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RUMANIA

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COMMUNICATIONS  
Waterways

Helmsmen of the Sovromtransport at the Service  
of the Danubian River Commission.

SOURCE TRIESTE: Letter from a Rumanian sailor.

DATE OF OBSERVATION: Until the middle of October 1953.

EVALUATION COMMENT: No information is available on the reported helmsmen employed with the Danube River Commission. The European Danube Commission was established by the Treaty of PARIS, in 1856. By the Peace Treaty concluded in 1947 with Rumania, after World War II (Article 36) navigation on the Danube was declared free and open for the nationals, vessels of commerce, and goods of all States, including the United States, on a footing of equality in regard to port and navigation charges and conditions for merchant shipping (this did not apply to traffic between ports of the same State.)

On 18 August 1948, after the defection of Yugoslavia, the Soviets imposed upon their Danubian satellites the creation of a new Danube River Commission, including Soviet Russia, Rumania, Bulgaria, Hungary, Czechoslovakia and Yugoslavia as a constantly overruled minority.

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In the PORTILE FE FIER region, navigation is regulated by the International Danubian Commission which has its central offices in ORSOVA. It only has jurisdiction over the zone of the CATARACTE where is the Sit Canal. Due to the position of this canal ships need special pilots and tug-boats. The following is a list of helmsmen, working in that zone:

PORTOSE Constantin, 47, born in BARLAD, resident in ORSOVA; he is married and has no children; a former employee of the N.F.R. (from 1934 to 1940;) as of

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1940 employed as a helmsman by the Danube River Commission. Until 1945 he was not occupied with politics, but in that year he joined the Social Democratic Party, applied for membership with the Communist Party in 1946 and remained a member ever since.

DAMASCHIN Alexandru, 47, born in GALATI, resident in ORSOVA; formerly, i.e. from 1934 until 1938, an employee of the N.F.R., as of 1938 employed with the Danube River Commission. He does not belong to any political party and always appeared to be indifferent toward them although the Communists urged him to join their party. Being an excellent helmsman and very skilled in his profession, DAMASCHIN was not dismissed.

ISPAS Alexandru, born in TURNU SEVERIN and resident in ORSOVA; married, without children. He was a helmsman of the N.F.R. from 1925 until 1940. Then he won a competition and was transferred to the Danube River Commission where he is still engaged as a helmsman. He has no political interests.

BOANCA Ioan, 46, born in OSTROVUL MARE, a village in the MEHEDINTI province, and resident in ORSOVA from 1934 until 1940; he was a helmsman of the N.F.R.; in 1940 he won a competition and was transferred to the Danube River Commission. He is a member of the Social Democratic Party, but sides with Communism.

TIU Ioan: born 48 years ago in TURNU SEVERIN and residing there. He is married and has a daughter. From 1924 until 1938 he worked as a helmsman for the N.F.R., then the Maritime Ministry ordered him to be transferred to the Danube River Commission; he is a Communist, but a very good fellow; he repeatedly helped his non-Communist colleagues out of a fix.

ANGEL Ioan, 42, born in BALTA VERDE, a village in the MEHEDINTI province, about 52 kilometers from TURNU SEVERIN. He is married and has a son; from 1935 until 1940 he worked as a helmsman for the S.R.D., then he was transferred to the Danube River Commission. People say that he is a Communist but he does not even seem to be Party member.

UDRESCU Costantin, 43, born in OSTROVA MARE, residing in ORSOVA, married, with one son; from 1933 until 1940 he was a helmsman of the N.F.R.; after winning a competition in 1940 he was employed by the Danube River Commission. He has an excellent character and is not

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politically minded. He is always watched and escorted by a Party member. In view of his technical capacities and his knowledge of many languages he was not dismissed.

BUDULAN Ioan, 47, born in OSTROVUL MARE and residing in the village of CRIVINA, province of MEHEDINTI; married, without children. From 1931 until 1936 he worked as a helmsman of the N.F.R. In 1936 he was transferred to the then International Danubian Commission on the basis of a royal decree. At the beginning of the war, in 1939, the British offered him one million and a half Lei if he would quit his services, in addition to a fixed salary of 25,000 Lei a month. BUDULAN accepted this offer and resigned from his job. During the war the Germans were informed of this deal and thus the German authorities arrested him and deported him to a concentration camp. When he was released after the war, BUDULAN was unemployed until the end of 1949 when he entered the employment of the International Danubian Commission. He is a good man, easily manageable and apolitical.

VLAD Nicolae, born in ORSOVA 58 years ago, residing in ORSOVA; married, has one son. From 1920 until 1925 he was a helmsman of the N.F.R. and then he was transferred to the Danubian River Commission; a former legionary, who joined the Communist Party in 1945.

CARTOC Gheorghe, 58, born in ORSOVA where he is also residing; married, the father of one son; from 1920 until 1926 he worked as a helmsman of the N.F.R. and in that year he was transferred to the Danube River Commission. He does not carry out any political activities.

PROCOP (fnu), 48, born in Bessarabia, of Russian origin but with Greek citizenship; he is married and has one son. At present he is the captain of the motor ship "Aass Kapu" belonging to the Danube Cataract Management. This ship is used as a tug boat for ships sailing through the narrowest point of the Danube. From 1932 until 1939 he worked as a helmsman for the French Danubian Navigation Company. In 1939 when the Germans confiscated French boats navigating on the Danube, PROCOP was engaged by them. After the Russian troops occupied the country he was hired by the Soviets and shortly after he was promoted captain of the "Ostreich," now called the "Stalingrad." He remained in that position until 1951 when he was pensioned off for health reasons. But PROCOP did his best to keep his job and had Captain PORTOSE Costantin dismissed and took over the latter's post. He is a dangerous Communist and is in direct contact with BUCHAREST.

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PROCOP (fnu), 45, born in TURNU SEVERIN, a Rumanian citizen, and a brother of the aforementioned. He is married and has one son. In 1932 he was a helmsman of the S.I.D., when the Soviets arrived in 1944 he was engaged as a helmsman on boats sailing on the TURNU SEVERIN-BUDAPEST-VIENNA line. The boats used for this line belonged to the Soviet S.D.G.P. Company. In 1950, with the help of his brother, he managed to have DIMA Gheorghe, the inspector of the Danube River Commission, dismissed from his services and to take over his position. He is a fanatic Communist and faithfully carries out the orders received by the Party.

End.