INTELLOFAX 26

FEB 1952 51-4AA

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

INFORMATION REPORT

REPORT NO. [redacted] 25X1

CD NO.

COUNTRY Bulgaria

DATE DISTR. 15 Oct. 1952

25X1 SUBJECT Organization of the Bulgarian Navy

NO. OF PAGES 12

25X1 [redacted]

REFERENCE COPY
DO NOT CIRCU...

NO. OF ENCLS. (LISTED BELOW)

SUPPLEMENT TO REPORT NO

[redacted]

25X

THIS IS UNEVALUATED INFORMATION

[redacted]

General

1. The complete subjugation of Bulgaria to the Soviet Union and the fact that the navies of these two countries operate in the same sea, would seem to indicate that there are no autonomous Bulgarian strategic plans. Because of the scarcity of ships in the Bulgarian fleet and their limited efficiency, it is likely that in the event of war the Soviet General Staff would assign only strictly defensive tasks of a tactical nature to the Bulgarian fleet, such as:

   a. Participation in coastal defense;

   b. Participation in submarine warfare; and

   c. Protection of traffic in the Black Sea and in the Danube.

2. The training and maneuvers of Bulgarian units are carried out on the basis of directives and under the control of the Soviet authorities. In addition to the numerous Soviet advisers to the General Staff and to the various units, a very large number of Soviet instructors is working with the obvious chief purpose of making the training of Bulgarian forces conform to that of the USSR, so as to facilitate the absorption of Bulgarian forces in case of war. In all military organizations great stress is always placed on the political education of officers and men.

3. The strength of the Bulgarian Navy is approximately 4,000 men. Bulgaria is undertaking a complete reorganization of her Navy so as to have efficient, well coordinated units trained according to Soviet methods, which could, in case of war, collaborate with the Soviet Fleet in the Black Sea. However,

STATE		NAVY Ev.	x	NSRB		DISTRIBUTION						
ARMY	x	AIR	x	FBI								

in attempting to carry out such a program, certain notable difficulties arise because of a scarcity of leaders, officers, and technical experts and also because of insufficient professional training of subordinate personnel. Naval personnel are recruited or chosen exclusively on the basis of political criteria, the Communist authorities having systematically removed all those who showed little trustworthiness. In an attempt to compensate for the resulting marked reduction in efficiency, a large quantity of Soviet technicians and experts were brought in as advisers and instructors. Political infiltration of the Bulgarian Naval Command is shown by the fact that political commissars are Second in Command in naval land and sea units.

The Naval High Command

4. The Naval Command, which is on a level with the Air Command and the Army Commands, is subordinate to the Chief of the General Staff. Since 1950, the naval forces have been under the command of Rear Admiral Bronomir Ormanov who took over from Captain Khalatchev.

5. The following officers direct the Bulgarian Naval Forces:

a. Commander in Chief: Rear Admiral Bronomir Ormanov;

b. Second in Command: An unidentified captain;

c. Chief of the Naval Staff: Captain Nikola Boyadzhev; and

d. Soviet Adviser: Captain Katrischko.

6. The Naval High Command is based in Varna and is organized as follows:

a. Operations, Plans, and Studies Section, under Captain Vasil Vlov;

b. Intelligence Section, under Commander Paraskevov;

c. Training Section, under Commander Dimitŭr Paskalev;

d. Naval Services Section;

e. Land Services Section;

f. Ships Supply Section;

g. Telegraph Service Section; and

h. Meteorological Service Section.

7. The following Commands are subordinate to the Naval High Command:

a. Black Sea Fleet Command, located in Varna;

b. Black Sea Naval Forces Command, located in Varna;

c. Danube Naval Forces Command, located in Ruse;

d. Naval Aviation;

e. Naval Academy, located in Varna;

f. Central Office for Supplies; and

g. Base of Sozopol.

Intelligence and Security Service

8. The Intelligence and Security Service of the Bulgarian Navy is centralized in the Intelligence Service of the Ministry of National Defense, as are the analogous services of the Air Force and of the Army. Since 1948, the Chief of the Intelligence Service has been General Zdravko Georgiev, who has had military training in the USSR. The Intelligence and Security Service is subdivided into the following bureaus:

a. Photograph Developing;

b. Maps;

c. Reports;

d. Plans;

e. Secret Bureau;

f. Translations; and

g. G Department.

9. The G Department is subdivided into the following four sections:

a. School and training for spies;

b. Section responsible for the evaluation of information from Greece, Turkey, and Yugoslavia; subordinate to this section are field offices (Petrich, Zvezdets, Vidin, Kŭrdzhali, Burgas, Varna, Svilengrad, and Dupnitsa) where information is gathered;

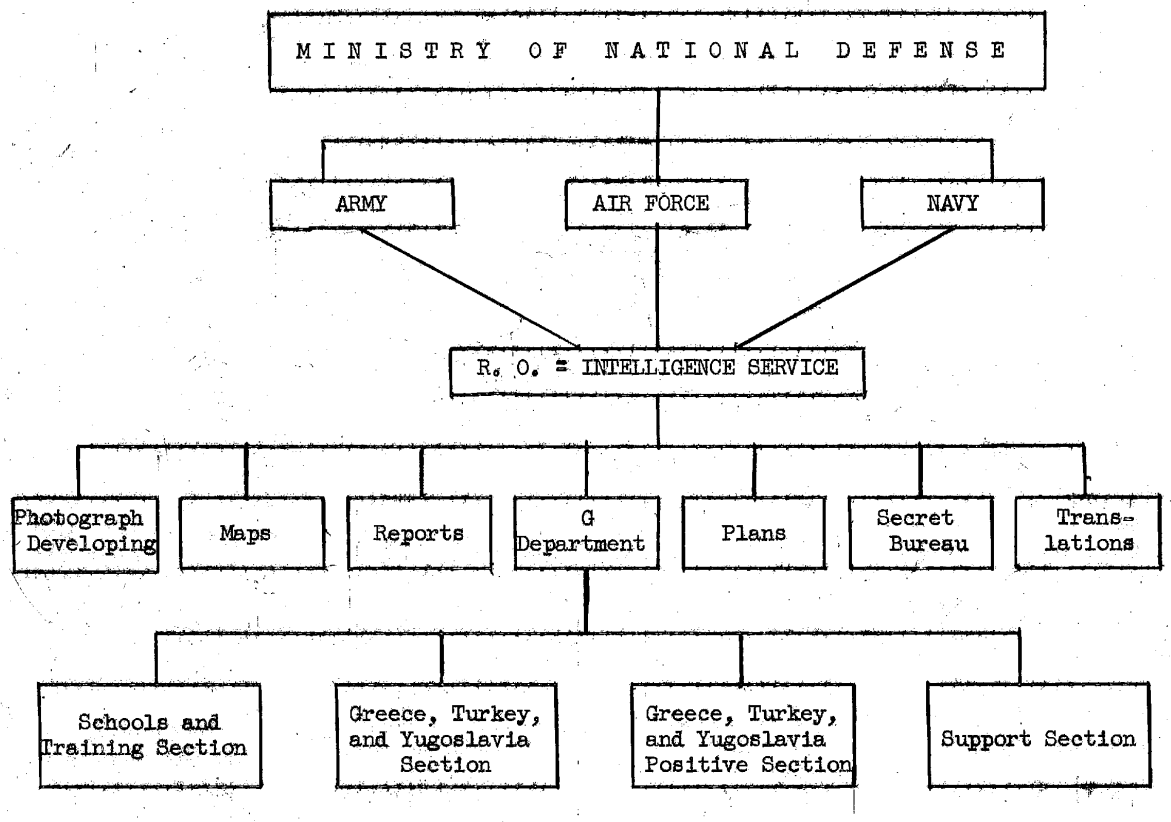
c. Positive Intelligence Section, directs operations against Turkey, Greece, and Yugoslavia; and

d. Support Section.

10. The Intelligence Service is located in Sofia.

An intelligence unit, headed by Commander Paraskevov, is allegedly located at the Naval Forces Command in Varna.

11. The following diagram shows the organization of RO (Razuznavatelen Otdel; Investigation Section), Bulgarian Military Intelligence:



Peripheral Organization

12. There are two naval departments:

a. Naval Forces Command for the Black Sea, based in Varna, has jurisdiction over the entire coastline; naval bases of Burgas and Varna are subordinate to this command; and

b. Naval Forces Command for the Danube, based in Ruse, has jurisdiction over all the Bulgarian portion of the river; command is headed by an unidentified high ranking Bulgarian officer.

13. The main naval bases in Bulgaria are Varna, Burgas, Sozopol, and Ruse. The Varna Naval Base is the most important one and usually harbors the major portion of the fleet. Part of the fleet, specifically the submarines and the motor torpedo boats, are based in the Soviet naval base of Ochakov.

14. The port of Varna is commanded by Commander Kutevski; second in command is Commander Tutundziev. Subordinate to this command are:

a. Minelaying and Minesweeping Fleet;

b. Arsenal;

c. Specialists Group; and

d. Intendance (Supply).

The Minesweeping and Minelaying Fleet is made up of nine vessels assigned to dredging the Bulgarian waters in accordance with international conventions. The Specialists Group is made up as follows:

a. Divers Section;

b. Radio Operators Section;

c. Electrotechnical Section; and

d. Telephone Operators Section.

The auxiliary vessels ASEN and KAMCHIYA are allegedly subordinate to the Varna Base Command, and are used as training ships.

15. The port of Burgas is commanded by Lieutenant Commander Asen Ivanov; Second in Command is Lieutenant Ranchev. Subordinate to this Command are:

a. Minelaying and Minesweeping Fleet, with four vessels;

b. Arsenal;

c. Specialists Group, which is subdivided in the same manner as that at Varna; and

d. Intendance (Supply).

The old torpedo boats DŬRSKI, KHRABRI, STROGI, and SMELI are allegedly subordinate to the Burgas Base Command.

16. Subordinate to the port of Ruse are the following:

a. Minelaying and Minesweeping Command;

b. Specialists Group; and

c. Repair Shop.

The Minesweeping Fleet is made up of 14 small river boats equipped with degaussing systems.

17. In Bulgaria, military duty is universal and all able-bodied citizens who are 20 years old must serve in the Armed Forces. In actual practice, since the clauses of the peace treaty notably limit the annual conscription quota, 50 percent of the recruits are sent to the Trudovaks for a period of 18 months. Trudovak recruits may volunteer for work in the state mines.

18. Those who are found unfit for military duty or for labor service must pay a special military tax. Generally speaking, however, exemptions or ex-

ceptions are reduced to a minimum. In peacetime, students up to 30 years of age may obtain deferments for purposes of study; such deferment becomes void as soon as studies cease. High school graduates, on the other hand, may serve in the Armed Forces before beginning their advanced studies.

19. The above mentioned rules apply to the Bulgarian Navy as well as to other branches of the Armed Forces. Peacetime service lasts three years. Certain categories of specialists serve for a four-year period. Upon completion of his tour of duty, a sailor remains in the Naval Reserves until the age of 40.

20. There are two seaman ranks in the Bulgarian Navy:

a. Matros (Seaman); and

b. Starshi Matros (Senior Seaman).

21. In seamen training schools, the indoctrination is intense and thorough, practical exercises being modeled from the Soviet. Great importance is attached to conferences and courses of an exclusively political nature, in which all sailors must participate. Bulgarian officers and Soviet technicians and advisers make an effort to maintain a war psychosis.

22. Bulgarian Navy discipline is quite rigid and is maintained with a severity which is sometimes excessive. However, because of the radical work of Communization and the systematic removal of all elements which are known to be anti-Communist, the morale of the sailors appears to be good, in general, in spite of the hardships of the service. No regular leaves are granted during service; however, provision is made for brief leaves (10 days at the most) as a prize or for serious family reasons.

23. Every sailor is entitled to free food, clothing, and quarters for himself, free medical care and medicines for himself and for his family, and, if necessary, a free stay in military rest homes. In case of transfer, a sailor is granted an indemnity equal to one month's salary, plus one quarter of this sum for each member of his family. The military administration also pays the travel expenses of servicemen and of their families as well as for their furniture.

24. Various civil organizations are sponsoring Armed Forces units for obvious reasons of propaganda and political education. The sponsorship of the Bulgarian Navy has been taken over by the transportation workers' unions in Varna.

Petty Officers

25. The ranks of Navy non-commissioned officers are as follows:

a. Starshina II stepen (Petty Officer 2nd Class);

b. Starshina I stepen (Petty Officer 1st Class);

c. Glaven Starshina (Chief Petty Officer); and

d. Micman (Midshipman or Warrant Officer).

The maximum age limit for non-commissioned officers is 50.

25X1

26. All petty officers in the regular services are entitled to an annual paid leave of 30 days, during which time they maintain all the rights they had on active duty. During their leave, petty officers may take advantage of a free sojourn granted them in military rest camps and sanatoriums. The special permit for this purpose is granted by the Medical Section of the Ministry of Defense.

27. Petty officers, as well as seamen, receive free food, clothing, quarters, medicines, and a free stay in military rest camps. In case of transfer, they also benefit from the special indemnity of one month's salary.

Officers

28. Shortly after World War II, all naval officers were examined by a Soviet purge commission which removed many of these officers from service. A special commission appointed by the Bulgarian Government continued the purge which particularly affected higher officers. Thus, the naval ranks were reduced to the point where the General Staff had to call upon reliable young Communists, particularly partisans, to fill the ranks. Although many of these men lacked the necessary military training and experience, some of them rose rapidly to the highest ranks in the Bulgarian Navy. New officers were recruited among workers' families and among those petty officers and seamen who had been most faithful to the Communist cause. In spite of the accelerated courses of instruction and training (including special courses at Soviet naval schools and with units of the Soviet fleet), the cultural level of the new Communist officers, as well as their ability to command, remains low. In case of war, it is felt that this deficiency would be overcome by the immixing of Soviet officers in the Bulgarian Navy.

29. Ranks of officers in the Bulgarian Navy do not differ greatly from those of the Italian Navy. They are as follows:

a. Mladshi Leytenant - Junior Lieutenant (Guardiamarina);

b. Leytenant - Lieutenant (Sottotenente di Vascello);

c. Starshi Leytenant - Senior Lieutenant (Tenente di Vascello);

d. Kapitan Leytenant - Captain Lieutenant (Primo Tenente di Vascello);

e. Kapitan III stepen - Captain III Class (Capitano di Corvetta);

f. Kapitan II stepen - Captain II Class (Capitano di Fregata);

g. Kapitan I stepen - Captain I Class (Capitano di Vascello);

h. Konturadmiral - Rear Admiral (Contrammiraglio);

i. Vitseadmiral - Vice Admiral (Ammiraglio di Divisione); and

j. Admiral na Flota - Admiral of the Fleet (Ammiraglio di Squadra).

30. Maximum age limits for each rank are as follows:

a. Lieutenant, 36 years;

b. Senior Lieutenant, 43 years;

c. Captain III Class, 46 years;

d. Captain II Class, 50 years;

e. Captain I Class, 55 years; and

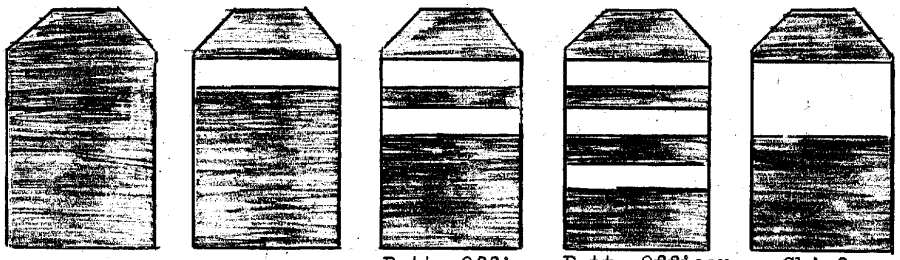
f. Rear Admiral, 60 years.

25X1

BULGARIAN NAVAL INSIGNIA

Shaded-Areas = Royal Blue

Unshaded Areas = Lemon

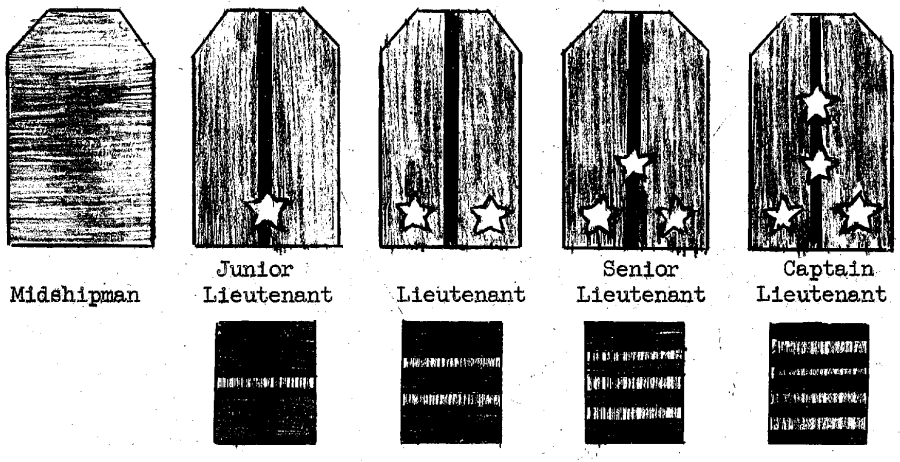


Seaman | Senior Seaman | Petty Officer 2nd Class | Petty Officer 1st Class | Chief Petty Officer

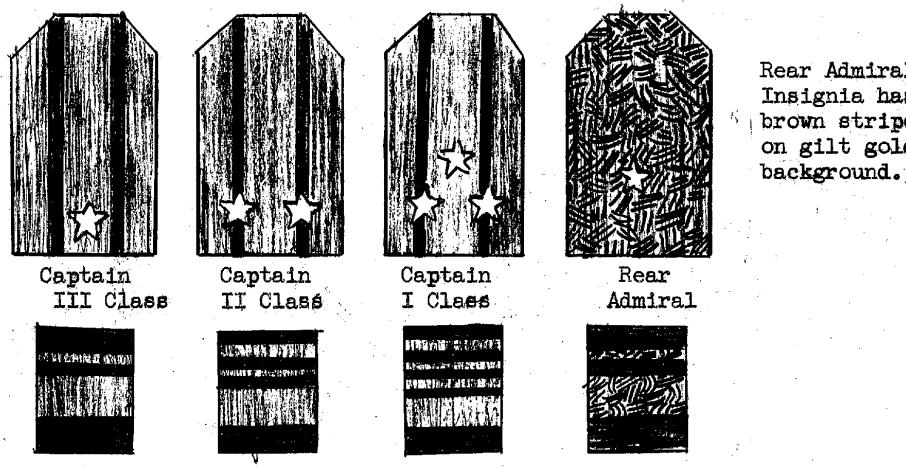
Light Shaded= Gilt Gold Areas

Dark Shaded= Royal Blue Areas

Stars = white



Midshipman | Junior Lieutenant | Lieutenant | Senior Lieutenant | Captain Lieutenant



Captain III Class | Captain II Class | Captain I Class | Rear Admiral

Rear Admiral's Insignia has light brown stripes on gilt gold background.

31. The minimum in-grade periods for a promotion are the following:

a. Junior Lieutenant, one year;

b. Lieutenant, three years;

c. Senior Lieutenant, four years;

d. Captain III Class, five years;

e. Captain II Class, four years; and

f. Captain I Class, four years.

For a promotion to Rear Admiral, there is no minimum in-grade period; this promotion is made upon recommendation by the Minister of Defense.

