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RUMANIA

COMMUNICATIONS
Port of CONSTANTA

The Sovromtransport Regionala Maritima disposes of the following merchant ships:

M/S "Transilvania:" Capacity 3,919 tons; passengers as a rule 460 (1,800 when she is used for the emigration of Rumanian Jews to Israel;) built in 1938; indicated HP 19,000; effective HP 11,000; screws two; length 127 meters; beam 17 meters; reclassification in 1938. The last general overhauling was carried out in the autumn of 1950; maximum speed 20 nautical miles; medium speed 17 nautical miles; holds three, plus a hatchway for the mail; refrigerators; radio station for short and medium waves, three operators; English type radiogoniometer sounding apparatus, installed together with an English type giro-compass in the autumn of 1950. Commander STANESCU Titus, 33, approachable, non-Communist; crew from 125 to 130 men. The ship circulates between CONSTANTA and HAIFA; during the last war, she was at anchor in the Bosphorus straits. Approximate data about the capacity of the holds in the prow: hold No.1: two small windlasses and two bigger ones, capacity 1,5 tons; hold No.2: two small cranes, capacity two tons; hold No.3: two small cranes, capacity two tons. In the stern: hatchway for the mail with two bigger and two small windlasses; capacity of the bigger windlasses 0,5 ton. The ship is subject to strong and continuous vibration reducing her speed.

S/S "Flehanov:" Ex-Russian ship. Net tonnage 2,109 tons; length 100 meters; screw one; cruising speed five nautical miles; built in 1900 in England; radio station has two operators; four holds (without corridors) with eight small windlasses and eight bigger ones. The ship sunk during the last war in the port of CONSTANTA and was lifted in 1945. The work was carried out in the shipyards of CONSTANTA. The ship was ready for navigation in 1948. The machines are defective. The ship will soon be leased for transport of cereals to England. The boilers will be replaced in a shipyard of Northern Europe. Crew 40 to 45 men. Commander POPESCU Giorgio;

S/S "Dimitrov:" Ex-Russian ship (part of the Russian capital of the Sovrom.) Tonnage net 2,361; capacity 5,500 tons; length 122 meters; screw one; cruising speed nine to ten nautical miles; five holds (holds 2, 3 and 4 with corridors; holds 1 and 5 without,) 10 small windlasses and ten bigger ones; built in 1906 in England; two operators at the radio station; radiogoniometer installation. Commander MIHU Victor, aged 65, approachable, non-Communist; crew 35 to 37 men. In February 1951 the ship left for LONDON with a cargo of maize.

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At present she is at ROUMAN for various repairs (exchange of boilers from coal to oil.) The supports on prow and on stern are reinforced for the installation of armaments.

M/S "Frederich Engels:" Tonnage net 2,300 approximately; capacity 5,000 tons; length about 100 meters; cruising speed eight to nine nautical miles; four holds with five openings (no corridors); 10 windlasses (small) and 10 bigger ones; built in 1930 at LENINGRAD; motors of German make; two operators at the radio station; radiogoniometer sounding apparatus (all Russian material); giro-compass of Russian construction. Commander GHIORGHIU Virgiliu; crew from 35 to 37 men. This ship has reinforced supports on prow and on stern for the installation of armaments.

The ship stranded in the Dardanelles, en route to the Black Sea, and upon arrival had to undergo a complete overhauling. She left CONSTANTA on 1 May 1951 with a cargo of five tons of maize for MURMANSK via LONDON.

S/S "Ardeal:" Built in 1922 in Germany; purchased by SRM in 1935 and 1936; net tonnage approximately 3,000 tons; capacity 7,000 tons; machines of German make operating with naphtha fuel; length 123 meters; cruising speed nine nautical miles; five holds; 10 small windlasses and 10 bigger ones; The ship has reinforced supports on prow and on stern for the installation of armaments.

She entered the shipyards of CONSTANTA in November or December 1950 for reclassification works which will be finished by 1952.

M/S "Midia" and "Sulina:" The ships were recently built at TURNU SEVERIN shipyards; net tonnage 259 tons; capacity 550 tons; two holds; two bigger and two smaller windlasses; engine power 500 HP; screw one; main motor Diesel; Italian type auxiliary motors possibly supplied by a Milan firm; length 50 meters; beam five meters approximately; height at center on deck above the water line about three meters; one operator at the radio station; sounding apparatus; radiogoniometer installation. Both units are of iron construction, without supports for armaments and started navigation service toward the end of 1950; they are generally used for cement cargos on the Black Sea lines. On the return voyage they carry raw cotton shipments. Commander of "Sulina" is MIRCIA Nikola; commander of "Midia" is STEFANESCU Nikola. In March 1951 M/S "Midia" stranded at KOVOROSSISK.

M/S "Zangalia" and "Constanza:" Both ships are larger than the preceding units; they were built in BUDAPEST; net tonnage 325 tons; capacity 650 tons; screw one; engine power

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type; speed nine nautical miles; one operator at the radio station; radiogoniometer sounding apparatus; length 59 meters; beam six meters, two holds; four small windlasses and four bigger ones; height above the water line on deck (center) 3,5 meters; no installations for armament.

The ships were handed over to the Sovrom toward the end of 1950; they are used for traffic in the Black Sea (they carry cement shipments to USSR and return with shipments of raw cotton.)

After four months of navigation the S/S "Mangalia" lost the screw wings when returning from a Russian port. She is now being repaired at the shipyard of CALARZ. It is reported that the ship has various defects.

S/S "Beresina:" Ex-Russian ship made in England in 1917; net tonnage 1,952; capacity 6,000 tons (the double bottom is charged with cement, as the keel is in a very poor condition;) four holds; eight small windlasses and eight bigger ones; holds one and four have a capacity of 2,5 tons each. Two operators at the radio station. The ship travels to Albania carrying shipments of corn, cement and various machines.

It seems that the USSR will hand over to Sovromtransport Regionala Maritima two more units as a title of social capital.

All Rumanian merchant ships are listed in the Russian Register, the main office of which run by Russian engineers is in BUCHAREST.

At CONSTANTIA a Russian engineer of the shipyards is in charge of the Russian Register, he is assisted by highsea captain IONESCU Vassile; captain TEODORSCU Alfred and an engineer JIPA (fnu). These three men have their office at the Stazione Maritima. Russian engineers from BUCHAREST have arrived at CONSTANTIA for the purpose of reclassification.

DATE OF OBSERVATION: 1951

EVAL. COMMENT:

Source : fairly reliable;
Information: confirmed by other sources.