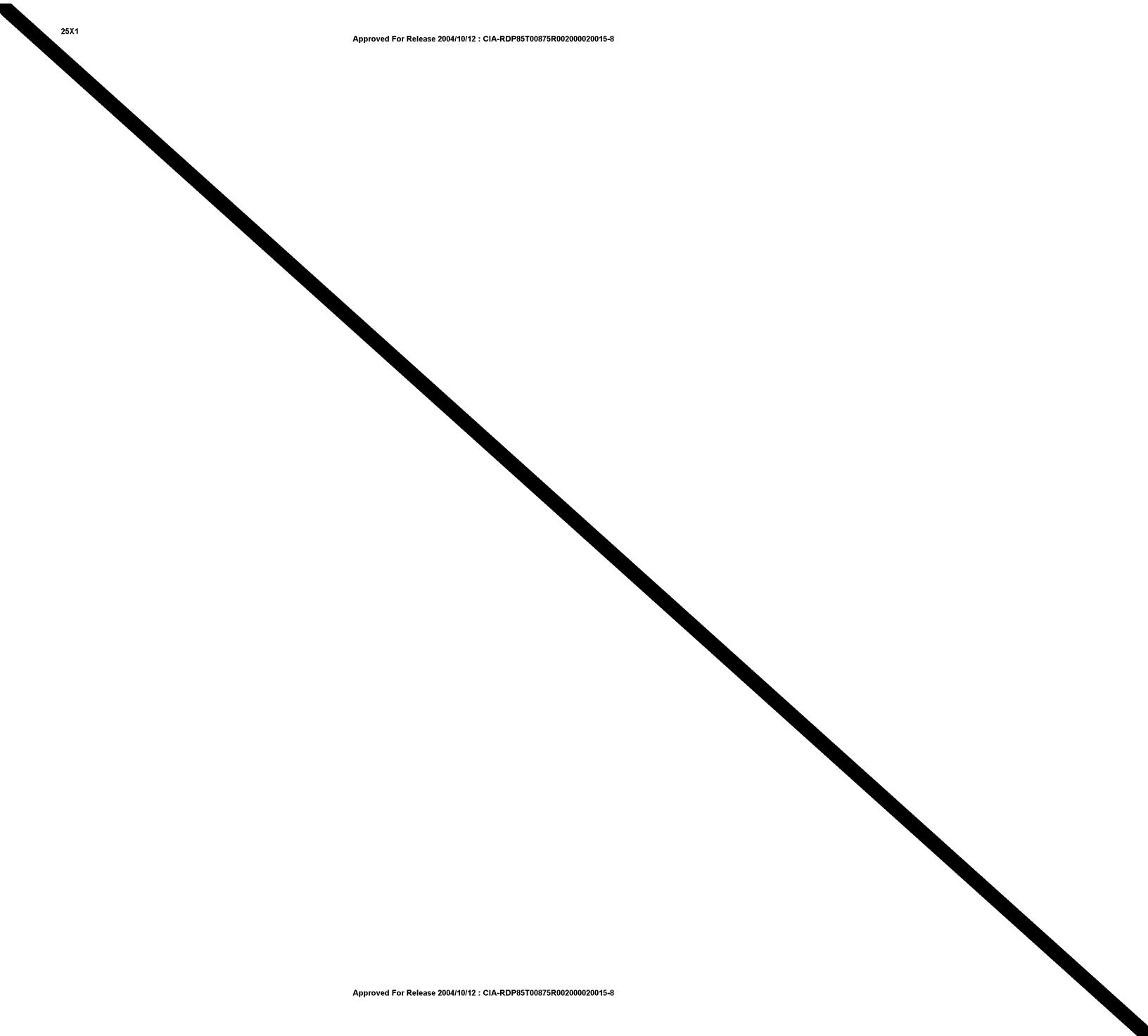

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CIA/OER/S-66976-74

S-66976

MICRO ONLY

20 December 1974

25X1

MEMORANDUM FOR: [redacted]

ATTENTION :

SUBJECT : Soviet Grain Combines

1. Attached, as requested, are answers to your questions concerning the SK-4 and SKD-5 grain combines.

2. Please call [redacted] if further clarification or additional information is required.

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Attachment:
as stated

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Distribution: (S-6696)
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(20 December 1974)

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ATTACHMENT

General Comments
on the Soviet SK-4 and SKD-5 Grain Combine Series

Has the SK-4 grain combine been modified to use a 3 cubic meter grain bunker?