32. The Naval School for Staff Officers, founded in 1900, is located in Varna. The school usually has an enrollment of 200 students, and is divided into six years of studies. In order to be admitted to this school, a candidate must have completed two years of high school, and have passed entrance examinations in mathematics, literature, and history. The first three years of the course are devoted to general preparation and the second three years to actual naval training.

33. The Naval Academy is divided into three sections: a section for naval officers; a section for merchant marine officers; and a section for technical officers of the Navy and Merchant Marine. The courses for naval officers are as follows:

a. Navigation;

b. Astronomy;

c. Trigonometry;

d. Mathematics;

e. Foreign language (Russian);

f. Fortifications;

g. Firing;

h. Politics;

i. Handling of troops;

j. Seamanship; and

k. International maritime law.

The Commandant of the School is Captain II Class Angel Papazov. The two sailing vessels, ASEN and KAMCHIYA, have been assigned to the Naval Academy for training purposes. In Varna and in Burgas there are two other specialization schools for officers.

34. The measures provided for leave, transfer indemnity, and so forth already listed for seamen and for non-commissioned officers apply also to officers. Those officers who have trained and have served in the Soviet Navy receive an additional salary bonus based on the time they spent in these units.

35. At the Varna seaplane base there is allegedly a school for training Naval pilots. It is not known if this school is only for officers, or also for non-commissioned officers and seamen.

Female Personnel

36. There is no evidence that female personnel has been enrolled in the Bulgarian Navy. To date, measures concerning military service for women have been applied only in the Air Force, on an experimental basis. Some young women are taking courses to become regular officers at the Air Force Academy.

Reserves

37. With regard to naval reserve forces, measures have been taken to check the political attitude of personnel on inactive duty, especially that of officers. Men on inactive service undergo lengthy interrogations on the basis of which they are subdivided into several categories corresponding to their degree of political trustworthiness.

38. Naval reservists who are 40 to 45 years of age are assigned to the regular reserves, while those between 45 and 55 are placed in the auxiliary reserves.

Civilian Personnel

39. In 1948, a state school for skilled workers was opened in Varna at the KORBSO shipyards. This is a professional school where courses last three years. During their period of training, students are maintained entirely at the expense of the state. The students agree to remain with the Ministry of Communications at least three years following the completion of their courses. Late in 1951, 280 new students, both men and women, enrolled in this school.

Biographical Information of Naval Personnel

40. Rear Admiral Bronomir Ormanov is the Commander in Chief of the Bulgarian Navy. After having served in the Soviet Navy, he returned to Bulgaria in 1924. In October 1950, he was appointed Commander in Chief of the Bulgarian Navy, replacing Captain Khalachev.

41. The following are high-ranking officers in the Bulgarian Navy:

a. Captain I Class Nikola Boyadzhiev, Chief of Staff of the Naval High Command and former Commandant of the Black Sea Fleet; member of the Communist Party; attended a school for Navy non-commissioned officers from which he was allegedly expelled after one year, prior to the advent of the Communist regime; partisan in the Varna area during the war; was successively Political Commissar of the Black Sea Fleet Command and then Navy Chief of Staff after advent of Communists; in 1949, took a special course in the USSR; animated by a great hostility toward the officers of the old Tsarist Navy and actively collaborated in eliminating them from the ranks.

b. Captain II Class Dobrev, Second in Command and Political Commissar of the old destroyer DIMITROV; member of the Communist Party; was a partisan during the war;

c. Captain II Class Georgiev, assigned to the Naval Command in Varna;

d. Captain I Class Kiril Khalachev, member of the Communist Party, served as a volunteer in the Spanish Civil War; with the coming of the Communist regime in Bulgaria, entered the Navy and was appointed (with the rank of Captain II Class) first as Political Commissar of the Navy and later Commander in Chief of the Navy; in October 1950, was replaced by Rear Admiral Ormanov;

e. Captain III Class Asen Ivanov, Commander of the Naval Base of Burgas; member of the Communist Party and a former worker; lacking general and naval education;

f. Captain II Class Ivan Denov Izvorski, Assistant Naval Attaché in Rome; apparently does not actually hold the rank attributed him;

g. Captain II Class Khristo Kukenski, Commanding Officer of the old destroyer DIMITROV; is an old officer of the Bulgarian Navy; attended courses at the Naval Academy in Leghorn, Italy in 1931;

h. Captain II Class Kutevski, Chief of Staff of the Naval Base of Varna; an old officer of the Tsarist Navy; member of the Communist Party; was Commander of the Naval Academy in Varna;

i. Captain III Class Manasiev, Political Commissar of the Naval Academy in Varna in 1947;

j. Captain II Class Stefan Nikolov, Commanding Officer of the naval division in Varna; an old officer of the Tsarist Navy; member of the Communist Party; was for many years the Commander of the Naval Academy in Varna;

k. Captain II Class Angel Papazov, Commander of the Naval Academy in Varna; an old officer of the Tsarist Navy; is intelligent and has anti-Communist tendencies; for some time was Commander of the Danube Fleet and Commander of the Fifth Naval Division in Varna;

l. Captain II Class Paraskevov, Commander of the Black Sea Fleet and formerly Second in Command and Political Commissar of the Naval Academy in Varna; member of the Communist Party; has no naval education;

m. Captain I Class Valentine Paspaleev, former Chief of Staff of the Naval High Command; an old officer of the Tsarist Navy; was one time pro-British and is now pro-Russian; until 1948, was Commander of the Danube Fleet based in Ruse;

n. Captain II Class Pechev, Commanding Officer of the Danube Fleet; an old officer of the Tsarist Navy; is opportunistic and incompetent;

o. Captain III Class Preschinkov, Director of the Naval Arsenal in Varna since 1949; an engineer of renown; is a specialist in naval construction;

p. Captain I Class Nikolov Atanasov Shalapatov; prior to October 1947 was Commander of the Bulgarian Navy; is not a member of the Communist Party;

q. Captain III Class Tyutyundzhiev, Deputy Chief of Staff and Political Commissar at the Naval Base Command in Varna; born in a working class family; has little education; began naval career on the basis of his political merits without attending any courses for naval officers; and

r. Captain I Class Stefan Zanev; was Commander in Chief of the Bulgarian Navy after the war; in 1946, was removed from this position and replaced by Captain Shalapatov; an old officer of the Tsarist Navy; attended the advanced course and the special E course at the Naval Academy in Leghorn, Italy; is a Knight of the Crown of Italy; although claiming to be apolitical, is clearly anti-Communist and monarchist in his feelings; has allegedly been removed from service.

42. Army Major Nedelko Kirilov is serving with the Navy and is the Commander of the Naval Base in Varna.

43. The following are political commissars:

a. Ivan Kostov, Vice-Commandant and Political Commissar of the Naval Base of Varna;

b. Captain II Class Dobrev, Second in Command and Political Commissar of the old destroyer DIMITROV (see Para. 41b);

c. Captain I Class Kiril Khalachev, was for some time Political Commissar of the Bulgarian Navy (see Para. 41d);

d. Captain III Class Manasiev, was Political Commissar of the Naval Academy in Varna in 1947;

e. Captain III Class Paraskevov, Political Commissar of the Naval Academy in Varna since 1949 (see Para. 41-1); and

f. Captain III Class Tyutyundzhiev, Political Commissar of the Varna Naval Base Command since 1949 (see Para. 41q).

CD

FORM NO. 51-4AA
FEB 1952

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

INFORMATION REPORT

REPORT NO. [redacted] 25X1

CD NO.

COUNTRY Bulgaria

DATE DISTR. 18 September 1952

25X1 SUBJECT 1. The Bulgarian Danube Fleet
2. The Bulgarian Merchant Marine

NO. OF PAGES 13

[redacted] 25X1

REFERENCE COPY
DO NOT CIRCULATE

NO. OF ENCLS. (LISTED BELOW)

SUPPLEMENT TO REPORT NO.

[redacted]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

25X1

THIS IS UNEVALUATED INFORMATION

[redacted]

Bulgarian River Ports and Facilities

1. Of all the Danube riparian states, Bulgaria has the least developed river traffic. Before 1934, the transport of goods and passengers along the 400 kilometers of the river between Bulgaria and Rumania was carried out by foreign ships, especially Hungarian and Austrian. However, with the establishment, in that year, of a small Bulgarian river fleet, traffic showed a marked increase, favored in part by the fact that railroad connections in Bulgaria were extended to the river. Passenger traffic reached a peak of 450,000 in 1943, but diminished in the post-war period. The latest published traffic figure was 311,000 in 1947, but the situation has certainly improved since then.

2. The best-organized Bulgarian river ports are those of Ruse, Lom, and Vidin, all connected by rail with the interior of the country and with the principal ports. However, port facilities are still insufficient, especially in relation to the notable increase in traffic.

3. At present there are no fixed bridges over the Danube. There is one pontoon bridge between Vidin and Calafat, and a second is planned for construction between Svishtov and Zimnicea. Commercial traffic between Ruse and Giurgiu is effected by means of a ferry-boat, the SOFIA, which has a capacity of 18 loaded freight cars and makes three round trips per day. A bridge is again under construction between Ruse and Giurgiu to replace the bridge which the Germans built and later destroyed.

The River Fleet

4. Because of the chronic inadequacy of the Bulgarian river fleet, foreign steamers, especially Rumanian and Hungarian, were needed to augment merchant trade along the Danube. It is believed, in spite of the lack of complete data, that Bulgaria now has a total gross tonnage of 30,000, as follows:

STATE		NAVY	X	NSRB		DISTRIBUTION				
ARMY		AIR		FBI		ORR	X			

a. 4,200 tons of luxury liners, the steamships ALEKSANDŬR STAMBOLIYSKI, D. SEPTEMVRII, and GEORGI DIMITROV;

b. 4,500 tons of ordinary cargo and passenger ships;

c. 8,000 tons of tugs; and

d. An unknown number of lighters of various tonnages (maximum approximately 30), among which are 18 acquired from Czechoslovakia in 1950.

6. The Bulgarian river fleet is composed of the following vessels:

Name	Tonnage	Date, Place Constructed	Propulsion and Speed	Remarks
ALEKSANDŬR STAMBOLIYSKI (former TSARINA IOVANNA)	1,400	1942, Regensburg	2 diesel, 15 knots	Can carry 700 passengers and 70 tons cargo; travels Silistra-Vŭrv route.
ASEN ZLATAROV	1,500 (?)	---	---	Tug and cargo ship.
BLAGOI KASABOV	---	1950, Varna	---	---
BOTEV	---	---	---	Tug.
BULGARIYA	---	---	---	Lighter.
BURGAS	---	---	---	Lighter.
CHIBŬR	---	---	---	Tug.
DEVETI SEPTEMVRII (former TSAR SIMEON)	1,400	1942, Regensburg	2 diesel, 15 knots	Can carry 700 passengers and 70 tons cargo.
DIMITŬR BLAGOEV	400	Italy	---	Passenger ship, Silistra-Ruse-Vidin route.
DIMITROVGRAD	---	---	---	Tug.
DOBRICH	---	---	---	Lighter.
D. P. 12	---	1949, Ruse	---	Lighter.
DUNAV	800	1949	Diesel, 500 HP	Tug.
GABROVO	---	---	---	Lighter.
GALATA	400	1950	2 diesel	Passenger service.
GEORGI DIMITROV (former TSAR BORIS)	1,400	1942, Regensburg	2 diesel	Capacity 700 passengers and 70 tons cargo. Silistra-Vŭrv route.
KHRISTO SMIRNENSKI (former VID)	400	Italy	---	Silistra-Ruse-Vidin passenger route.

INZHENER MINKOV	---	---	---	For the Hydrographic Service.
ISKUR	---	---	---	Tug.
IVAN VAZOV	1,500 (?)	---	Steam, 800 HP	Tug and cargo ship.
KALOFER	---	---	---	Lighter, capacity 80 cars.
KARLOVO	---	---	---	Lighter, capacity 80 cars.
KIRIL POPOV	2,000 (?)	---	---	Tug and cargo ship.
KOZLODUM (or KOZLODIV)(sic)	1,500 (?)	---	Diesel, 500 HP	Tug and cargo ship.
LOM	---	Regensburg	Motor, 1,000 HP, 15 knots (empty)	Lighter, capacity 40-50 cars. Ruse-Vienna route.
MORSKO KORITO	---	---	---	Vidin-Ruse route.
MUSANA (sic)	---	---	---	Lighter, capacity 80 cars.
NEDELYA	---	---	---	Lighter, capacity 80 cars.
NIKOPOL	---	---	---	Lighter, capacity 80 cars.
ORYAKHOVO	1,500 (?)	---	Diesel, 500 HP	Cargo ship and towing lighter.
PLEVEN	---	---	---	Lighter, capacity 80 cars.
PLOVDIV	1,000	---	---	Tug-lighter, capacity 80 cars.
PRESLAV	1,000	1948, Varna	---	---
RUSE	---	Regensburg	Motor, 1,000 HP, 15 knots (empty)	Motor-driven lighter; Ruse-Vienna route, capacity 80 cars.
SANES (sic) ZERKOVSKI	---	Italy	---	Tug.
SAVA GANCHEV	400	1950	2 diesel	Silistra-Ruse-Vidin passenger route.
SHUMEN	---	---	---	Lighter, capacity 80 cars.
SILISTRA	1,500 (?)	---	Steam, 500 HP	Tug and cargo ship.

SLIVEN	---	---	---	Lighter, capacity 80 cars.
SOFIA	1,000	---	---	Ferry-boat from Ruse to Giurgiu, capacity 18 cars.
STARA ZAGORA	---	---	---	Lighter, capacity 80 cars.
SVISHTOV	---	Regensburg	Motor, 1,000 HP, 15 knots	Lighter, capacity 40-50 cars.
TSANKO TSURKOVSKI (former PRINCESS EVDOKIA, former ISKŬR)	400	Italy	---	Silistra-Ruse-Vidin passenger route.
VELIKO TURNOVO	---	---	---	Lighter, capacity 80 cars.
VIDA	---	---	---	Dredger.
VIDIN	---	Regensburg	Motor, 1,000 HP, 15 knots (empty)	Lighter, capacity 40-50 cars.
VITOSHA	1,000	---	---	Lighter, capacity 60 cars.
YANTRA	250	---	---	Tug.
YULI	---	---	---	Lighter, capacity 80 cars.
???	---	Czechoslovakia	---	River icebreaker tugs, cover the "Iron Gate" (Železna-Vrata)-Black Sea route.

7. The Five-Year Plan provides for the construction of 11 lighters of 1,000 tons, 18 lighters of 860 tons, eight lighters of 670 tons, and two tugboats.

River Navigation Routes

8. The Bulgarian river fleet traffic is almost exclusively between national ports, while international traffic is left almost entirely to foreign ships.

9. The steamers GEORGI DIMITROV and ALEKSANDŬR STAMBOLIYSKI and lesser ships give the following regular passenger service:

   a. Vidin-Ruse: Three times a week, 19 hours sailing time and an overnight stop in Nikopol;

   b. Ruse-Vidin: Three times a week, 25 hours sailing time and an overnight stop in Baykal; the line touches the ports of Lom, Oryakhovo, Somovit, and Svishtov;

   c. Ruse-Silistra: Daily, five and one-half hours sailing time; and

d. Silistra-Ruse: Daily, seven and one-half hours sailing time; vessels call at the ports between Silistra and Ruse.

10. Daily schedules are also maintained between Vidin and Vŭrv (frontier port with Yugoslavia and Rumania) and between Ruse and Svishtov.

Organization of the Bulgarian Merchant Marine

11. The Bulgarian merchant fleet, now completely nationalized, is subordinate to the Ministry of Transport. Headquarters are located in Sofia and are divided into three departments: State Railroads, Maritime Transport, and Auto Transport.

12. Georgi Genov is the director of the Maritime Transport Department, which consists of the following three parts:

a. River Transport Directorate, headquarters Varna (director, Engineer Savov), supervises all Bulgarian river navigation;

b. Port Directorate, headquarters Sofia (director, a certain Boev), controls all steamships engaged in coastal traffic; and

c. Commercial Fleet Directorate, headquarters Varna (director, Tremil Ivanov), directs all ships engaged in foreign trade.

13. Branch offices subordinate to the central directorate are located in the coastal ports of Varna and Burgas and in the principal Danube ports of Ruse, Vidin, and Silistra.

14. A political directorate, recently established within the Ministry of Transport, is charged with political control of transportation, and has numerous political commissars attached to peripheral or ship service. Aboard ship, political commissars have duties similar to their counterparts in Army units; their main concern is the surveillance of the ship commander and at times they may even overrule the commanders.

Status of the Merchant Marine

15. Since before the war, the Bulgarian merchant fleet, in respect to number and tonnage of its ships, has been the poorest fleet in Southeastern Europe. In fact, in 1940, Bulgaria had only eight ships, gross tonnage 21,000, and some lesser ships. After the war the situation was even worse because of the losses suffered during the war (the eight ships mentioned above were sunk). The acquisition of foreign ships together with the limited capacity of the Bulgarian ship-building facilities have only slightly alleviated the situation, so that the Sofia government is continually compelled to call upon foreign ships for aid in filling its merchant traffic needs.

16. The Merchant Marine now has at its disposal approximately 26,000 tons of ships, as follows:

a. 18,850 tons of ships over 3,000 tons: KHRISTO SMIRNENSKI, NIKOLA VAPTZAROV, RODINA, and BULGARIA, all acquired abroad after the war;

b. Approximately 6,000 tons of the 200-400 ton class; and

c. Approximately 1,000 tons of ships under 200 tons, the majority of which are not over 60 tons.

17. The Merchant fleet consists of the following ships:

Name	Capacity in tons	Date, Place Constructed	Propulsion and Speed	Remarks
ASPARUKH	40	---	---	Passenger ship.
BALCHIK	100	---	Sails; speed 11 knots	Passengers and cargo, Burgas-Varna route.
BALKAN	144	---	Diesel and sails	Cargo; wood hull.
BYALA	40	---	Diesel and sails	Cargo.
BRATSIGOVO	80	---	Diesel and sails	Cargo.
BULGARIA (former VINDEGGEN)	7,350	1946, England	Reciprocating, 3,000 HP, 11 knots	Dimensions: 116 x 16.4 x 7. Cargo and passengers, Black Sea. Crew 44.
BURGAS	30	---	Diesel	Tug at Varna.
BURGAS	3,000	1948, Sweden	---	Varna-Mediterranean route.
BUZRUTSA	40	---	Diesel and sails	Cargo.
DEVETI SEPTEMVRII	60	1949, Denmark	Diesel	Fishing-boat.
DEVETI SEPTEMVRII 1	30	1941-42, Varna	Diesel	Fishing-boat.
DEVETI SEPTEMVRII 2	30	1941-42, Varna	Diesel	Fishing-boat.
DEVETI SEPTEMVRII 3	40	1949-50, Varna	Diesel, 240 HP	Fishing-boat.
DEVETI SEPTEMVRII 4	40	1949-50, Varna	Diesel, 240 HP	Fishing-boat.
DOBRUKA	400	1945, Varna	Diesel, 240 HP, 9 knots	Crew 14.
DOBRUDZHA	500	1912, Varna	---	Dimensions: 4.7 x 6.7 x 3.5.
DOBRUDZHA (former RIBAR)	375	Italy	Diesel, speed 10 knots	Repaired in 1945.
EGEIJA	---	---	---	Fire-boat at Varna.
EMONA	300	1946, Varna	11 knots	Passenger and cargo between Burgas-Sozopol-Tsarevo-Akhtopol. Or Varna-Balchik-Kavarna.
EVSINOGRAD	80	---	11 knots.	Passenger service on Varna-Balchik-Kavarna route.

