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May 10  
XI/1344 (Z)

RUMANIA

<u>COMMUNICATIONS</u>	(0500)
Waterways, Ports	(0507)
<u>FINANCE</u>	(1400)
Customs	(1407)
<u>AGRICULTURE</u>	(0200)
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<u>BORDER ZONES</u>	(0400)
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CONSTANTA PORT ORGANIZATION.

SOURCE ATHENS: Greek-Rumanian, former teacher.

DATE OF OBSERVATION: September 1954.

EVALUATION COMMENT: This general survey of security measures in the port of CONSTANTA, the life of dock workers, customs regulations, smuggling and entertainment, is consistent with ATHENS RFE Item Nos. 1254/55 and 7513/54. The latter report also mentioned the name of the harbor master. According to the former, the second officer of the "Plehanov" Sabin FLORESCU, escaped on July 29 1954. Many of the best known Rumanian line captains are held in Communist jails. FLORESCU himself joined Sovromtransport in 1947, after graduating from the ex-"King Ferdinand Military Gymnasium" in CHISINAU. He started working as a radio telegraphist, and during his hours of leisure studied hard for a third officer's certificate. It is emphasized that officers of merchant ships have a thorough military training. "Sovromtransport" was disbanded according to the agreements published on September 25 1954. As in the case of other Sovroms, it was reported by recent refugees that many of the Soviet personnel in control of these companies remained in camouflaged important posts.

The port of CONSTANTIA is encompassed by a dense barbed-wire fence and has only three entrances. As at intervals of 100 meters there is a port-guard (granicer), keeping a watchful eye on every person approaching the fence, it would be sheer folly to attempt a stealthy entrance. Besides, there are a great number of Securitate or Militia plainclothesmen circulating in the port area.

Maritime Offices, Dock Workers and Border Guards.

Each dock is also guarded by graniceri and securitate or militia plainclothesmen. The port is continuously patrolled by Rumanian and Soviet coast-guard vessels, armed with machine-guns. And also, in the sea outside the port, there is always a warship on patrol.

After sunset, the number of guards is doubled and the whole port area flooded with electric lights.

The main entrance to the port is located behind the popular "Vraja Marii" restaurant. This entrance is used by the passengers of ships, the sailors and the crews. It is through this entrance that the trucks and carts enter the port area.

Entrance No. 2 is located in the northeastern part of the port, exactly behind the railway station of CONSTANTIA. This entrance is used by the port workers, the truck-drivers and by the athletes who train on the sports ground which is located between this entrance and entrance No. 3.

The same persons may use entrance No. 3, which is located at the northwestern part of the port on Carageale street, near the naval school.

Entrance to the port is permitted only to the port workers and employees, truck-drivers transporting goods for export (especially lumber and cement,) militiamen and graniceri and to those citizens only who are supplied with a regular passport containing an exit visa.

Every employee or worker permanently employed in the port area, either in the "Directia Porturilor Maritime D.M.R." or on the docks or silos, must have an identity card and special entry pass with his photograph. Even the militiamen and graniceri are not allowed to enter the port area unless they are provided with such a pass.

The procedure required to obtain an entry pass is first to

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apply to the cadres service of the organization in which the applicant is employed. This service then submits the application and two photographs of the applicant to the headquarters of the Securitate. The latter then approves or rejects the application, after a very close investigation of the applicant. When a pass is issued, the holder must have it stamped by the Securitate once a month. The pass is considered invalid and is confiscated even, if one day has elapsed after the expiration of the monthly validity stamp.

Upon entering or departing from the port area, the holders of the passes must present them to the special pass control employees who exist at any entrance.

Whenever an athletic event takes place in the above mentioned sports ground, the tickets for the spectators are issued through the syndicates of the organizations in which they work, but as a rule only the U.T.M. or Party members are provided with such tickets.