1. There is no evidence that existing SK-4 or SK-4A grain combines with 75 horsepower engines and 1.8 cubic meter grain bunkers have been modified by substituting a 3 cubic meter bunker. Such a modification seems unlikely. A larger grain bunker probably would require a larger engine; a 75 horsepower engine would require the heavier, modified combine to operate at a very slow speed. Normally, major modifications of existing agricultural machinery, especially if carried out on a large scale, receive a great deal of publicity in the press and agricultural journals. There has been no such publicity.

Could an SKD-5 combine be mistaken for an SK-4?

2. The SKD-5 "Sibiryak" grain combine, produced at the Krasnoyarsk Combine Plant since early 1969, might be mistaken for the SK-4 series. Although it is said to be a new design incorporating a 2.3 cubic meter bunker, the SKD-5 is designed on the base of the SK-4, and there is an 80% interchangeability of parts. Many of the parts that are not interchangeable apparently are in the interior threshing mechanism where they don't show. The SKD-5 was designed with an enclosed cab, and all photos in the press and technical journals show one, but one newspaper candidly states that only about one-third actually are manufactured with a cab. Cabless SKD-5 combines would seem to be quite common.

Does the SKD-5 come equipped with a 3 cubic meter bunker?

3. In newer models of the SKD-5, designated SKD-5M and SKD-5A, the 2.3 cubic meter grain bunker has been replaced by a 3 cubic meter bunker. However, only a few prototypes of the

latter two models were available in 1973. All three models have a 100-horsepower engine, so it is possible that existing SKD-5 combines could have been modified by installing a 3 cubic meter grain bunker. Again, no campaign in the press to promote such a modification on a large scale has been noted. We do not have a photo of the SKD-5M combine.

How many SKD-5 combines have been produced? Where?

4. The Krasnoyarsk Combine Plant manufactured its 100,000th SKD-5 combine on 13 November 1974, 75,000 of which were manufactured in the last four years. The Krasnoyarsk Plant produced 22,500 combines in 1973 and plans to increase output to 26,000 units in 1974. An additional three thousand or so units are produced annually at the "Dal'sel'mash" Plant in Birobidzhan. Most, if not all, of those produced at "Dal'sel'mash", however, are SKD-5R models with caterpillar tracks, designed especially for harvesting rice and suitable also for harvesting grain in extremely wet areas.

5. The press reported that 90,000 "Sibiryak" grain combines were on hand in April 1973. If only one-third have cabs, there were about 60,000 cabless SKD-5 combines operating in the 1973 harvest. The SKD-5 "Sibiryak" was designed primarily for operation in Siberia, Western Kazakhstan, and the Far East.

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S-6691

19 December 1974

MEMORANDUM FOR: Chief, SE/RR

SUBJECT : Polish Trade Relations with LDCs

The reply to your query on the character of Polish-LDC trade relations is detailed below. If you have further questions please contact [redacted] STAT

1. Polish trade with the LDCs normally is conducted under long term (3-5 year), bilateral trade and payments agreements. These general accords set forth structural and institutional arrangements that form the official basis for trade relations. They are supplemented by annual trade protocols that spell out specific goals for each year.

2. Polish-LDC trade is conducted on a clearing basis which is effected by balancing trade in each direction. Quality, prices and terms of delivery are said to conform to international practices and are competitive in world markets. In some cases Warsaw has promoted sales of capital goods by offering attractive repayment conditions. Usually these require small down payments (10-15%) and allow 3-10 years for repayment. Interest on the outstanding balance has run between 3% and 6%.

3. Poland has exported, among other things, machinery and equipment for machine building industries, shipbuilding and power equipment and coal mining machinery. It has provided ships, pharmaceuticals, chemicals, fertilizer, dyestuffs and steel products. In return it has taken primary goods as well as non-traditional LDC exports which include consumer goods, electrical articles, clothing and knitwear.

4. There is little evidence that LDCs, especially those that are major importers of Polish goods and equipment, have been more dissatisfied with the quality or performance of Polish equipment than that purchased elsewhere. As is often the case in LDCs, problems with plant and equipment are a

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consequence of lack of skill in the LDC and a failure to maintain the equipment. Particularly where Poland has installed equipment and provided technical assistance, we have heard few complaints about their equipment.

5. The relationship must be advantageous to both sides as it has continued to expand. The value of this trade more than doubled over the decade. For many LDCs this trade is foreign exchange saving especially when they are able to dispose of goods that may not be saleable on world markets (particularly non-traditional items). They also like the assured market provided by long term agreements.

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(19 Dec. 74)