GALATA	350	1934-35, Varna	Diesel, 11 knots	Passenger service.
GORIYANIN	350	1946, Bulgaria	---	Wood hull. On temporary duty with the military since 1951.
GOSKI KOOPERATOR	400	---	---	Wood hull.
KALIAKRA	300	1946, Varna	11 knots	Passenger and cargo service on Burgas-Sozopol-Tsarevo-Akhtopol route. Or Varna-Balchik-Kavarna.
KALIASTRA	100	---	11 knots	Passenger and cargo service on Burgas-Sozopol-Tsarevo-Akhtopol route. Or Varna-Balchik-Kavarna.
KARANFILOVA, YEKA	100	---	---	Passenger and cargo service on Varna-Burgas route.
KAVARNA	100	---	11 knots	---
KITEN	80	---	Diesel and sails	Cargo.
KONDOV, DIMITŬR	800	1950	---	Being fitted out.
KUTNO	250	---	Diesel and sails	Cargo.
LYULIN	350	1945, Burgas	Diesel, 240 HP. 9-10 knots	Crew 9.
LEVSKI	300	Holland	---	Tug at Varna.
MAKSIM ILIEV	100	---	11 knots	Cargo and passengers, Varna-Burgas route.
MARKOV, EMIL	60	1942, Varna	Diesel	---
MICHURIN	100	---	11 knots	Cargo and passengers on Varna-Burgas route.
MILKA	200	1941-42, Kavalla	---	Since 1949 on temporary assignment to military.
MARZHAK	---	---	---	---
MUSALLA	200	1945, Varna	Diesel and sails, 8-9 knots	Wood hull.
NESEBUR [MESEMVRIYA]	80	---	11 knots	Passengers on Varna-Burgas route.

OBORISHTE	120	---	Diesel and sails	Cargo.
OSUM	50	Ruse	---	Dimensions 14.4 x 4.0 x ?. Tug.
PURVI MAI (former EVDOKIA)	704	1930, Germany	Reciprocating, sails, 8-9 knots	Serves Varna-Haifa-Alexandria route. Repaired in Germany in 1938.
PIRIN	200	1943, Varna	---	Dimensions 25.3 x 7.0 x ?
POPOV, GRIGOR	40	Varna	---	Tug at Varna.
POMORIE	80	---	11 knots	Burgas-Sozopol passenger route.
RAKOVSKI, GEORGI	400	1930, Germany	Reciprocating	---
REZOVO	80	---	Diesel and sails	Cargo.
RILA	200	1943, Varna	Diesel, 300 HP, 9 knots	Crew 11. Dimensions 32 x 6.7 x 2.3.
ROMINA (former DANBEL 46)	5,200	1945, Copenhagen	Reciprocating, 2,400 HP	Dimensions 101.5 x 15.5 x 5.5. Crew 42. Reinforced for travelling in ice.
RODOPI	20	1940, Varna	---	Tug at Burgas.
ROSEN	60	---	Diesel and sails	Cargo.
SEPTEMVRII	400	1946, Burgas	Diesel, 240 HP, 8 knots	Crew 11.
SMIRNENSKI, KHRISTO (former SCALDIS)	3,200	1946, Belgium	Reciprocating, 1,800 HP, 12 knots	Dimensions 85 x 13.4 x 5.7. Crew 37.
SOZOPOL	80	---	11 knots	Varna-Burgas passenger route.
STANKOV, ALEKSANDŬR	40	Before 1940	---	Probably re-named.
STOIKOV, MATEI	---	---	---	Fishing-boat.
STRATSIN	250	1944, Varna	---	Assigned to military fleet in 1948.
STRANDZHA	140	---	Diesel and sails	Cargo.
SINCMORETS	60	---	---	Tug at Varna.
TEMENUGA	---	---	---	Tug at Varna.

TRAKIYA	400	1947, Burgas	Diesel, 240 HP, 8 knots	---
TSAREVO	400	---	---	Wood hull. Re-named in Chieslivetz either KOOP 1 or KOOP 2.
UDARNIK	200	---	---	---
VAPTZAROV, NIKOLA	3,100	1949, Belgium	Diesel, 12 knots	Dimensions 85 x 13.4 x 8.3. Crew 37. Cargo to Bulgarian, Soviet, and Mediterranean ports.
VARNA	3,000	1948, Holland	---	Assigned to service with the Varna-Mediterranean line.
TSAR ASEN	200	---	---	---
VIKHIR	30	1948, Varna	---	Tug at Varna.
VODOLEI	---	---	---	Tug at Varna.
YUZER VINC	10	---	---	Ferry at Varna.
YUZER VINC	40	---	---	Ferry at Varna.
YORDANOV, ASEN	40	---	---	---
11 tugs	---	---	---	At Varna.
8 tugs	---	---	---	At Burgas.

18. In 1951, the OBLAGOIEV and the KASABOV, both 3,000 (?) ton ships were under construction in Varna.

19. Allegedly, two 3,000 ton ships, the VARNA, constructed in Holland, and the BURGAS, constructed in Sweden, were recently fitted out. Both ships are scheduled for traffic between Bulgarian and Mediterranean ports.

20. The 1949-1953 Five-Year Plan projects an increase in the Bulgarian Merchant Marine, with the construction of four 3,000 ton ships, one 1,200 ton ship, two 800 ton ships, and one 800 passenger steamer. In addition, it is planned to recover approximately 25,000 tons of ships which were sunk in Bulgarian harbors during World War II.

21. Attached herewith as an appendix are sketches of the BULGARIA, DOBRUKO, KHRISTO SMIRNENSKI, NIKOLA VAPTZAROV, RILA, RODINA, SEPTEMVRII, and TRAKIYA.

Training of Merchant Marine Officers

22. The Naval Academy at Varna, in addition to regular naval courses, has two sections devoted to the training of those who wish to attain a diploma as career captains and technical officers of the Merchant Marine.

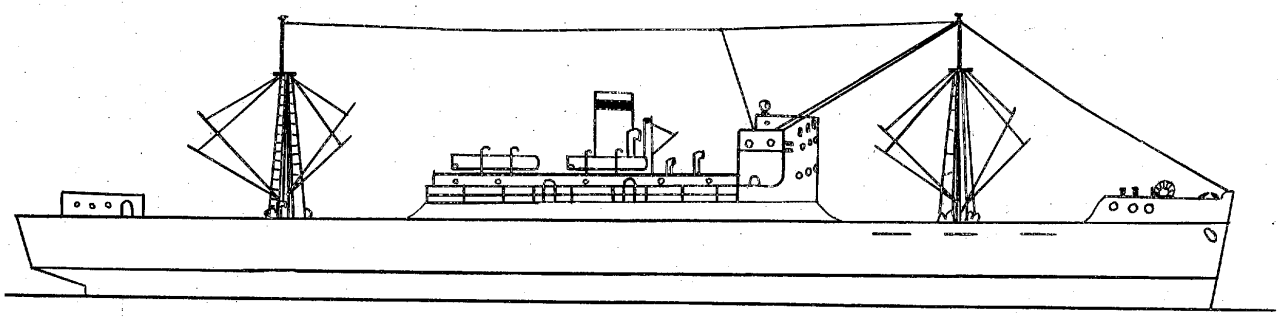
Sailing Routes

23. Bulgaria has no regular sailing schedule for foreign ports. The only regular service is between Varna, Burgas, and minor ports along the Black Sea. The routes

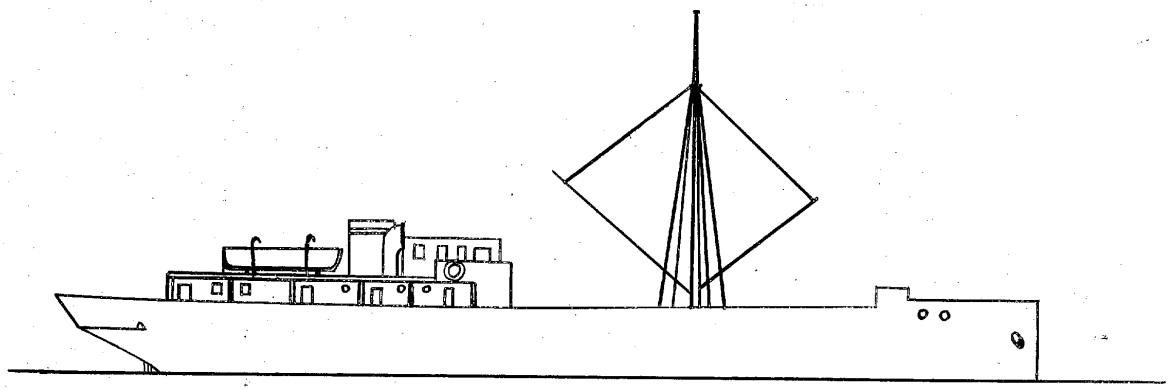
most travelled are Kavarna-Varna-Burgas-Akhtopol (steamers EMONA and KALIAKRA), Varna-Balchik-Kavarna (steamers EMONA, KALIAKRA, and EVSINOGRAD), Burgas-Akhtopol (steamer POMORIE), and Varna-Burgas (steamers BALCHIK, YEKA KARANFILOVA, ILIEV MAKSIM, MICHURIN, and NESEBUR [MESEMVRIYA]).

24. The traffic between Black Sea ports (especially Soviet) and the Mediterranean is erratic (steamers BULGARIA, NIKOLA VAPTZAROV, PURVI MAI, RODINA, and others). Each week two or three ships leave in the direction of Odessa; traffic in the port of Varna appears to be greatly reduced.