The port's militia headquarters are located in the "Gara Maritima." The militia's duty is to supervise and control the entrances to the port area and the exits from it. The militia's jurisdiction as compared to that of the graniceri (border guards) is more restricted. The militiamen may not allow entry to the port or exit from it even to persons provided with a special pass if the graniceri do not consent. Beside the militiamen, there are at all three entrances two or three plainclothesmen, who obviously are Securitate agents. The behavior of the militiamen is austere and rough. However, even they can be bribed for smuggling purposes.

The graniceri, who number about 300, have their headquarters in a building located between the "Gara Maritima" and the port's silos. Both officers and plain guards wear the same khaki uniform, similar to that of the army with the difference that the epaulets are green. They wear caps which are also green. The ranking in the graniceri is the same as in the army.

The behavior of the graniceri toward the citizens is usually good as compared to that of the militiamen and the Securitate agents. The majority of them comes from Ardeal. As a rule, they are dutiful and quiet persons. They enjoy no special privilege but most of their officers and non-commissioned officers carry out limited smuggling which is overlooked by the higher authorities. This smuggling is effected through the buying of goods from the crews of foreign ships that visit the port. These are then sold in CONSTANTA's market. As a rule, a citizen with money may buy many smuggled items, especially from the non-commissioned officers of

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the graniceri, if a sufficiently high price is offered.

The port authority which directs the movement of the merchantmen arriving in the port also has its offices in the "Gara Maritima." This authority is wielded by several Soviet naval officers. They all speak Rumanian and some of them speak English also. Their subordinates are former non-commissioned officers of the Rumanian navy. Most of them had been captured by the Russians and had been taken to the Soviet Union where they were politically indoctrinated, as was the case of the personnel of the "Tudor Vladimirescu," "Horia, Closca and Crisan" divisions. The others are either former crewmen of the Danube river boats, or U.T.M. members who have been trained in naval schools after 1948. There are also a few Securitate agents in naval uniform.

Strangely enough, the harbor master is Spiru TEODORU, who was a harbor master in the pre-Communist days at GIURGIU and GALATZ and a non-Communist. He is about 50 years old and speaks Rumanian, Russian, English, French and a little Greek.

He is very strict in the performance of his duties and keeps clear of any politically compromising involvements. He never goes on board the foreign ships if he is not escorted at least by another officer who is a Party member. Neither does he receive any foreigner in his office if some other port officer is not also present.

The only ships that are manned by officers of the merchant marine are the river boats. Almost all ocean-going ships are manned by navy officers who are under the observation of commissars, either Rumanian, or Russians who speak Rumanian and have been detailed to the Rumanian merchant marine.

#### Customs and Smuggling.

The customs house is also located in the building of the "Gara Maritima." The customs formalities are very strict and follow instructions from the Ministry of Foreign Trade. The imposition of customs duties is always made by two or three customs officers in conjunction with and under the supervision of an inspector, usually a former longshoreman who is a Party member. The customs officers call the inspectors "ciocanar analfabet" (illiterate hammer wielder,) for most of them have not finished even elementary school.

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The examination of the goods subject to customs duties is attended also by one granicer and two or three plainclothesmen, who are obviously Securitate agents.

The uniform of the customs officers is brown with green epaulets and a green ribbon around the cap. Among them there are many women and several others dressed in civilian clothes who roam about the port to detect possible smuggling.

At each of the three entrances of the port, there are beside the militiamen, two or three customs officers who search persons and vehicles leaving the port area, to prevent smuggling. Even those who are employed within the port area are subjected to such search.

The source knows from hearsay that the customs officers, in connivance with the militiamen, the port workers, the truck or cart drivers and the employees of the "Romtransport," carry out a large-scale smuggling business, although the punishment this entails is very severe. The militiamen help the sailors, workers and employees of the port to smuggle out of the port area items of small bulk but of relatively high value, such as drugs, fountain pens, silk textiles, nylon stockings etc. and they then share the profits.

These smuggled items are sold in the market through the intermediary of friends or relatives of the sailors who have brought them from abroad.

