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RUMANIA

COMMUNICATIONS
Waterways/Ships

ENGINEERS ON BOARD MOTORSHIPS NAVIGATING ON THE
SOVROMTRANSPORT'S GALATI-VIENNA LINE.

SOURCE TRIESTE: Letter from a Rumanian sailor.

DATE OF OBSERVATION: Until mid-October 1953.

EVALUATION COMMENT: The names of the better part of the listed Danube ships are known here. No information on the reported technical personnel is available here.

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"Severin," a new, 700 HP ship. Chief engineer is GOGONCEA Ioan, 45, born in TURNU SEVERIN. He is married and has two children. He was an engineer of the N.F.R. from 1942 until 1946 when he was transferred to the S.R.T. He is a former member of the Social Democratic Party and now belongs to the Communist Party.

"Decebal," a 1,200 HP motorship, with a Diesel engine, formerly owned by the N.F.R. Chief engineer is MARCHITOIU Ioan, born in TURNU SEVERIN, age 48, married, with two children. He was employed by the N.F.R. from 1924 until 1945 in which year he was engaged by the S.R.T. He is a member of the Social Democratic Party of Titel PETRESCU.

"Miron Costin," equipped with a 600 HP steam engine, formerly owned by the N.F.R. Chief engineer is Petre STOICILESCU, 51, born in BISTRITA, province of MEHEDINTI; married and has three children. From 1927 until 1945 he was an engineer of the N.F.R. and in 1945 he applied for a transfer to the S.R.T. In 1945 when the Communists started the mass arrests of land-owning peasants in the MEHEDINTI province, STOICILESCU actively took part in these arrests, side by side with the police agents. He repeatedly spread clandestine cominformist leaflets in

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Yugoslavia and Austria. He is a convinced Communist and a dangerous collaborator of the Securitatea.

"Alba Iulia," with an 800 HP engine, formerly owned by the N.F.R. Her chief engineer is SERBAN Avram, 52, born in TURNU SEVERIN. He is married and has two children. From 1928 until 1945 he worked for the N.F.R. and as from 1946 he was employed by the S.R.T. He has been a Socialist since 1934.

"George Doza," a new motorship with a 600 HP engine. Chief engineer is POPESCU Ilie, 46, born in ROGOVA, in the Province MEHEDINTI and residing in TURNU SEVERIN. He is married and has one child. From 1932 until 1945 he worked for the S.R.D.; from 1945 until 1949 he worked for the Soviets on board motorships of the S.G.D.P. and as from 1949 for the S.R.T.

"Pec," a former Austrian 800 HP motorship, which was captured by the Russians and assigned to Rumania. Her chief engineer is TIULIAMU Constantin, 46, born in CERNETI, Province MEHEDINTI. He is married, but has no children. From 1930 until 1945 he was a mechanic of the N.F.R. and as of 1945 he has been an employee of the S.R.T.

"Novorosisc," the former "Petru Rares," with a 600 HP motor. Her chief engineer is GHEORGHIU Ioan, 48, born in GALATI, married, without offspring. From 1927 until 1945 he worked for the N.F.R. and from 1945 until the present date for the S.R.T. From 1925 until 1927 he worked at the C.F.R. workshops in BUCHAREST where the present President of the Ministerial Council, GHEORGHIU-DEJ was employed too. He is a fanatic Communist.

"Iasi," a new ship with a Rumanian 400 HP engine. Her chief engineer is ALMASIU Eugen, 45, born in TURNU SEVERIN. He is married and has one son. From 1934 until 1945 he worked for the N.F.R. and from 1945 on for the S.R.T. He has an excellent character.

"Closca," a new ship with a Rumanian 600 HP engine. Chief engineer is DIMITRESCU I.G. Marcel, 43, born in GALATI. He is married and has a son. From 1923 until 1945 he was employed by the N.F.R. and as of 1945 by the S.R.T. He has sided with the Communists ever since he was 14 and today he is a fanatic Communist Party member.

"Sovrom," where chief engineer is MRARAS Stefan, 46, born in BRAILA, where he also resides. He is married but does not have any children. From 1942 until 1945 he

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worked for the N.F.R. and as of 1945 for the S.R.T. He is a Social Democrat.

"Bistrita," chief engineer is NICOARA Gheorghe, 48, born in GALATI, married, without offspring. From 1933 until 1944 he worked for the N.F.R., from 1944 until 1947 he was a mechanic on board a Soviet ship, and since 1947 he has been working for the S.R.T. He was recommended to the company by the Soviets. He has been a Communist ever since 1933.

"Craiova," whose chief engineer is MARARU Ioan, 38, born in BRAILIA, single; from 1944 until 1948 he was a second engineer of S.R.D.; in 1948 he was transferred to the S.R.T. as a second engineer and promoted to chief engineer in 1950, thanks to his membership with the Communist Party.

"Cernigou," chief engineer is HUZA Ioan, 48, born in ROGOVA, province MEHEDINTI, residing in TURNU SEVERIN; married and the father of one child. From 1924 until 1945 he worked for the N.F.R. and from then on for the S.R.T.

"Bucuresti," whose chief engineer is ROTARU Dumitru, 46, born in DEVESEK, province MEHEDINTI, residing in GIURGIU. He is married and has no children. From 1934 until 1945 he was a helmsman and a second engineer of the N.F.R. and in 1945 he was transferred to the S.R.T. He is a fanatic Communist.

"Galati," whose chief engineer is DORIAN Nicolaie, 47, born in GALATI, single. He was a second engineer of the N.F.R. from 1926 until 1946, when he was transferred to the S.R.T. where he was promoted chief engineer. From 1938 until 1947 he had Social Democratic tendencies and in 1947 he joined the Communist Party becoming a fanatic member. He is the treasurer of the Party cell on board the ship.

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