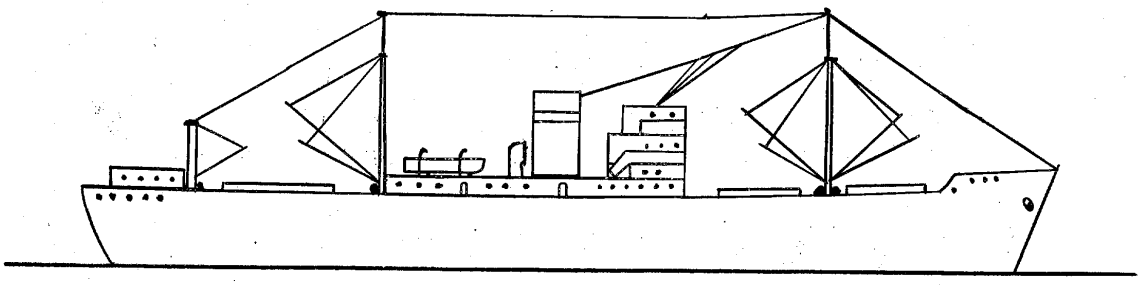
APPENDIX



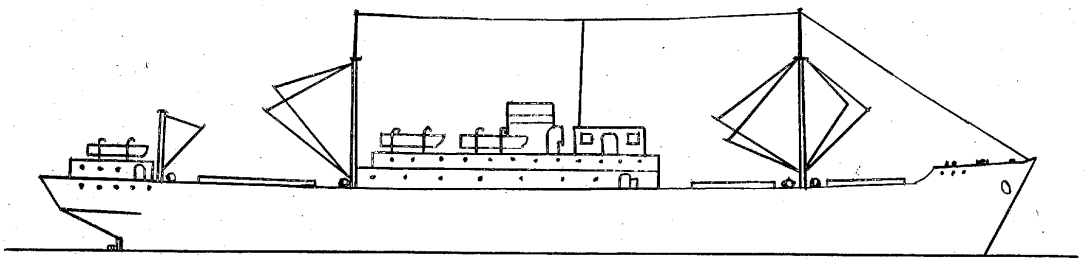
SS BULGARIA



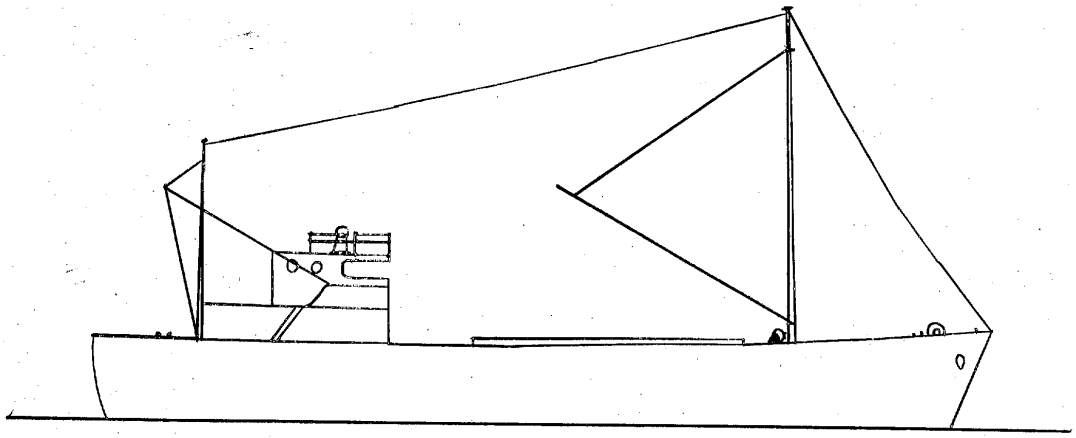
MS DOBRUKA



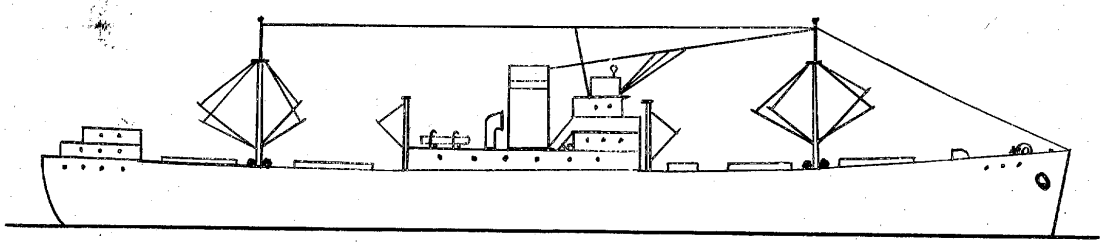
SS KHRISTO SMIRNENSKI



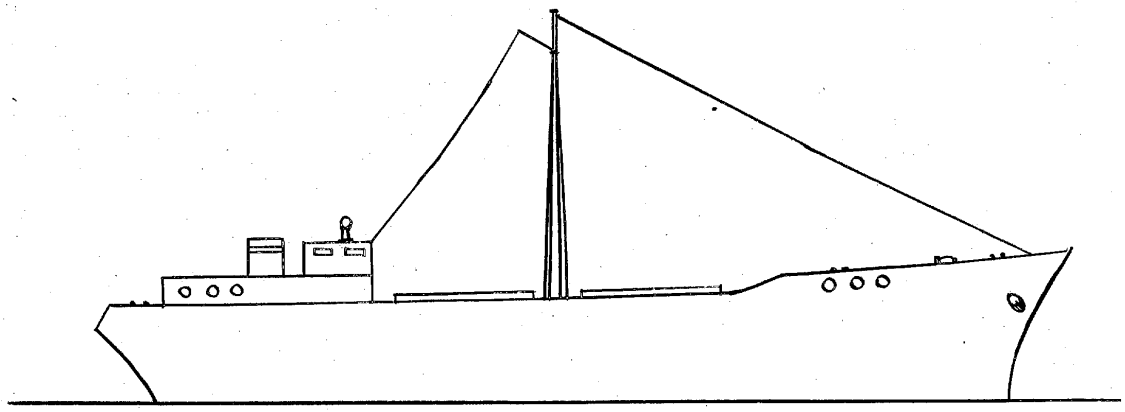
MS NIKOLA VAPTZAROV



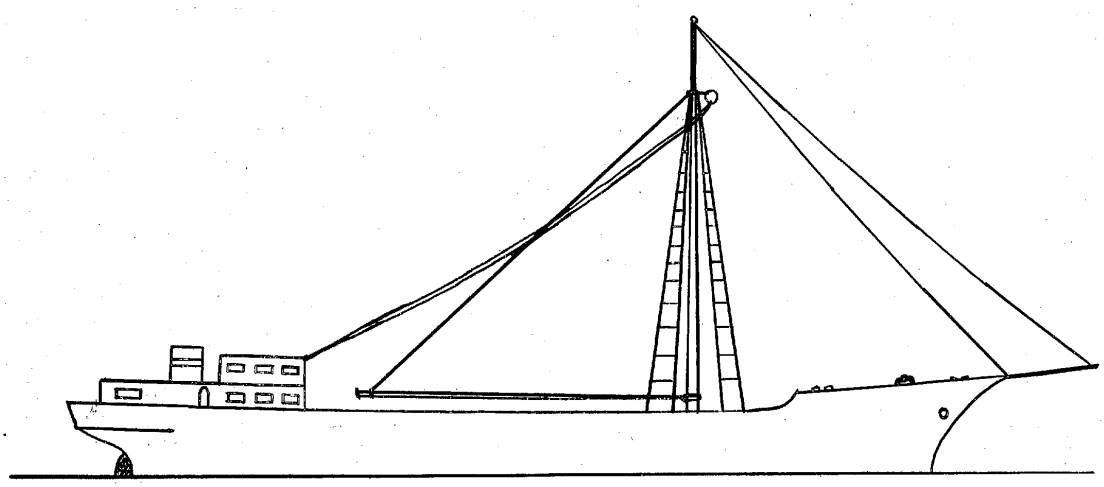
MS RILA



SS RODINA



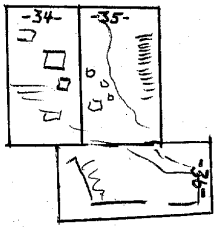
MS SEPTEMVRII

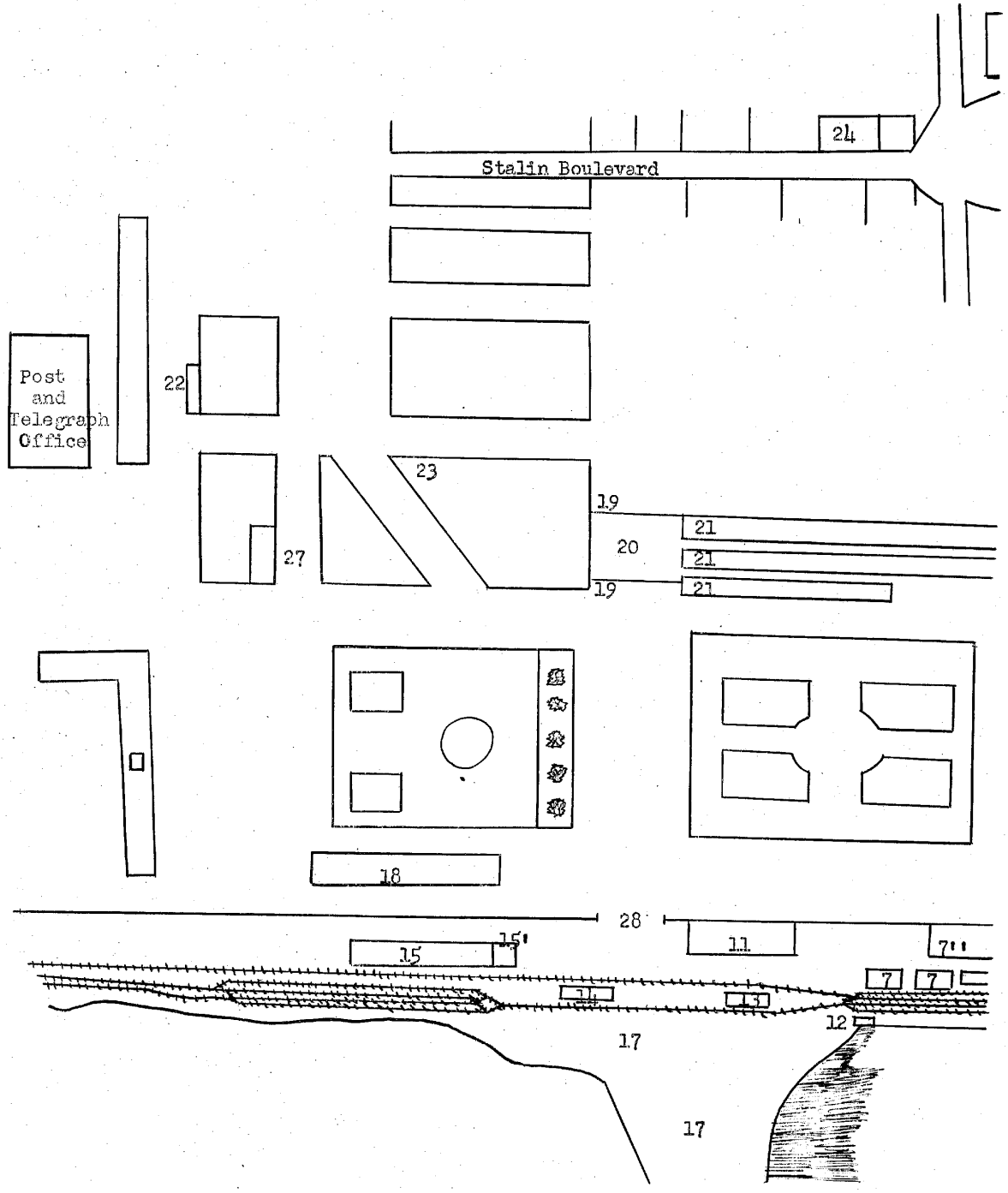


MS TRAKIYA

APPENDIX A

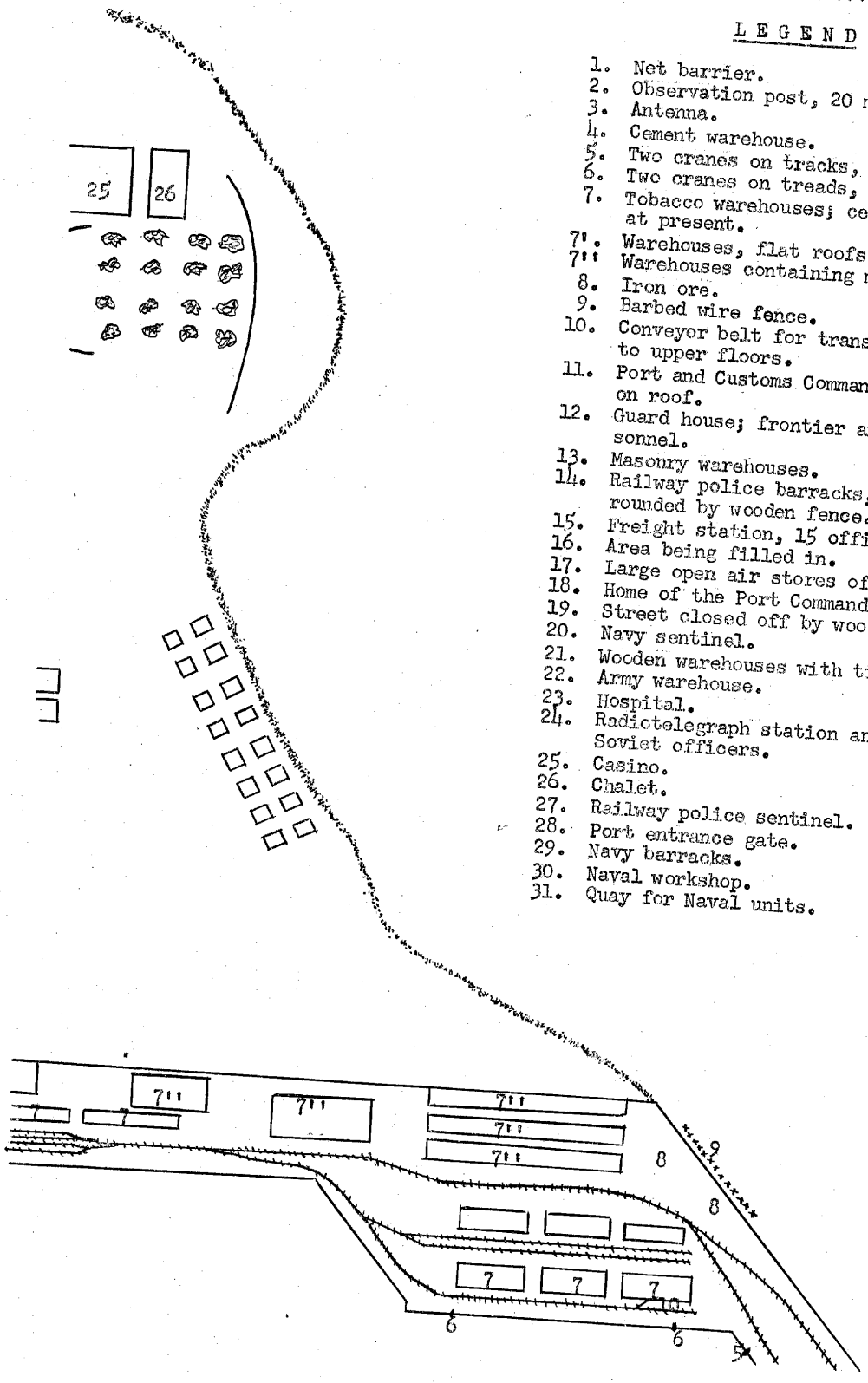
Assemble as follows:





25X1

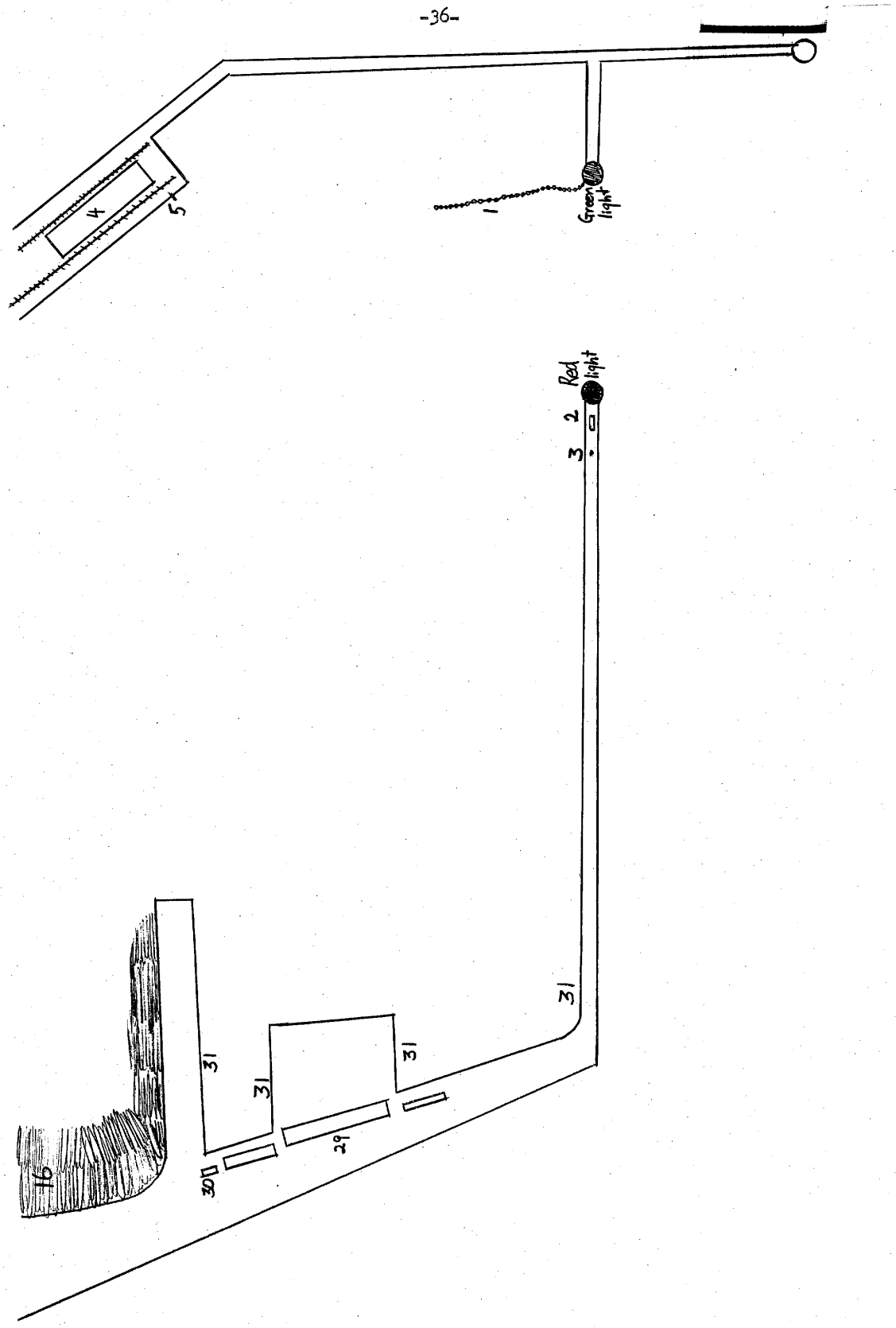
[PORT OF BURGAS]



LEGEND

1. Net barrier.
2. Observation post, 20 mm. machine gun.
3. Antenna.
4. Cement warehouse.
5. Two cranes on tracks, 5-15 ton capacities
6. Two cranes on treads, 3-5 ton capacities.
7. Tobacco warehouses; cellars beneath flood at present.
7'. Warehouses, flat roofs.
7''. Warehouses containing miscellaneous goods
8. Iron ore.
9. Barbed wire fence.
10. Conveyor belt for transporting materials to upper floors.
11. Port and Customs Command; radio antenna on roof.
12. Guard house; frontier and customs' personnel.
13. Masonry warehouses.
14. Railway police barracks, 1-story, surrounded by wooden fence.
15. Freight station, 15 offices.
16. Area being filled in.
17. Large open air stores of straw and hay.
18. Home of the Port Commander.
19. Street closed off by wooden barriers.
20. Navy sentinel.
21. Wooden warehouses with tile roofs.
22. Army warehouse.
23. Hospital.
24. Radiotelegraph station and quarters for Soviet officers.
25. Casino.
26. Chalet.
27. Railway police sentinel.
28. Port entrance gate.
29. Navy barracks.
30. Naval workshop.
31. Quay for Naval units.

[1953]



CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

25X1

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY Bulgaria

DATE DISTR. 13 November 1952

25X1 SUBJECT Composition of the Bulgarian Navy

NO. OF PAGES 8

NO. OF ENCLS. 3 @
(LISTED BELOW)

25X1

SUPPLEMENT TO
REPORT NO.

25X1

THIS IS UNEVALUATED INFORMATION

Central Command of the Naval Forces

1. The Command of the Bulgarian Black Sea Fleet, headquarters Varna, is directed by Frigate Captain Paraskevov and consists of:

   a. A surface ship division, Command headquarters Varna; and

   b. A submarine flotilla, Command headquarters Ochakov, USSR (see paragraph 2c).

Ship Classifications

2. The Bulgarian Navy has the following types of ships:

   a. Destroyer, GEORGI DIMITROV (former NEZAMOSHNIK, ZANTE, or ZHELYEZNYAKOV):

      (1) Place and date of construction - Nikolayev, 1917-1923;

      (2) Displacement - 1,323 tons;

      (3) Dimensions - 93 x 9.3 x 3;

      (4) Speed - 30 knots (now probably less);

      (5) Armament - four 100 mm. guns, two 45 mm. guns, one 37 mm. machine gun, three 13 mm. machine guns, twelve 450 mm. launching tubes in rows of three, 45 heavy mines;

      (6) Motor - turbine, 29,000 H.P.;

      (7) Crew - 161;

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE		NAVY Ev. @	x	NSRB		DISTRIBUTION									
ARMY @	x	AIR @	x	FBI											

(8) Fuel - 290 tons;

25X1 (9) Remarks - [redacted] the Soviets allegedly ceded to Bulgaria in place of the NEZAMOSHNIK, an OPTINI class destroyer which has the following characteristics:

(a) Displacement - 1,570 tons;

(b) Armament - three 127 mm. guns, four 45 mm. guns, three 37 mm. guns, eight 533 mm. launching tubes, 60 mines;

(c) Speed - 40 knots.

b. Torpedo-boats KHRABRI, STROGI, DŬRZKI, SMELI:

(1) Place and date of construction - Chalôn on the Saône (Schneider Shipbuilders), 1907;

(2) Displacement - 100 tons;

(3) Dimensions - 39 x 4.1 x 2.6;

(4) Armament - four 47 mm. guns, two 450 mm. launching tubes, two 34 mm. machine guns, two depth charge throwing apparatus;

(5) Speed - 20 knots;

(6) Motor - reciprocal, 1 screw, 2,000 H.P.;

(7) Crew - 23;

(8) Remarks - equipped with dredging apparatus; according to some information, the SMELI was damaged and is to be destroyed.

c. Submarines:

(1) In 1947, Bulgaria received three submarines of more than 500 tons from the USSR; the submarines are stationed in Soviet ports (Odessa or Ochakov);

(2) The submarines are manned by Bulgarian sailors and fly the Bulgarian flag.

d. Motor patrol craft and small subchasers:

(1) Two RILA class ships - 200-ton displacement;

(2) The BELOMORETS and CHERNOMORETS, which have the following characteristics:

(a) Displacement - 77 tons;

(b) Dimensions - 32 x 4.3 x 1.8;

(c) Speed - 17 knots;

(d) Armament - one 47 mm. gun, two 34 mm. guns, one 20 mm. gun, two depth charge throwing apparatus;

(e) Motors - diesel, 660 H.P.;

(f) Endurance - 700 miles at 10 knots;

(g) Crew - 26;

(h) Remarks - the BELOMORETS and the CHERNOMORETS were acquired from France in 1922.

(3) The MARTSA and VARDAR: classified as gunboats and constructed at Kavalla, Greece.

(4) Two ships of the BO (BOLSHOY OKHOTNIK, large patrol craft) class, the BO-1 and the BO-2:

(a) Displacement - 95 tons;

(b) Dimensions - 93 x 5 x 2;

(c) Armament - one 40 mm. gun, two 20 mm. guns;

(d) Motors - diesel, two screws;

(e) Speed - 15 knots;

(f) Crew - 28;

(g) Remarks - received from the USSR in 1947; possibly former PC's, 280 tons, of United States construction received by the USSR during 1941-1945.

(5) Five ships of the MO (MALENKII OKHOTNIK, small patrol craft) class:

(a) Displacement - approximately 50 tons;

(b) Dimensions - 27 x 4.5 x 1.5;

(c) Armament - two 20 mm. guns;

(d) Motor - diesel;

(e) Speed - 20 knots;

(f) Crew - 8;

(g) Remarks - received from the USSR in 1947.

e. Motor-torpedo boats:

(1) Six boats of the Soviet TM-200 class:

(a) Place of construction - Ochakov, USSR;

(b) Displacement - 45 tons;

(c) Speed - 30 knots;

(d) Armament - one 40 mm. machine gun, some antiaircraft machine guns, side torpedo tubes (two torpedoes in reserve), six small and two large depth charges;

(e) Motors - three of 1,200 H.P.;

(f) Crew - 12;

(g) Remarks - received from the USSR in 1950.

(2) Four boats of the "WERFT-GUSTO" type:

(a) Place and date of construction - 1942, Werft-Gusto, Holland;

(b) Displacement - 65 tons;

(c) Armament - one 40 mm. machine gun, two launching tubes;

(d) Motors - three Mercedes-Benz (2,850 H.P.);

(e) Speed - 30 knots;

(f) Crew - 25.

(3) Three boats of the LÜRSSEN type:

(a) Date and place of construction - 1938-1942, Vegesak-Lürssen, Germany;

(b) Displacement - 60 tons;

(c) Dimensions - 28 x 4.3 x 1.6;

(d) Armament - one antiaircraft machine gun, two 533 mm. torpedo tubes;

(e) Motors - three Mercedes-Benz (3,150 H.P.);

(f) Speed - 30 knots;

(g) Crew - 18;

(4) Approximately 10 other motor-torpedo boats, probably of the Soviet TM-200 class, received from the USSR and normally stationed in the military zone of the Soviet port of Ochakov.

f. Mine-sweepers and mine-layers:

(1) Approximately 30 mine-sweepers in service (various tonnages);

(2) Six of the boats are allegedly motor launches which the Bulgarians received from the Soviet Navy (thought to be originally part of the German Navy air support);

(3) Three of the mine-sweepers are allegedly equipped as mine-layers.

g. Auxiliary ships:

(1) The ASEN:

(a) Displacement - 240 tons;

(b) Speed - 7 knots;

(c) Armament - two 65 mm. guns and four machine guns;

(d) Crew - approximately 200;

(e) Remarks - constructed in 1912 and remodelled in 1933-1934; is now a training ship.

(2) The KAMCHIYA:

(a) Displacement - 105 tons;

(b) Speed - 10-12 knots;

(c) Armament - two 65 mm. guns and four machine guns;

(d) Remarks - constructed in 1898 and remodelled in 1925.

(3) Three transport ships, the RAKOVAKI, LAVARI, and RODOPI.

(4) The GORYANIN:

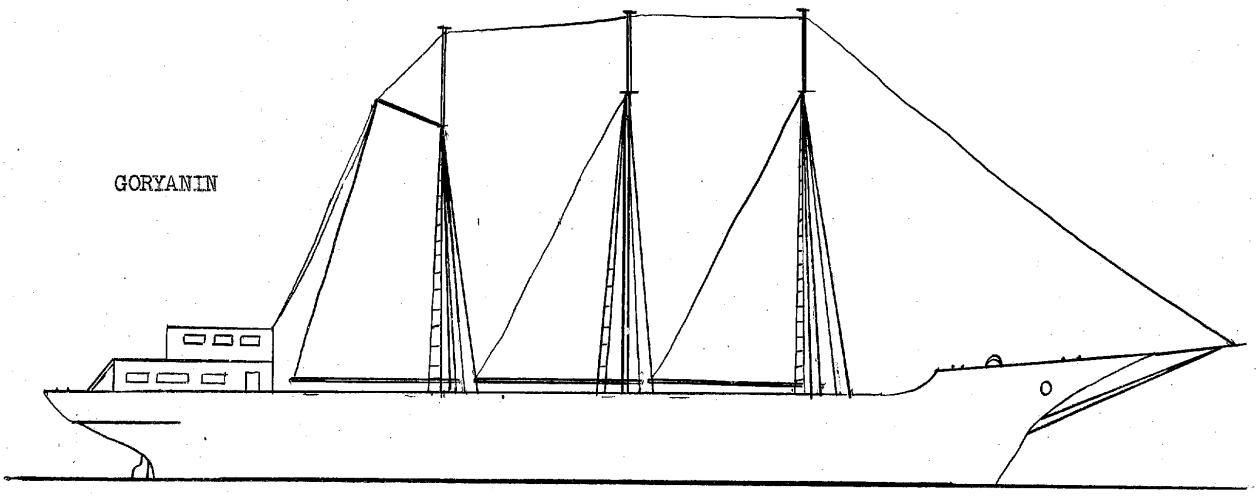
(a) Date and place of construction - 1946, Bulgaria;

(b) Displacement - 350 tons;

(c) Motor - B.T.W. diesel, eight cylinders, 240 H.P.;

(d) Remarks - consigned to the Navy in 1951.