#### Port Regulations.

As soon as a ship enters the port of CONSTANTA, the port's doctor goes on board accompanied by graniceri, customs officers and officers of the port administration. The graniceri place a guard on the ship and seal the radio room. The customs officers, accompanied by graniceri, seal the ships stores and make a close search for undeclared goods that might be smuggled in. Only absolutely indispensable objects are left at the disposal of the crew. Each member of the crew may keep only 20 cigarettes for every day the ship will be in port.

At the end of these formalities, two guards are placed on the dock alongside the ship. They will be removed only when the ship will weigh anchor. Moreover, there are always two or three securitate agents dressed in dock workers clothes, who pretend to do some kind of work or another while observing the movements of the

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crew as well as of the two Rumanian guards.

It is strictly prohibited to all to talk to the members of the crews of foreign ships and receive foodstuffs or cigarettes from them.

The members of the crews must have special exit passes, supplied by the port administration, in order to leave the port area and visit the town.

The captain of every departing ship must notify the port administration through the "Romtransport" of the exact time of the ship's departure, a certain number of hours in advance. Just before the ship's sailing, the same officials who went on board upon her arrival reappear. All the crew, with the exception of two men who stay at the engines, is ordered on deck. The Securitate agents, accompanied by the ship's mate, then make a meticulous search of the ship. Even the darkest corners are searched with a lantern for possible stowaways. This control over, the customs officials unseal the ship's stores. Two graniceri and a pilot stay on board the ship until it leaves the port, then they descend to a small boat tied alongside.

Exported wheat is loaded on the ships straight from the silos. Exported oil is loaded at the western side of the port where the big oil tanks are located. The exported lumber and cement is loaded near the "Gara Maritima."

The loading and unloading is usually done during the day. Dock workers who may work by night are appointed by the secretary of their syndicate and their appointment must be approved beforehand by the Graniceri HQ.

The same happens with the truck and cart drivers. Untrusted persons are never permitted to work by night or to drive trucks or carts into the port area.

The port workers earn from 250 to 400 lei per month. These meager earnings are due to the fact that there is not much work for them, owing to the lack of passengers and to their own great number. They therefore try to increase their income by smuggling, although the risk is very big. The smuggling in their case is extremely difficult for, as has been said, any intercourse between workers and the members of foreign crews is strictly forbidden.

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The only person allowed to speak to the foreign ship's officer who is supervising the loading and unloading is the chief of the gang. But even he may not approach the officer without the presence of a Securitate agent dressed as a worker.

#### Fishing.

Only the state company "Romnescaria" is allowed to fish in and outside the port of CONSTANTA. This company is under the control of the Ministry of Public Alimentation (Ministerul Alimentatiei Publice.) The company owns a flotilla of fishing boats and factories for canning. The fishermen are permanently employed on a salary basis. Fishing is forbidden to ordinary civilians. Only if a private fisherman happens to be a member of the Party, can he have a chance of getting a permit for fishing. And, in any case, he is not allowed to fish anywhere he likes but in very limited area of the port. Ordinary civilians are not allowed to have boats either. The only boats to be found for sailing in summer are owned by the "Romtransport" which organizes sailing excursions.

#### Entertainment.

In the underground floor of the "Gara Maritima" there is a night-club for the foreign sailors which is extremely expensive. Not only because the prices are very high but also because foreign currency is exchanged at the very low official rate. For instance, a foreign sailor has to pay 60 lei for a bottle of wine which equals 10 dollars. Several women, agents of the Securitate, work in this night-club. They know many languages and they continuously watch the movements of the customers. In that way there is not the least possibility of smuggling in there.

#### Possibilities of Escape.

In spite of the strict measures taken at the port, escape is possible. But he who would risk his life making such an attempt should be in contact with the crews of the foreign ships and have some acquaintances among the leadership of the port workers' union, in order to get an assignment as a port worker. And only after working there for some time may he find an opportunity to escape.

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