian), one troopship and one large towing vessel. All the vessels were fully manned and in a state of alert. [Redacted] on the Rumanian shore there was a Rumanian river flotilla

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consisting of 15 boats and one troopship (bateau-caserne). The bateau-caserne has a long hull and several large cabins to provide shelter for soldiers or fresh-water sailors (sic). Such a vessel can accomodate up to 400 persons with their equipment.

Status of the Giurgiu - Russe Bridge

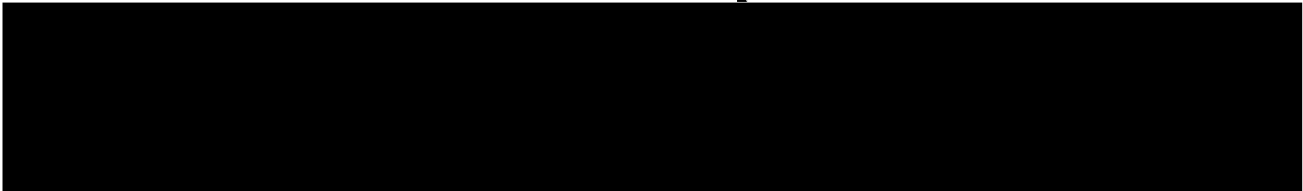
5. "The actual status of construction on the bridge across the Danube between Giurgiu (Rumanian shore) and Russe (Roustchouk - Bulgarian shore):  
As of 17 June 1953, at a point 488 Km from the outlet of the Danube, where the bridge has been under construction since 1952, the large floating crane had again broken down and the work was temporarily suspended. The work started at the same time from both shores. Five pylons have been constructed out from the Rumanian shore, but without the arches, which, according to the Danubian pilots, will be made of iron. Four pylons have been constructed out from the Bulgarian shore - no iron arches. Due to the breakdown of the floating crane, the work will probably take longer than ever. Furthermore, the two Danubian banks showed no signs of marked activity; to the contrary, construction on this bridge seemed to be suspended.

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Changeover of Hungarian Crews

6. "The crews of the Hungarian merchant vessels on the Danube, the Black Sea and the Mediterranean are in the midst of a complege changeover. In two or three months (after June 1953) few of the old-time sailors and officers will be left on the TISZA, BUDAPEST, SZEGED and DEBRECEN. Since 1951 the Naval Academy at Budapest has admitted mainly students whose "Social origin" is "pure" and "fitting". The maritime emphasis of their studies is not very profound - little nautical science. The principal consideration is their political reliability. In Spring 1953 the authorities started to dismiss the old-time sailors who had been kept on to initiate novices of the regime. They are being laid off as their vessels return to Budapest and being replaced by novices. Thus, at the time of the TISZA's last home call at Budapest in mid-June 1953, seven old-time sailors were dismissed from the crew and replaced by seven new sailors. The same thing will happen with the old-time sailors who remain on the other ships.

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