GORYANIN



(5) The STRATSIN:

(a) Date and place of construction - 1944, Varna;

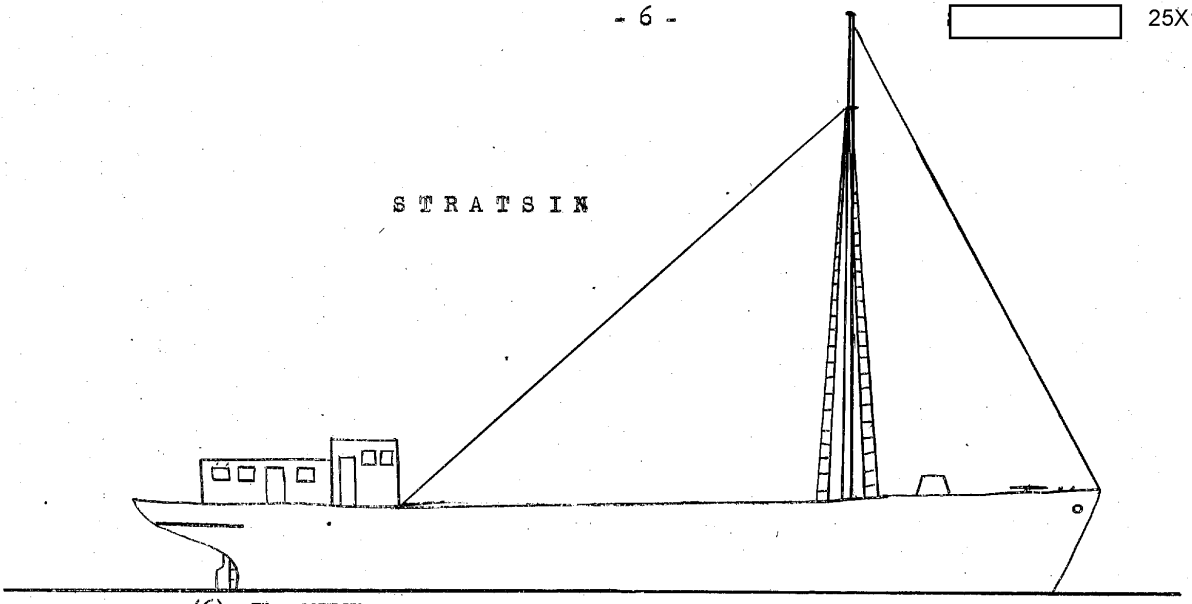
(b) Displacement - 250 tons;

(c) Motor - diesel (?);

(d) Remarks - consigned to the Navy in 1948 for transport service;

[redacted] 25X1

STRATSIN



(6) The MILKA:

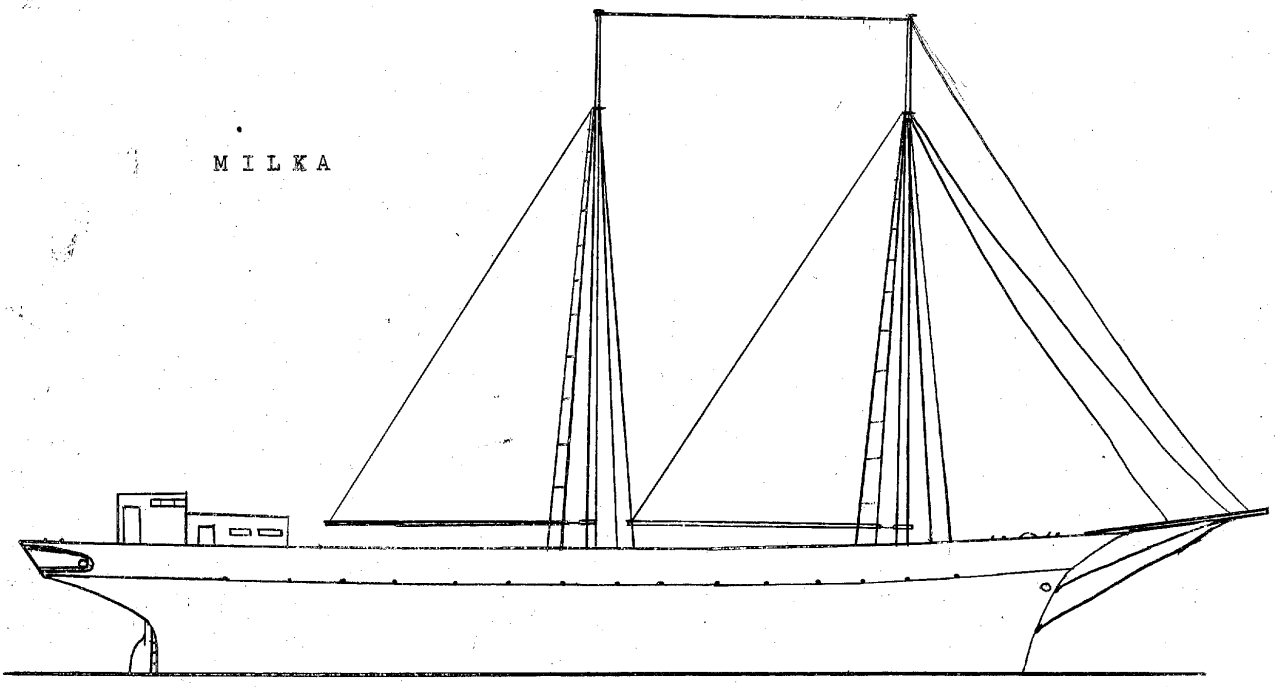
(a) Date and place of construction - 1941-1942, Kavalla, Greece;

(b) Displacement - 200 tons;

(c) Motor - diesel (?);

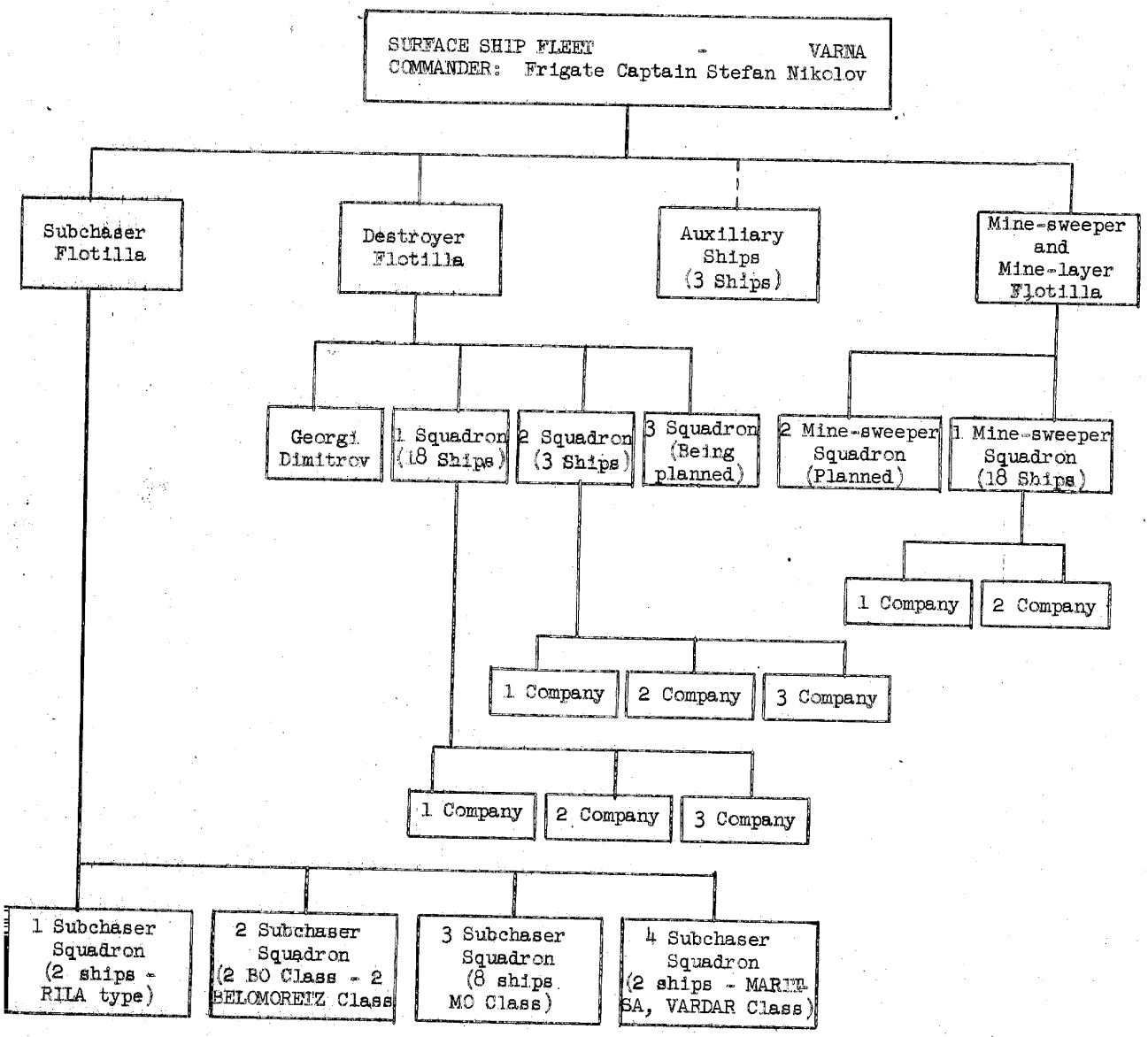
(d) Remarks - consigned to the Navy in April 1949 as a training ship;

MILKA



Naval Force

3. The sketch below shows the breakdown of the Bulgarian Surface Fleet.



4. In addition to the DD GEORGI DIMITROV, the destroyer flotilla consists of approximately 20 motor torpedo boats which are divided into two squadrons; a third squadron is allegedly being planned. Each squadron is divided into three companies of three platoons. Each platoon consists of three sections.

5. The subchaser flotilla, consisting of 18 craft, is divided into four squadrons.

6. The mine-sweeper and mine-layer flotilla consists of 18 craft, all of which are grouped into the First Mine-sweeper Squadron which is divided into two companies. A second squadron is being planned.

7. The auxiliary fleet consists of the three ships, GORYANIN, STRATSIN, and MILKA, and the three transport ships, RAKOVAKI, LAVAKI, and RODOPI.

8. The following chart shows the breakdown of the Naval Command and numerical data concerning the Bulgarian Naval forces.

TYPE	NUMBER	NAME	DISPLACEMENT	TOTAL DISPLACEMENT
Destroyer	1	GEORGI DIMITROV	1,323	1,323
Torpedo boats	4	KHRABRI DŮRZKI STROGI SMELI	100	400
Motor reconnaissance boats and small subchasers	2	RILA Class	200	400
	2	BELOMORETZ Class	77	154
	2	MARITSA Class	- -	- -
	2	BO Class	95	190
	8	MO Class	50	400
Submarines	3		500	1,500
Motor-torpedo boats	6	TM-200 Class	45	700
	approx. 10	TM-200 Class (?) at Ochakov, USSR		
	4	S-155/158 Class	65	260
	3	LÜRSSEN Class	60	180
Mine-sweepers	approx. 30			2,000
Auxiliary and transport ships	8			1,600 ?

Naval Air Force

9. The Naval Air Force constitutes one unit, the 8 Naval Air Command, of the Military Air Command and corresponds to one air division. It is used primarily for maritime reconnaissance.

Next 2 Page(s) In Document Exempt

Approved For Release 2006/02/01 : CIA-RDP83-00415R012600190002-9

FEB 1952 51-4AA

OCD

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

SECURITY INFORMATION

25X1

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY Bulgaria

DATE DISTR. 14 November 1952

25X1 SUBJECT The Bulgarian Army and Paramilitary Forces

NO. OF PAGES 6

REFERENCE COPY

NO. OF ENCLS. (LISTED BELOW)

DO NOT CIRCULATE

25X1

SUPPLEMENT TO REPORT NO.

25X1

THIS IS UNEVALUATED INFORMATION

General

1. At the present time, not including auxiliary forces, Bulgaria has approximately 160,000-170,000 men in its Armed Forces. These are divided as follows: Army, 150,000; Navy, 4,000; and Air, 8,000. In addition, Bulgaria has the following auxiliary forces:

   a. Border Guards - 20,000;

   b. Military Militia - 70,000;

   c. Peoples Militia - 120,000;

   d. Trudovaks - 42,000; and

   e. Womens Auxiliary Corps.

   The total force available for mobilization is approximately 800,000 men. The number of trained reserves is approximately 25,000 men.

2. Bulgaria is divided into four Army regions, which in turn are subdivided into divisional regions. Subordinate to the divisional regions are 57 military districts. Army regional commands direct and coordinate the work of the divisional regional commands and of the military districts, which are considered as administrative units and have the following responsibilities:

   a. Recruiting of personnel;

   b. Distribution of recruits;

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	x	NAVY	x	NSRB		DISTRIBUTION									
ARMY Ev.	x	AIR	x	FBI											

c. Maintaining records of Army and Militia reserves;

d. Maintaining records of animals, means of transport, accounts, etc.; and

e. Mobilization of the Armed Forces.

Composition of the Army

3. The Bulgarian Army is comprised as follows:

a. The 1 Army - Sofia;

b. The 2 Army - Plovdiv;

c. The 3 Army - Shumen;

d. The 4 Army - Pleven;

e. An armored division - Kazanlŭk;

f. An autonomous armored brigade - Sofia (being transformed into an armored division);

g. A cavalry division - Dobrich; and

h. A cavalry brigade - Sofia.

4. In addition to two or three infantry divisions, each Army command has at its disposition the following smaller units:

a. One regiment of heavy field artillery;

b. One regiment of mountain artillery;

c. One regiment of antiaircraft artillery;

d. One regiment of antitank artillery;

e. One regiment of combat engineers;

f. One regiment of communication engineers;

g. One heavy machine gune battalion; and

h. One Militia battalion.

5. The Bulgarian Army is made up of the following units:

a. Eleven or twelve infantry divisions, each having three infantry regiments and one field artillery regiment;

b. One armored division, with three brigades, each of which includes one tank regiment, one motorized infantry regiment, and one semi-mobile artillery regiment;

c. One autonomous armored brigade, made up as (b) above, possibly being transformed into a division;

d. One cavalry division, composed of three cavalry regiment and one horse-drawn artillery regiment;

e. One cavalry brigade, including two cavalry regiments;

f. Two coastal artillery regiments;

g. One regiment of communication engineers, subordinate to the Army General Staff;

h. One regiment of railroad engineers, subordinate to the Army General Staff;

i. One motor transport regiment, subordinate to the Army General Staff; and

j. Smaller units described above, subordinate to each Army Command.

Weapons

6. Most Bulgarian war materiel has been replaced by Soviet materiel. The infantry uses the following weapons:

a. Rifle, model 24/27;

b. Mossier Magant rifle, 7.62 mm., Soviet;

c. Mannlicher rifle, Austrian;

d. PPD submachine gun, 7.62 mm., Soviet;

e. Degtyarev DF submachine gun, Soviet;

f. Schwerzlose machine gun;

g. Maxim machine gun, 7.62 mm.;

h. Light mortar, 37 mm.;

i. Brandt mortar, 81 mm.;

j. Model 36/37 and model 41 mortar, 82 mm.; and

k. Model 38 mortar, 120 mm.

7. The artillery uses the following weapons:

a. Skoda cannon, 75 mm.;

b. Model 42 "Zia" horse-drawn field artillery piece, 7.62 mm.;

c. Krupp-type howitzer, 105 mm.;

d. Self-propelled field artillery piece, 122 mm.;

e. Horse-drawn field howitzer, 122 mm.;

f. German antitank artillery piece, 37 mm.;

g. Soviet howitzer, 152 mm.;

h. German antiaircraft machine gun, 20 mm.;

i. Bofors antiaircraft artillery piece, 37 mm.;

j. Self-propelled antiaircraft artillery piece, 85 mm.; and

k. German antiaircraft artillery piece, 88 mm.

8. The armored units use the following types of tanks:

a. T-34, medium, tank;

b. T-34-85 tank;

c. Mark 4 tank (only a few units); and

d. Renault, light tank (only a few units).

Approximately 500 tanks are ready for service.

Motorization

9. The motorization of the Bulgarian Army is still deficient; however, notable progress has recently been made. The Army allegedly has a total of 6,400 trucks, cars, etc. but the smaller units still rely on horse-drawn vehicles.

10. Heavy field artillery is motorized. However, a few batteries of 122 mm. howitzers are horse-drawn. Antiaircraft and antitank artillery are motorized. Artillery of armored units is semi-mobile. Nearly all light field artillery is horse-drawn. Trucks are available for engineer units; however, many units are still on foot and use horse-drawn vehicles.

Recruiting and Training

11. Each class of recruits in Bulgaria consists of approximately 55,000 men and, in general, three classes are under arms at the same time. Recruiting is done in various ways; each division recruits within the territory under its jurisdiction, while units directly subordinate to the General Staff, such as armored units, and special units are recruited nationally. In peacetime, upon completion of service, men are assigned to the reserves.

12. The Bulgarian Armed Forces are trained according to Soviet directives and are under the control of Soviet military advisers. Political education is an integral part of military instruction, and discipline is very strict. The Commandant of Bulgarian military schools is Lieutenant General Ivan Kinov.

13. The Armed Forces have the following schools:

a. Vasil Levski Military Academy in Sofia, (junior course);

b. C. S. Rakovski Senior War College, in Sofia; and

c. Joseph Stalin Peoples Military Political School, in Sofia.

14. The following are Army schools:

a. Vasil Levski Military Academy (advanced course);

b. Engineer and Communication School, in Sofia;

c. Trudovak Officers School, in Gorna Banya;

d. Peoples Military Medical School, in Sofia; and

e. Border Guards Schools in Tŭrnovo, Vidin, and Kŭrdzhali.

Border Guards and Paramilitary

15. The Border Guards are technically subordinate to the Ministry of Interior, but in practice they are subordinate to the Ministry of Defense. Border Guards are divided into nine regiments located along the frontier. The troops are responsible for border surveillance and for construction of fortifications.

16. In general, party organizations can be considered paramilitary because of their work in the field of premilitary and postmilitary instruction such as physical, technical, and particularly political education.

17. The main paramilitary organizations are as follows:

a. Trudovaks (labor troops), which are divided into eight regiments and are commanded by officers who are graduates of the Trudovak Officers School in Sofia; the Trudovaks number 42,000; the military nature of this organization is proven by its adoption of recruiting, enrolling, and training systems analogous to those of the Army; their normal duties consist of public construction; in the event of mobilization, the Trudovaks would act as workmen and would be a valuable source of specialized and trained personnel for engineer units;

b. DSNM (Dimitrovski Sŭyuz na Narodnata Mladezh; Dimitrov Union of the People's Youth); the task of this organization is to train youths from 14 to 26 both physically and mentally so they may "overcome all hindrances to the victory of Socialism and Communism," and to consider the defense of Bulgaria their sacred duty and chief obligation;

c. DOSO (Dobrovolna Organizatsiya za Sudeystvie na Otbranata; Voluntary Organization to Facilitate the Defense); president is Major General Stoyev;

d. Supreme Committee for Physical Education and for Sports.

Soviet Forces in Bulgaria

18. There is no evidence of the presence of organic Soviet units in Bulgaria. However, an undetermined number of Soviet troops is reported to have arrived in the Burgas, Varna, and Vidin areas. Many Soviet military men are attached to various units of the Bulgarian Armed Forces to control, supervise, and train the personnel, especially in the use of Soviet materiel.

19. At present, Soviet personnel in Bulgaria consists of the following:

a. Officers - 400;

b. Non-commissioned officers - 700; and

c. Troops - 1,200.

20. It is also reported that Soviet Air Force units are in Bulgaria and have a total of 200 planes of various types.

General Observations

21. The Army, Navy, and Air Force of Bulgaria are being moulded into efficient fighting forces. All the Armed Forces are undergoing an intense and methodical training period which should produce concrete results. The morale of the troops, the efficiency of the training, and the help of the Soviet Union are such that the units of the Bulgarian Armed Forces may be considered to be decidedly superior to those of the bordering countries, notably Yugoslavia, and Greece.

22. By standardizing methods and materiel along the Soviet lines, Bulgarian units will gradually become interchangeable with Soviet units and will be capable of operating efficiently with them under a unified Command. The plans and programs of the Bulgarian General Staff are very closely integrated with those of the General Staff of the Soviet Union.

Police Forces

23. The Peoples Militia is a police organization which is distinctly political in character. It was created to give the State all instruments necessary for the defense of the new political, social, and economic institutions, and to fulfill those tasks which are normally entrusted to the police forces of a country. The Peoples Militia is subordinate to the Ministry of Interior and includes a total of approximately 120,000 men. It is made up of personnel in uniform and in civilian clothes. The uniform is similar to that of the Army but has special insignia.

24. The General Directorate of the Peoples Militia has the following Sections:

a. State Security;

b. Criminal Police;

c. Economic Affairs;

d. Administrative Affairs;

e. Uniformed Militia;

f. Sofia Militia;

g. Horse-mounted Militia;

h. Armored Militia; and

i. Regional Militia.

FEB 1952 51-KAA

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL--U. S. OFFICIALS ONLY
SECURITY INFORMATION

INFORMATION REPORT

REPORT NO. [redacted] 25X1

[redacted] 25X1

COUNTRY Bulgaria

DATE DISTR. 25 November 1952

25X1 SUBJECT The Bulgarian Air Force

NO. OF PAGES 8

NO. OF ENCLS. 3 @
(LISTED BELOW)

25X1 [redacted]

SUPPLEMENT TO
REPORT NO.

[redacted]

25X1 THIS IS UNEVALUATED INFORMATION

[redacted]

General

1. The headquarters of the Commander in Chief of the Bulgarian Air Force is located in Sofia. At present, this position is held by Lieutenant General Zakhario Zakhariev, aided by one Major General who is chief of staff and another Major General who is in charge of services and supply. The Air Force Commander, as are the Army Commanders and the Commander in Chief of the Navy, is directly subordinate to the Chief of the General Staff.

2. The Bulgarian peace treaty limits the Bulgarian Air Force to 90 planes, with a maximum of 70 combat planes, and a total personnel of no more than 5,200 men. However, with the aid of the Soviets, these limitations have been exceeded in accordance with the plan for building up the armed forces of all satellite countries.

3. The Bulgarian military Air Force, patterned after a Soviet tactical air army, now includes at least 400 planes and a total of approximately 8,000 men. (A Soviet tactical air army includes: 10 air divisions, 30 air regiments, and 90 air squadrons, comprising a total organic force of 1,050 line planes and 216 reserve planes).

Composition of the Air Force

4. The Bulgarian Air Force is divided into "Avio-Diviziya" (Air Divisions) which are commanded by colonels or lieutenant colonels, with 130 line and reserve planes. Each "Avio-Diviziya" is composed of three "Avio-Polk," or regiments, which, in turn, are composed of three "Avio-Escadrilla," or squadrons.

STATE		NAVY	X	NSRB		DISTRIBUTION						
ARMY	X	AIR	X	FBI								

5. The individual commands and their subordinate units are located as follows:

a. The 1 Fighter Air Division, in Dobrich, composed as follows:

(1) The 22 Fighter Regiment, in Dobrich;

(2) The 25 Fighter Regiment, in Dobrich; and

(3) The 27 Fighter Regiment, in Dobrich;

b. The 2 Light Night Bomber Air Division, in Stara Zagora, composed of the 34 Fighter Regiment and two other unidentified regiments in Stara Zagora;

c. The 3 Bomber Air Division, in Balchik, composed of the 42 Fighter Regiment and two other unidentified regiments in Balchik;

d. The 4 Fighter Air Division, in Sofia, composed as follows:

(1) The 11 Fighter Regiment, in Sofia;

(2) The 18 Fighter Regiment, in Sofia (with one squadron in Sarafovo); and

(3) The 16 Transport Regiment, in Sofia;

e. The 5 Pursuit Air Division, in Plovdiv, composed as follows:

(1) The 17 Pursuit Regiment, in Krumovo;

(2) The 20 Pursuit Regiment, in Krumovo; and

(3) The 23 Pursuit Regiment, in Plovdiv;

f. The 8 Naval Command, in Varna, composed as follows:

(1) A hydroplane unit, in Varna; and

(2) A hydroplane unit, in Burgas;

g. The 9 Light Night Bomber Air Division, in Yambol, composed of three unidentified regiments in Yambol; and

h. The 10 Fighter Air Division, in Graf Ignatiev, which includes the 21 Fighter Regiment.

6. In addition to the divisional forces listed above, the Bulgarian Air Force includes the following autonomous regiments and units:

a. The 26 Reconnaissance Regiment, located in Gorna Oryakhovitsa;

b. A Parachute Regiment, composed of one group based in Sofia and one based in Stara Zagora (which are in the process of being transformed into a Division);

c. An airborne division, not at full strength, located in the vicinity of Sofia;

d. A reconnaissance unit, located in Vrazhdebna; and

e. A fighter training squadron, located in Levski.

7. The main plants for assembling and repairing planes are as follows:

a. Zavod #13, in Kazanlŭk;

b. Zavod #14, in Lovech;

c. Zavod #15, in Karlovo;

d. Assembly and Repair Plant, in Plovdiv;

e. Assembly and Repair Plant, in Bozhurishte (N4245 E2311); and

f. Assembly and Repair Plant, in Yambol.

Personnel and Schools

8. Certain categories of specialists in the Bulgarian Air Force serve for a four-year period; non-specialist recruits serve a two-year enlistment.

9. Bulgarian Air Force schools are located as follows:

a. Dolna Mitropoliya, the Air Academy;

b. Telish: (1) An Instrument Flying School; (2) A Fighter Training School; (3) A Bombardier Training School; and (4) A Noncommissioned Officers and Flight Personnel School;

c. Sofia, a Radiocommunications School;

d. Sofia (Bozhurishte), a School for Drivers and a School for Pilots;

e. Sofia (Vrazhdebna): (1) A School for Plane-assembly Specialists and for Parachutists; and (2) A School for Civilian Pilots;

f. Balchik, a Bombardier School;

g. Dobrich, a Fighter Training School;

h. Gorna Oryakhovitsa, a Fighter Training School;

i. Karlovo, a Fighter Training School;

j. Graf Ignatiev, a Civilian Pilots School;

k. Lovech, probably, a Technical School for Air Reserve Officers;

l. Atanasovo, probably, a Pilots School;

m. Krumovo, a section of a Pilots School;

n. Varna, a Pilots School and a Parachutists School, directed by Soviet officers;

o. Kalofer (N4237 E2459), a Glider School; and

p. Stara Zagora, probably, a Pilots School.

Airplane Types

10. Of the 400 planes assigned to the Bulgarian Military Air Force, approximately 350, which came from the Soviet Union, are relatively new models and are considered to be in good combat condition. The remainder are of various makes and origins and their condition cannot be ascertained. The planes turned over to Bulgaria by the Soviet Union are as follows:

a. YAK-9 piston-engine fighters, 100;

b. YAK-15 jet fighters, 15;

c. YAK-17 jet fighters, 15;

d. YAK-23 jet fighters, 30;

e. MIG-15 jet fighters, 10;

f. IL-2 Stormovik pursuit planes, 80;

g. PE-2 dive bombers, 115;

h. PE-2 planes, modified for transport, 10;

i. TU-2 torpedo bombers, 15;

j. IL-10 Stormovik planes, modified for reconnaissance, 30;

k. U/IL-10 Stormovik planes, modified for reconnaissance training, 30;

l. An unspecified number of LI-2 bombers (Dakota, C-47) and

m. An unspecified number of reconnaissance and transport hydroplanes.

11. The airplanes used for training are of the following types:

a. Zlin C-2;

b. Arado 96;

c. PO-2, biplane;

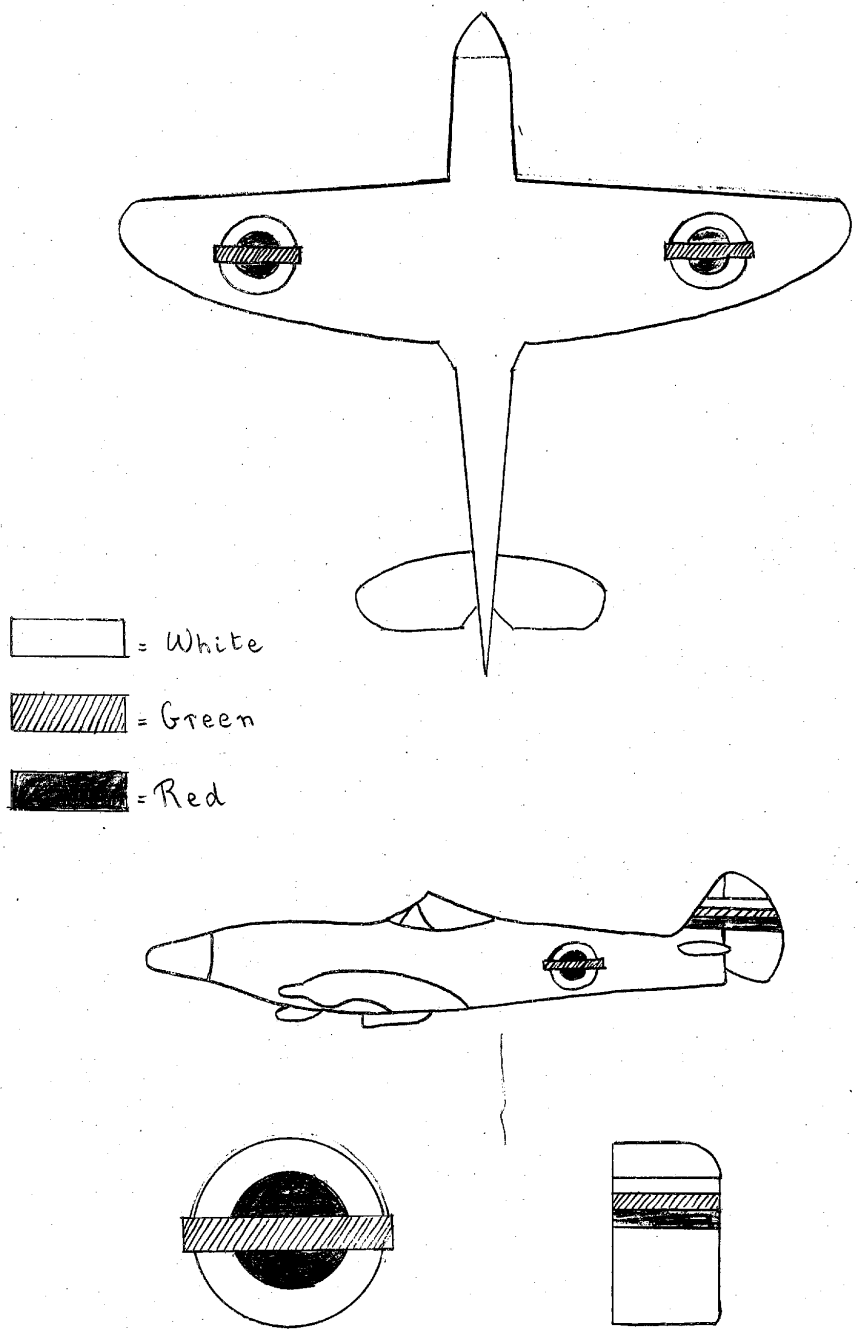
d. YAK-18; and

e. YAK-11.

25X1

12. The jet fighters recently turned over by the Soviet Union to Bulgaria were assigned to 1 Air Division and are located in the Dobrich area.

13. The following sketch shows the wing, fuselage, and tail markings of planes in the Bulgarian Air Force.



Airplane Characteristics

14. The following is a list of Bulgarian Air Force planes and their characteristics:

a. YAK-9, fighter, low-wing monoplane of wood and metal construction, liquid-cooled with radiator under the fuselage; inline 1,200 horsepower engine; maximum speed, 560 km/hr; armament, one 20 mm. or one 37 mm. cannon firing through the propeller hub and one 12.7 mm. machine gun; (see attachment No. 1);

b. PE-2 (PB-100), dive bomber and reconnaissance plane; low-wing monoplane of metal construction; quite vulnerable because of its gas tanks which are located throughout the fuselage; twin liquid-cooled 1,100 horsepower engines; maximum speed, 540 km/hr; range, 1,900 kilometers; armament, two fixed 12.7 mm. machine guns and four mobile 7.62 mm. machine guns; (see attachment No. 2);

c. TU-2, twin-engine dive bomber of metal construction; twin 1,850 horsepower radial air-cooled engines; maximum speed, 575 km/hr; range, 2,500 kilometers with 1,500 kilograms of bombs; armament, two 20 mm. cannon and four 12.7 mm. machine guns strategically located for offense and defense; (see attachment No. 3);

d. IL-2 (Stormovik), single engine, twin-place fighter, of metal construction and with armored cockpit; 1,300 horsepower inline engine; maximum speed, 430 km/hr; range, 1,100 kilometers; ceiling, 8,800 meters; armament, two 20 mm. cannon and two 12.7 mm. machine guns, or two 32 mm. cannon and two 7.62 machine guns; (see attachment No. 4);

e. LI-2 (TS-84), twin-engine transport and bombing plane built along the lines of the Dakota C-47; this plane is allegedly being replaced by the IL-12 plane; (see attachment No. 5); and

f. IL-10 Stormovik (IL-2 type plane modified for reconnaissance); 1,800 horsepower inline engine; maximum speed, 450 km/hr; increased range; armament, two 32 mm. cannon and one 7.62 mm. machine gun in the rear position.

Bulgarian Airfields

15. The following is a list of Bulgarian airfields:

a. Balchik Military Airport (N4326 E2811), 2,000 x 1,500 meters, located on the Black Sea Coast southwest of the city of Balchik, has hangars and a concrete runway;

b. Burgas (Sarafovo) Military and Civilian Airport (N4235 E2732), 1,400 x 1,000 meters, in the process of being enlarged to 3,000 x 3,000 meters, located approximately eight kilometers north-northeast of Burgas, between the lake and the highway, has nine hangars and a radio and meteorological station;

c. Burgas (Atanasovo) Auxiliary Airfield, 2,000 x 1,500 meters, located approximately seven kilometers north-northwest of Burgas;

d. Dolna Mitropoliya Military Airport (N4327 E2430), 1,600 x 1,200 meters, located approximately eight kilometers northwest of Pleven, has a concrete runway, four large hangars, various buildings housing commands and services, and the Air Academy;

e. Dospat Auxiliary Military Airport (N4139 E2408), 2,300 x 1,400 meters, located immediately south of the Dospat River, has nine hangars and various facilities;

f. Elkhovo Airport (N4208 E2543), recently reactivated;

g. Gorna Oryakhovitsa Military and Civilian Airport (N4309 E2543), 1,000 x 1,000 meters, located immediately southwest of Dolna Oryakhovitsa and south of the Yantra River in one of its bends, has a concrete runway, five large-size hangars and various service and headquarters buildings;

h. Graf Ignatiev Military Airport (N4218 E2443), 2,400 x 1,800 meters, located approximately 20 kilometers north of Plovdiv, approximately five kilometers north-northwest of the town of Graf Ignatiev, has six hangars and a concrete runway;

i. Yambol Military Airport (N4230 E2629), 1,350 x 650 meters, located three kilometers west of Yambol in the Tundzha River plain along the Yambol-Nova Zagora railway line, has a concrete runway, four hangars, various buildings, and a radio station;

j. Kazanlŭk Military Airport (N4237 E2524), 1,500 x 1,000 meters, located 1.5 kilometers northwest of Kazanlŭk, immediately west of the Kazanlŭk-Shipka (N4243 E2520) highway, has a concrete runway, four hangars, and various buildings and workshops;

k. Karlovo Military Airport (N4235 E2453), 1,400 x 1,000 meters, located eight kilometers from Karlovo, has four hangars and two repair shops;

l. Kyustendil Airport (N4217 E2246);

m. Krumovo Military Airport (N4204 E2451), 1,400 x 800 meters, with facilities for enlarging, located south-southeast of Plovdiv;

n. Lovech Military Airport (N4310 E2443), 1,400 x 1,100 meters, located 30 kilometers southeast of Pleven, approximately 1.5 kilometers from the Lovech-Pleven and Lovech-Levski crossroads, has two hangars;

o. Plovdiv Military and Civilian Airport (N4208 E2447), 1,600 x 1,500 meters, located approximately three kilometers southeast of Plovdiv and immediately northeast of the highway and railroad to Asenovgrad (N4159 E2452), has six hangars;

p. Sliven Military Airport (N4240 E2621), 2,500 x 1,500 meters, located one kilometer southeast of Sliven;

q. Sheynovo Airport, Auxiliary Field of Kazanlŭk, (N4245 E2520), 1,800 x 700 meters;

r. Sofia (Bozhurishte) Military and Civil Airport (N4245 E2311), 1,400 x 1,200 x 1,000 meters, located approximately eight kilometers northwest from the outskirts of Sofia, just west of the Sofia-Dragoman-Pirot road, includes five hangars, barracks, workshops, and a radio and telephone station;

s. Sofia (Vrazhdebna) Military and Civil Airport (N4242 E2325), 2,000 x 1,000 meters, located two kilometers east of the suburbs of Sofia, has four hangars and various buildings;

t. Sopot Military Airport (N4238 E2444), 1,300 x 60 meter runway, located west of Karlovo, has hangars and workshops;

u. Varna (Sevmess) Military and Civil Airport[2] (N4312 E2753), 1,400 x 900 meters, located approximately two kilometers west-southwest of Varna, has a hangar, a workshop, and various buildings;

v. Varna (Chaika) Hydroplane Base and Airport[2] (N4311 E2748), located on Varna Lake, has a concrete runway;

w. Varna Civil Airport of Aksakovo (N4315 E2748), located two kilometers southwest of the town of Aksakovo;

x. Stara Zagora Military Airport (N4222 E2542), 1,800 x 1,500 meters, located four kilometers southeast of Stara Zagora, has four hangars;

y. Telish Military Airport (N4320 E2415), 2,000 x 1,700 meters, located 30 kilometers southwest of Pleven, has a concrete runway, two hangars, and various buildings;

z. Dobrich Military Airport (N4336 E2752), 1,300 x 1,300 meters, located approximately 24 kilometers northwest of Balchik, has five hangars and a concrete runway; and

aa. Vidin Airport (N4400 E2251).

Emergency Airports

16. The following airports are emergency airports which are kept active or where construction work is in progress: Asen, Banya, Belitsa, Bukhovtsi, Gorna, Dzhumaya, Karnobat, Kŭrdzhali, Kraynovo (sic), Luvonovo (sic), Melnik, Momchilgrad, Malevo, Nevrokop, Petrich, Popovo, Razlog, Ruse, Simitli, Smolyan, Stozher, and Pazardzhik.

25X1 1. [redacted] Comment: Your attention is called to the discrepancy between the statement that "approximately 350 planes...were turned over to Bulgaria by the Soviet Union," and the breakdown of these planes by type, which adds up to over 450 planes.

25X1 2. [redacted] Comment: These two airports have been united and are now known as the Varna Military Airport.

INTELLOFAX 21

OCD

FORM NO. 51-4AA
FEB 1952

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

25X1

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY Bulgaria

DATE DISTR. 4 February 1953

25X1 SUBJECT 1. Bulgarian Coast, Ports, and Harbors
2. Black Sea Coast Fortifications
3. Communications, Industry, and Stockpiles

NO. OF PAGES 44

NO. OF ENCLS. 1
(LISTED BELOW)

SUPPLEMENT TO REPORT NO. 25X1

25X1 THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

REFERENCE COPY
DO NOT CIRCULATE

General Information Concerning the Bulgarian Black Sea Coast (See Attachment 1)

1. The Bulgarian Black Sea coast is 311 kilometers long, and as viewed from the sea presents a barren aspect, broken farther inland by a number of hills. For a distance of three or four miles inland, there are few hills higher than 300 meters. At Cape Kaliakra, the cliffs jut out from the sea and the coast becomes more picturesque. The liman (coastal lakes or lagoons), characteristic of the Black Sea coast, are rare in this stretch of shoreline. The vegetation consists primarily of shrubs, and crops are generally limited to cereals and wine grapes. Fruit and mulberry trees are rare.

From the Southern Tip to the Bay of Burgas

This section of the Bulgarian coast presents an unvarying monotonous aspect, and is almost completely devoid of any sizeable inlets. The sea bottom is generally sandy, and the depth is approximately 20 meters even near the coast. Inland for a distance of approximately 100 meters, the coast remains flat, gradually changing to low hills. Mount Paphia, which reaches a height of 512 meters, is the only hill of any size in this region. Mount Paphia is situated two miles inland, and four miles west-northwest of Akhtopol. The hinterland of this section of the coast is lacking in any noteworthy railroads or roads. The small coastal villages are linked with each other and with the interior of the country by an ancient network of narrow roads in a poor state of repair. This type of road serves Akhtopol, Tsarevo, Kara Agach, and Athanatos (Dyavolski), which ports offer fair docking facilities. At Tsarevo, there is a small port, protected by two moles, 90 and 60 meters respectively, along which small ships can moor.

STATE	X	NAVY	X	NSRB		DISTRIBUTION													
ARMY	X	AIR	X	FBI															

The Gulf of Burgas

3. The Gulf of Burgas, included between Point Baghlar (N4219 E2747) and Cape Emine, is the only place on the entire western Black Sea coast which offers a safe anchorage in a large harbor. The harbor is surrounded by low-lying swampy ground, which, especially in the western and northwestern parts, is malaria infested. There are good roads along the Gulf of Burgas from Sozopol to Pomorie, which join the national highway system. The railroad linking Burgas with the interior continue for a short stretch along the northern coast of the gulf as far as the port of Pomorie. For this reason Pomorie has developed considerably in the last few years. The inlets of the Gulf of Burgas make good landing places and small harbors. These small harbors are mostly limited to local use.

Sozopol

4. Sozopol is connected with Burgas by a good road. In recent years it has been the object of much attention on the part of the Naval Command which has built a small naval base at the port. The base is directly subordinate to the Naval Command. It is likely that a naval training school is located at Sozopol; however, in its natural state, the harbor could not be used as a regular naval base. There has been no indication that work has been undertaken to equip the port as a naval base, by protecting at least part of the bay from the heavy seas which come in from the north and northeast.

The Bay of Burgas and the City

5. The Bay of Burgas, which lies between Point Poros to the south and Point Burgas on the north, a distance of approximately one mile,[2] is situated in the western part of the gulf facing east. The bay lies at the center of a system of large, low-lying lagoons connected to the sea by narrow canals. The lagoons are separated from the sea by thin sandy isthmuses. The city of Burgas, numbering 50,000 inhabitants, is built on the point of the same name and is surrounded by fertile but malaria-infested ground. The port of Burgas is important chiefly as a commercial port; tobacco and grain are the principal exports. The town is connected with the interior and with other large cities by a network of good roads. The city has telephone and telegraph service. The railroad which joins Burgas with Sofia, via Yambol and Plovdiv, is the principal traffic route in Bulgaria; this line will soon be shortened when the tunnel under the Carpathians (sic)[3] has been completed. The industrial center of the city is in the western metropolitan area. To the north at Lake Atamasoyo, there are many salt marshes.

The Port of Burgas (See Appendix A, pages 34, 35, 36)

6. The Port of Burgas lies between two elbow-shaped moles. The eastern mole begins in the southeastern corner of the city and is 1,116 meters long; the western mole extends 1,400 meters from Point Orchard, on which several fuel tanks can be seen. Beginning at the eastern mole there is a breakwater running in a westerly direction which, with the western mole forms a bay 200 meters wide. On the eastern side, the water has been dredged to a depth of 7.3 meters, but is reduced to seven meters along the quays. Attached to the point of the breakwater is a barrier net which can be used to bar entrance to the port. On the point of the southern mole, near the lighthouse, is a small one-story construction; on the terrace of this building a searchlight and a 20 mm. machine gun are visible.

7. The commercial zone of the port is in front of the bay on the northern quay. Here, there is a triple row of warehouses parallel to the quay, together with the buildings of the port captain and of the customs. A warehouse for cement and a tobacco storehouse are situated on the quay adjacent to the eastern mole. There are two cranes, 5 and 15-tons, in the mole. The railroad line which enters the northwestern part of the port branches to the east in parallel lines which run between the warehouses and along the northern quay as far as the short eastern mole. On the commercial portion of the northern quay, approximately 500 meters long, are two fixed cranes, three and five tons respectively. In addition, there are two mobile 3-ton cranes on treads.

8. By recent work, the northern quay has been completed even in its most westerly part. The northwestern portion of the port is being improved. In the northwestern corner of the port are fuel tanks which are linked by fuel pipes with other tanks located approximately a kilometer away to the northwest. At present, the tanks are filled with straw. The western section of the port is reserved for naval ships. There are additional mooring places for naval ships at the most westerly section of the southern mole. Half way along the western quay there is a shipyard with a small landing slip. Directly south of the shipyard, the portion of the quay reserved for naval buildings begins. The buildings include the naval command and barracks. The importance of the port from a military viewpoint is very slight and in general only small ships are stationed there.

The Northern Coast of the Gulf of Burgas

9. This portion of the gulf is important because of the railroad line which goes from Burgas to Pomorie, after traversing the narrow isthmus which divides the Lake Atanasovo from the sea. The railroad line is being extended from Pomorie to Nesebŭr. At Pomorie and Nesebŭr, both of which offer good possibilities for mooring in the harbor, port and maritime work has been carried out. Nesebŭr has a repair yard for naval ships which are frequently stationed there. The land directly to the rear of these two localities is low and slightly undulating. A little farther north, running in an easterly direction, the coast suddenly becomes higher and more sloping until, in the vicinity of Cape Emine, there are hills 50 meters high.

The Coast from Cape Emine to the Bay of Varna

10. This tract of coast is approximately 30 miles long, and is characterized by low-lying hills which descend steeply into the sea in an almost unbroken line; it is devoid of inlets of any size. This line of hills may be considered as the most easterly extension of the Balkan chain and reaches its highest level at Cape Emine (386 meters) and Cape Sveti Georgi (305 meters), north of the bay of Varna. There are short stretches of beach near the mouths of small watercourses, the most important of which is the Kamchiya which empties at a point located in approximately the middle of this portion of the coast.

The Bay and the City of Varna

11. The bay of Varna is situated between Cape Galata (230 meters high) and Cape Sveti Georgi (305 meters high) and is linked on the northern side to Lake Deven by a narrow canal. The hills which enclose the bay to the north and south diminish in size near Lake Deven, giving way to low swampy ground which in certain places is below sea level. Although the Varna area is not protected from the cold winds coming from the north and northeast, the sea tempers the climate. In January, the average temperature is above zero, and the fall is more humid and warm than the spring. The soil is very fertile, and the land has been divided into small farms. Cereals are the principal crop. Varna is situated on a plateau between 20 and 50 meters high and is protected on the north by hills two or three miles away. Behind the hill, five antennas from the radio station are visible; one of the antennas is large and four are small. Although its commercial importance noticeably diminished in the period between the two world wars, Varna has continued to grow and develop because of the industries which are built there, especially textiles and canning. At present, the city has approximately 80,000 inhabitants.

The Port of Varna

12. The port of Varna is larger than that of Burgas; it is protected on the east by a mol approximately 1,200 meters long running in a north-south direction. From approximately the center of the mole, there is a short breakwater running in a westerly direction toward the southern dike, leaving an open space approximately 200 meters wide. The southern dike, approximately 600 meters long, begins just north of the Deven canal. The commercial section of the port is situated on the eastern portion

of the north quay. Also, the first portion of the eastern quay, which farther on becomes a breakwater, is outfitted for loading and unloading cargoes and is served by a railroad spur line.

13. The storage warehouses and the offices of the port administration and the customs are situated on the northern quay in a double row. Several sets of railroad tracks run along the row of warehouses and along the northern quay. The northern quay has four 15-ton travelling portal cranes and one mobile crane of approximately 30 tons. Along the same quay, there are several hydrants for supplying water to the ships. Near the railroad loading area there is a stone tower, approximately 20 meters high used as an observation post. Along the same quay, west of the commercial section are the mooring places for fishing boats as well as the equipment for weighing and preserving fish. In line with the fish stand but further inland are the loading area and the station.

14. The western port area has undergone notable transformation in the last few years, such as dredging and the construction of quays, particularly on the northern side. The work has not yet been completed. At present, the area presents the aspect of a cross on the northern part of which are small drydocks. (See App. B on pages 37,38) In the eastern section is a quay approximately 250 meters long used for ships which are being built and fitted out. An area occupied by various workshops and of the offices which constitute the Varna shipyard is to be found extending approximately 500 meters west of the aforementioned quay. This area is traversed by numerous railroad tracks. In the northwest corner of this quay there is an old slip which appears no longer to be in use. The new slips are located in the southern section of the cross and are so constructed that ships may be launched sideways. The slips, which are 200 meters long and 40 meters wide, are served by two 3-ton travelling cranes 10 meters high and can construct up to three hulls at a time. Up until now, the ships launched have not exceeded 1,000 tons; however the equipment is being improved so that it will be able to handle ships up to 3,000 tons.

15. East of the shipyard, along the southern mole, is the quay where warships moor. Approximately 20 meters from the point of this mole is a lookout post equipped with a machine gun and searchlight. The Varna naval base, including offices and quarters for officers and sailors, is situated in the area between the shipyard and the entrance to the Deven canal. The port has at least four tugs, of which one is 750 horsepower and the other three 80 to 120 horsepower. Several barges are employed at present on constructing quays. Two belt-type scoop dredges and one suction dredge are enlarging the port. There are also various small pontoons with hoists, the largest of which has a 40-ton derrick.

The Deven Canal

16. This is an artificial canal approximately two miles long and between 60 and 90 meters wide, which joins Lake Deven and the Black Sea. Continuous dredging permits ships with a draft of up to five meters to be accommodated. A military and industrial zone of special importance is being built on either side of the canal. On the southern side of the sea entrance is a small fueling stage, approximately 2.5 meters wide, where fuel ships can be accommodated. Approximately 100 meters west of the base of the stage are three sheet metal tanks, the sides of which are covered with cement. Two of the tanks have a capacity of 5,000 tons each and a smaller one has a capacity of 1,000 tons. The tanks are connected to the fueling stage by pipes which flow into two receptacles. There are no water hydrants on the fueling stage. On the northern bank of the canal, from the point where it begins to a point 200 meters beyond, there is a series of buildings which include the base command, together with the quarters for officers and men of the Navy, as previously mentioned. In the middle of these buildings can be seen a fuel tank which is used by the Navy.

17. Continuing toward the west along the northern bank of the canal, there is a small workyard where concrete blocks used in the port are built. Further on, a small port for boats has been dredged. The banks of this port are protected by temporary wooden palings. Approximately in its center, the canal is traversed by an iron railroad drawbridge which joins the shunting point with the fuel tanks located in the vicinity of the fuel stage. Beyond the bridge, on both sides of the canal, are the buildings of a Naval shipyard presently used for constructing locomotives, railroad cars, and cement barges. The workshops on the southern bank are still under construction.

18. On the southern side of the point where the canal enters Lake Deven, there are coal storehouses served by four cranes. On the northern side, in the vicinity of the Naval shipyard, a floating drydock, capacity of 2,000 tons, served by a large pontoon with a 50-ton derrick, is moored; near this is a smaller pontoon which has a very tall derrick with a small capacity. The dimensions of the drydock, called "Bulgaria," are as follows: length, 82.30 meters; width of the entrance, 20.40 meters; depth of the entrance, 4.60 meters.

Lake Deven

19. Lake Deven is 20 kilometers long, 1.6 kilometers wide, and has a maximum depth of 200 meters. A seaplane base with a few old German hydroplanes is located on the lake. The base is used as a school for pilots and parachutists and has two masonry hangars and an assembly and repair shop. A project for constructing a naval port in Lake Deven has, for the moment, been put aside, giving priority to the enlarging of the port of Varna and to the amelioration of its equipment and of its two shipyards.

The Coast between Cape Sveti Georgi and Cape Kaliakra

20. From the sea, this tract of coast appears as an almost unbroken line of hills which diminish in height toward Cape Kaliakra, interrupted midway by the Balchik valley. Balchik Bay offers good possibilities for anchorage, and for small ships, shelter in its small port. It is linked via Dobrich with the national railroad system. The port is being enlarged. Another place for anchorage along this portion of the coast is in Kavarna Bay which has a small port. The peninsula of Cape Kaliakra marks the northern limits of the upper coast. North of Cape Kaliakra the coast becomes regular, low, and unsheltered as far as the border. This section of the coast is characterized by precipitous reddish rocks sloping to the sea. The only reference point along this tract of coast is Cape Shabla, 10 miles from the Rumanian frontier. At Cape Kaliakra and Cape Shabla two wooden and iron trellises 15 meters high can be seen. These trellises could be radar stations.

The Danube (See Appendix C, pages 39, 40 and Attachment 2)

21. From a point approximately 15 miles beyond Vidin as far as Silistra, a distance of 270 miles, the Danube River marks the boundary between Bulgaria and Rumania. Naval vessels rarely go beyond the Rumanian city of Braila; however, when there is a normal amount of water in the river, fishing boats with a draft of not more than 3.70 meters can, without difficulty, sail from Braila to Vidin and beyond. There are no bridges over the Danube between Rumania and Bulgaria. Communications with Rumania are maintained by means of cargo and passenger boast as well as by a ferry-boat running between Ruse and Giurgiu. The following list of Bulgarian Danube ports considers the cities in geographical order following the course of the river:

a. Vidin - A small well-organized port which has a quay for direct unloading and a crane. The offices of the Danube Navigation Company and the customs are situated near the port. Several tracks of the railroad line lead to the port. A pontoon bridge has been constructed between Vidin and Kalafat for handling passengers and goods;

b. Archar (N4349 E2255)[6] - Has only a floating dock for handling passengers and goods; in line with the dock is a small square, 50 x 70 meters. The port has no quay for direct unloading.

c. Lom - May be considered as the port for Sofia to which it is connected by a railway line. A new quay, approximately 200 meters long has recently been completed. The quay is below the one that already existed and extends as far as the confluence of the Lom and the Danube. There are two mobile gangplanks, one of iron and the other of wood, as well as a floating dock. Along the Lom River are three cranes, one of which is mobile. (See Appendix D, page 41)

d. Labets (N4350 E2327) - A floating dock is connected to the shore by a gangplank. On the river bank there is a large open space on the edge of a forest capable of hiding troops and material.

e. Zibar (Dolni Zibar, N4340 E2330) - Located immediately above the confluence of the Danube and Zibar Rivers. The port has a floating dock, joined by a very light, wooden bridge to the bank where there is a square 50 x 70 meters in size. There is no quay for direct unloading. The port is surrounded by a forest in which troops and materiel could be hidden.

f. Kozloduy (N4347 E2344) - Landing place with the same characteristics as the preceding.

g. Oryakhovo - A floating dock and a short quay. The narrow-gauge railroad goes as far as the port.

h. Ostrov (N4340 E2409) - A floating dock. During 1947-1948, the docks were modernized.

i. Vadin (N4340 E2416) - A floating drydock and small square.

j. Boril (N4343 E2425) - Landing place with the same characteristics as the preceding. The area near the landing place is slated to become of marked importance if the much-talked-of bridge across the Danube, known as the "Gigen-Korabia," envisioned in the Bulgar-Rumanian treaty, is constructed.

k. Samovit (N4341 E2426) - A floating dock and two mobile steel pontoons. The railroad reaches the port. The prolongation of the Samovit-Nikopol railway is being worked on along the bank. The work has been approximately half completed, i.e., as far as the confluence of the Osna and the Danube. Near the port there are six small gas tanks with facilities for accommodating railroad cars. Farther on, there are five more tanks, three large and two small.

l. Nikopol - A floating dock and a short quay. Other work may be undertaken when the railroad line has been completed.

m. Svishtov - Two floating docks, one mobile pier, and two large cranes. The railroad goes as far as the port. Allegedly, a small shipyard has been constructed at the port.

n. Ruse - The largest Bulgarian Danube port; has a stone quay approximately two kilometers long and two floating docks for merchandise and passengers. Many sets of railroad tracks extend to the port from the nearby railroad station. The transfer of freight from ships to railroad cars is done directly by means of the railroad line which runs for a long stretch parallel to the river. There are six cranes along the quay. Ruse is connected to Giurgiu on the Rumanian side by a small ferry. The Ruse shipyards are equipped for construction of small floats and for repair work. (See Appendix E, page 42)

o. Rjaknovo (sic)[7] - The landing place was completed in 1947. The port has only a floating dock.

p. Tutrakan - A floating dock. The roadway goes along for 250-300 meters parallel and close to the river. The surrounding terrain is high and wooded.

q. Popina (N4405 E2607) - An ordinary floating dock. A square 70 to 80 meters across and 40 to 50 meters deep is being constructed. A road leading to the port is also under construction.

r. Silistra - A small port with a floating dock; no fixed crane. There is a square approximately 350-400 meters away. A large white building is in the rear of the square which houses the port office.

Defense Installations Along the Black Sea Coast

22. The Bulgarian Black Sea coast is defended by coastal fortifications, coastal artillery, and mine fields. At some points, these defenses are reinforced by antitank and antiaircraft artillery. The batteries and blockhouses along the coast are armed almost exclusively with outmoded weapons of mediocre fire-power and munitions are very scarce. The personnel employed are not well trained. In addition, the positions are easily accessible and vulnerable to air attack. A vast program is under way to construct a line of almost continuous fortifications from the Rumanian to the Turkish borders. Most of these fortifications consist of small, fixed, circular, domed, positions of reinforced concrete or rock approximately two meters in diameter; some of the positions are almost completely underground. Allegedly, the bunkers are usually equipped with 20 mm. machine guns and sometimes with 75 mm. guns. The construction work is being carried out by Trudovaks. Soviet personnel are allegedly employed, particularly in directive capacities.

23. Coastal artillery was recently put under the jurisdiction of the Artillery Division of the Ministry of War and consists of the following principal component parts:

a. Defense of the ports of Varna and Burgas;

b. Defense of the minefields in the ports of Varna and Burgas; and

c. Defense of the coast against landings.

24. The General Staff of the Coast Artillery has its headquarters at Varna and consists of the following officers:

a. Commander, a colonel;

b. Intendance officer, second in command, acts as political commissar;

c. Office of the Chief of the General Staff; and

d. Four sections: training, intelligence, supply, and health.

25. The General Staff has partitioned the coast into the following defense sections: (see Attachment 3)

a. Coastal Artillery Regiment of Varna, charged with defending the coastal strip from the Rumanian border to Cape Emine, comprising:

(1) Headquarters Command at Varna consisting of a commander, an aide to the commander who acts as political commissar, an assistant commander, a mobilization chief, a technical services chief (arms and ammunition sections), an administrative services chief, a company communications chief for the Command, an intendance chief for the Command;

(2) An artillery group with headquarters at Trakata, charged with defending the coast north of Varna.

(3) An artillery group with headquarters at Galata, charged with defending the coast from Varna south to Cape Emine;

b. Coastal Artillery Regiment of Burgas, charged with defending the coastal strip from Cape Emine to the Turkish border, comprising:

(1) Headquarters Command at Burgas, structure similar to the Varna Command;

(2) An artillery group with headquarters at Burgas, charged with defending the coast from Cape Emine to Cape Atiya;

(3) An artillery group with headquarters at Sozopol, charged with defending the coast from Cape Atiya south to the Turkish border.

26. Communications between the various batteries of the Commands is effected by means of the radio station at Cape Kaliakra. Most of the batteries are of German origin. The equipment is limited, largely because the production of explosives and munitions in Bulgaria is so small. Batteries lack spare parts, with the exception of the 170 mm. model 35 guns of the Trakata group. Most of the batteries have portable telemeters with bases three or five meters in size. The Coastal Defense School for Officers and Non-Commissioned Officers is located near the General Staff.

27. The Trakata Group of the Varna Coastal Artillery Regiment has batteries and positions at the following locations: (see attachment 4)

a. From the Rumanian border to Sveti Konstantin, an undetermined number of machine gun blockhouses and 20 mm. antitank positions;

b. Varna-Evksinograd-Sveti Konstantin road (distances indicated from Varna)

(1) Approximately 15.5 kilometers, a barracks on the coast and probably a machine gun blockhouse;

(2) Approximately 13 kilometers, along the coast line at an elevation of approximately 20 meters, a telemeter, goniometer, or searchlight system in a wooden building;

(3) Approximately 12 kilometers, at an elevation of approximately 30 meters, between the road and the coast; permanent cement blockhouses for two or three machine guns, not camouflaged;

(4) Approximately 10 kilometers, at a point along the coast about 15 meters high, 300 meters north of the Hotel Balkanturist; cement blockhouse with two machine guns, not camouflaged;

(5) Approximately nine kilometers, between the road and the sea, a blockhouse for an unknown number of machine guns, disguised as a small villa;

(6) Approximately 6.5 kilometers, 800 meters inland at an elevation of approximately 120 meters, a blockhouse for an unknown number of machine guns, disguised as a small villa;

(7) Approximately six kilometers, along the coast line at an elevation of approximately 40 meters, a blockhouse for an unknown number of machine guns, disguised as a small villa;

(8) Approximately six kilometers, a blockhouse for an unknown number of machine guns, near the crossroads of the road to Balchik, 200 meters west of the Balchik road and 300 meters north of the coastal road, disguised as a small villa.

c. Varna

(1) A blockhouse for machine guns located to the south of the shore in the city;

(2) A blockhouse for machine guns on the wall which encloses the military zone of the port;

(3) A battery of 25 mm. antitank and antiaircraft guns to the south of the port, guards the port entrance;

d. Aladzha, one battery of four 180 mm. guns; the troops are lodged in four barracks;

e. Sveti Konstantin, one battery with an unknown number of guns;

f. Evksinograd, one battery with two or four 280 mm. guns, located in the park of the royal castle;

g. Trakata (approximately 600 meters southeast of the battery of Tashla hill, 800 meters north of the coast, at a distance of 4.4 kilometers from Varna, one battery with four 170 mm. model 35 guns installed by the Germans in 1944; range 20 kilometers, field of fire 360°, shells of both the piercing and shrapnel type; dome-shaped gun shelters, reinforced concrete personnel shelters; electrically operated, power furnished by an electric unit; command post 300 meters northeast of the battery, camouflaged as above and constructed of reinforced concrete; telemeter on a vertical base; sufficient ammunition; charged with defending the port and the mines in the Gulf;

h. Tekhakir-Sava (sic), 100 meters inland, to the south of the road at a distance of 4.3 kilometers from Varna, one battery with two or four 240 mm. model 35 guns, unprotected; reinforced concrete shelters for munitions and for personnel; range 11 kilometers, field of fire 180°, shells of both the piercing and shrapnel types; weighing 220 kilograms; chargers weighing 58 kilograms; hand operated; hidden by trees; command post located to one side of the battery in a watchtower; 200 projectiles available; battery very old and of little value, to be used only for defending the port and the Bay of Varna;

i. Three and one-half kilometers from Varna, a battery with two 150 mm. Schneider guns, between the coastal road and the sea;

j. Three kilometers from Varna along the coastal road, a battery with two 100 mm. guns, located one kilometer from the sea; and

k. One kilometer south of Tashla hill, probably on Chatal hill, 1,100 meters north of the coast at a distance of 3.6 kilometers from Varna, one battery with two or four 250 mm. model 35 guns, installed in 1918 by the Germans; range approximately 25 kilometers, field of fire 360°, shells both of the piercing and shrapnel types; weighing 240 kilograms, chargers weighing 64 kilograms; half-domed gun shelters and personnel shelters of reinforced concrete; command post of reinforced concrete located 10 meters from the battery; hand operated; fire control directed by two observatories, one on Kavaklar, the other 500 meters southeast of the battery; munitions scarce (240 projectiles); the range of this battery covers the minefield outside the Gulf of Varna.

28. The Galata Group of the Varna Coastal Artillery Regiment has batteries and positions at the following locations: (see attachment 5)

a. South of the Canal to Lake Deven, four 76 mm. guns;

b. Karantina, one battery with four 190-210 mm. long range guns, hidden among the trees;

c. Galata

(1) North of the village, 300 meters south of the Cape Galata lighthouse, four batteries with sixteen 120-130 mm. guns;

(2) Six 88 mm. antiaircraft artillery guns;

(3) Three medium-type searchlights and three telemeters;

(4) East of the village, one battery with four 150 mm. model 35 guns, probably installed by the Germans, field of fire 360°, range 11 kilometers; domed gun shelters; field shelters for the personnel; munitions depot in the village;

(5) Slightly south of the village, one battery constructed in 1913, guns set on uncovered cement platforms; field shelters for the personnel; range nine kilometers, field of fire 360°; munitions of both the piercing and shrapnel type; batteries of very old Serbian origin; munitions scarce;

(6) Five hundred meters south of the village, one battery constructed by the Germans during the war;

d. Between Galata and Cape Emine, machine gun blockhouses and an unknown number of positions for 20 mm. antitank guns;

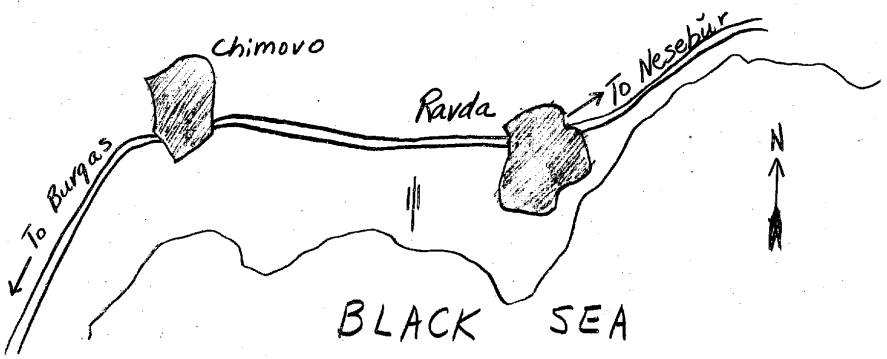
e. Byala, positions with 75 mm. artillery pieces; and

f. Obzor, positions with 75 mm. artillery pieces.

29. The Burgas Group of the Burgas Coastal Artillery Regiment has batteries and positions at the following locations: (see attachment 6)

a. Between Cape Emine and Pomorie, an unknown number of machine gun blockhouses; three searchlights near the Cape Emine lighthouse;

b. Ravda, one battery with two 100 mm. model 35 guns which were installed by the Germans in 1939; range 15 kilometers, field of fire 360°; munitions of both the piercing and shrapnel types; half-dome gun shelters; reinforced concrete personnel shelters; a telemeter with a five meter base; munitions scarce;



c. Pomorie, one battery with two 210 mm. model 45 Skoda guns, range probably 25 kilometers;

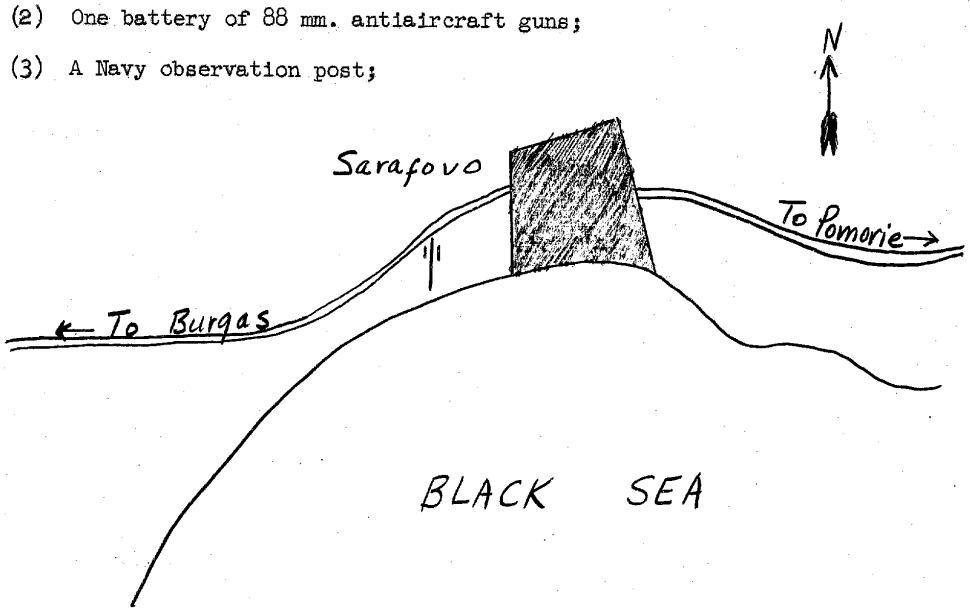
d. Between Pomorie and Burgas, an unknown number of guns (probably 6), 105 mm. at distances of two or three kilometers in a south-southeast line;

e. Sarafovo airfield

(1) One battery with two 150 mm. model 35 guns, installed by the Germans in 1915; range 15 kilometers, field of fire 360°; munitions of both the piercing and shrapnel types; dome-shaped gun shelters; field shelters for the personnel; portable telemeter with a three meter base; hand operated; munitions depot 200 meters from the battery under the airport beacon;

(2) One battery of 88 mm. antiaircraft guns;

(3) A Navy observation post;



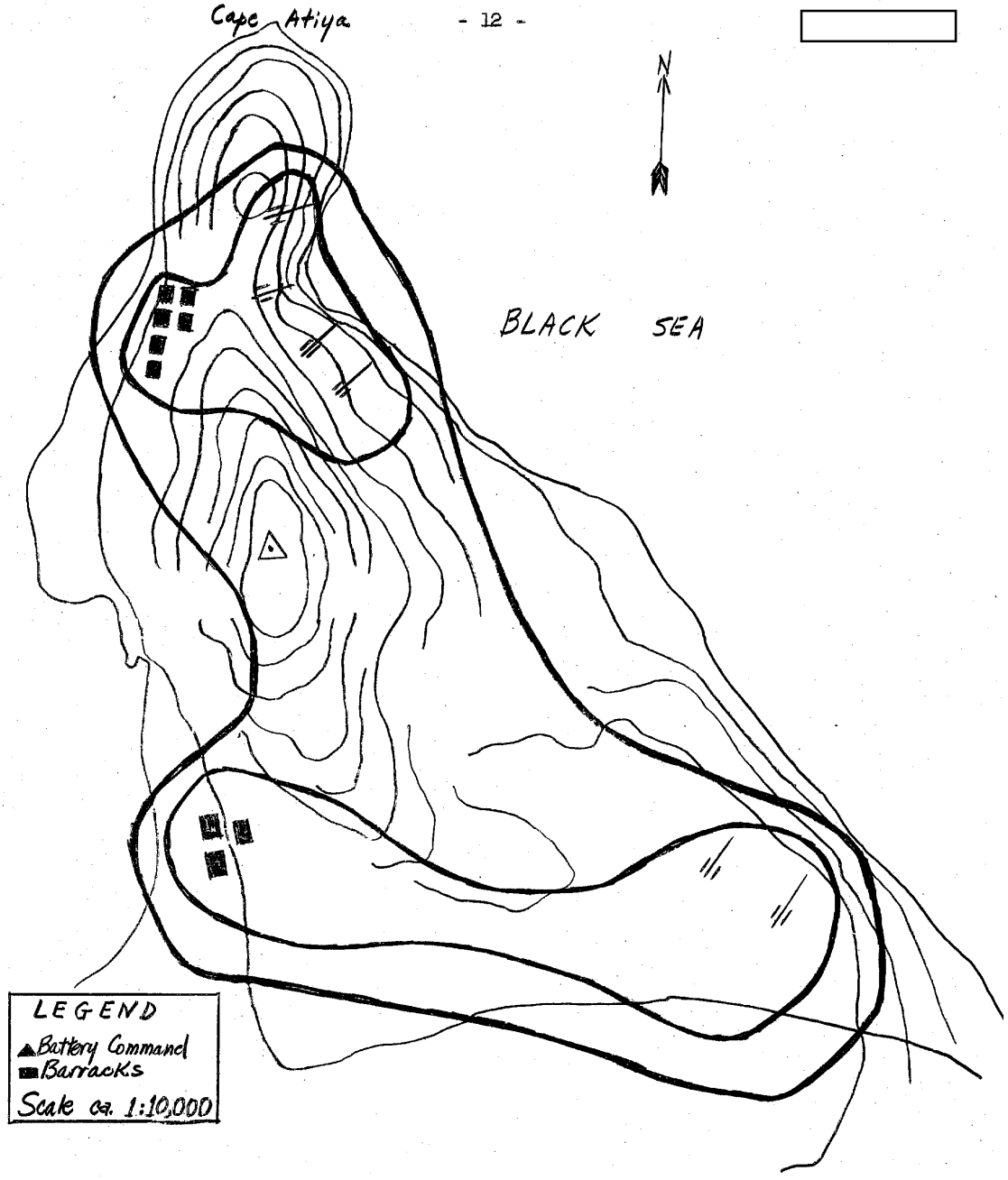
f. Burgas, on the right side of the Burgas-Pomorie road, positions for batteries of 88 mm. antiaircraft guns; and

g. Cape Atiya

25X1

(1) One battery with four [redacted] 240 mm. model 35 guns, new, the most important for defending Burgas; range 25 kilometers, field of fire 360°, shells of both the piercing and shrapnel types; projectiles weighing 220 kilograms, chargers weighing 58 kilograms; reinforced concrete positions constructed by the Soviets; half-domed gun shelters; concrete personnel shelters; command post to the north of and rather close to the battery, watchtower of reinforced concrete; telemeter with vertical base; munitions scarce;

(2) West of the cape, probably one battery with two 280 mm. guns of old model; range 15 kilometers, field of fire 260°.



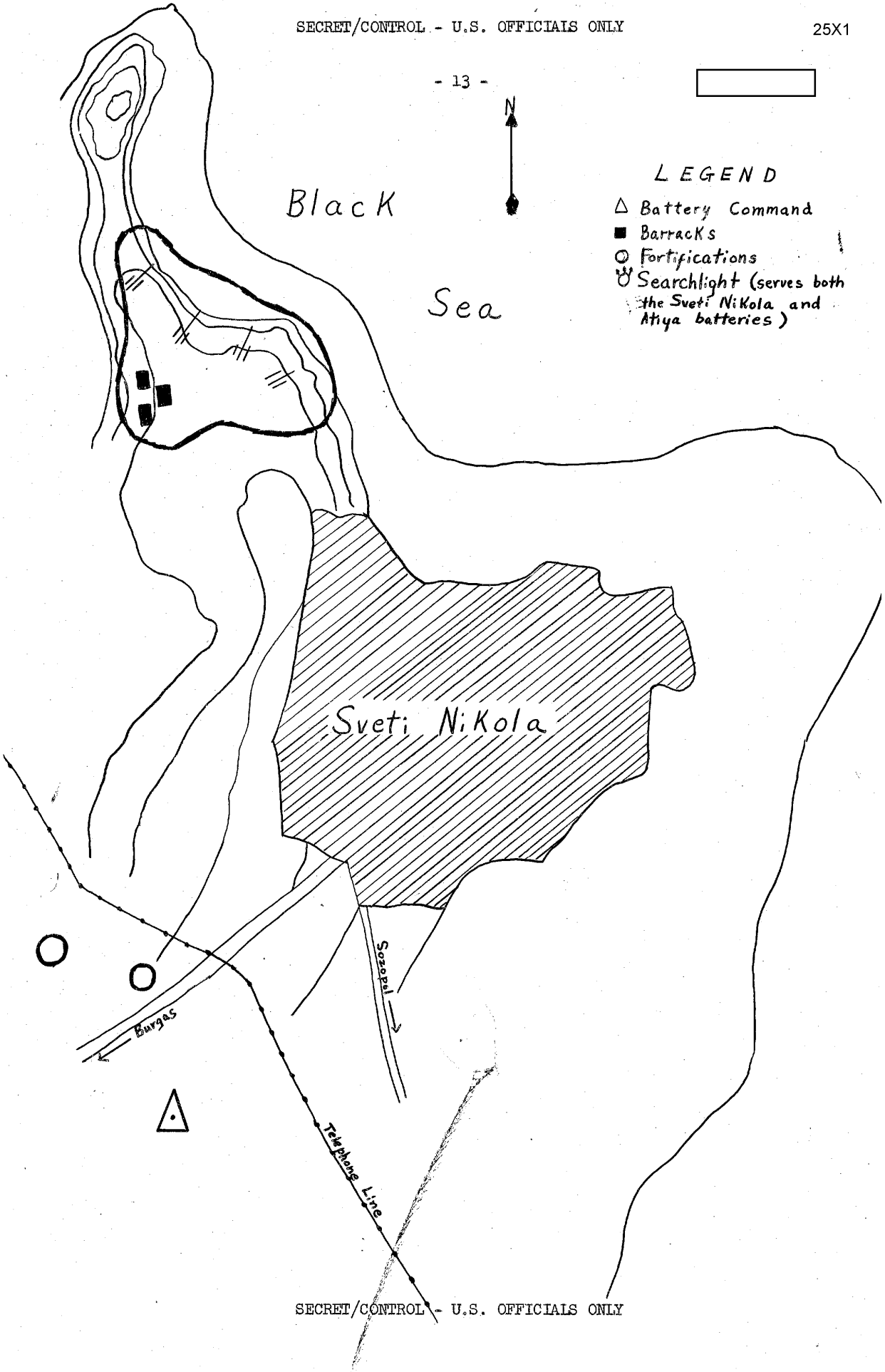
30. The Sozopol Group of the Burgas Coastal Artillery Regiment has batteries and positions at the following locations: (see attachment 7)

a. Cape Salasakra (sic), 120 mm. searchlights;

b. Sveti Nikola-Cape Akin (sic)

(1) One battery with six [redacted] 105 mm. guns, new, installed by the Soviets in 1948, well concealed in the vegetation; positions of reinforced concrete emplacements; reinforced concrete personnel shelters; 25X1

(2) Navy observation post with telegraph station (500 meters south of the summit of the cape);

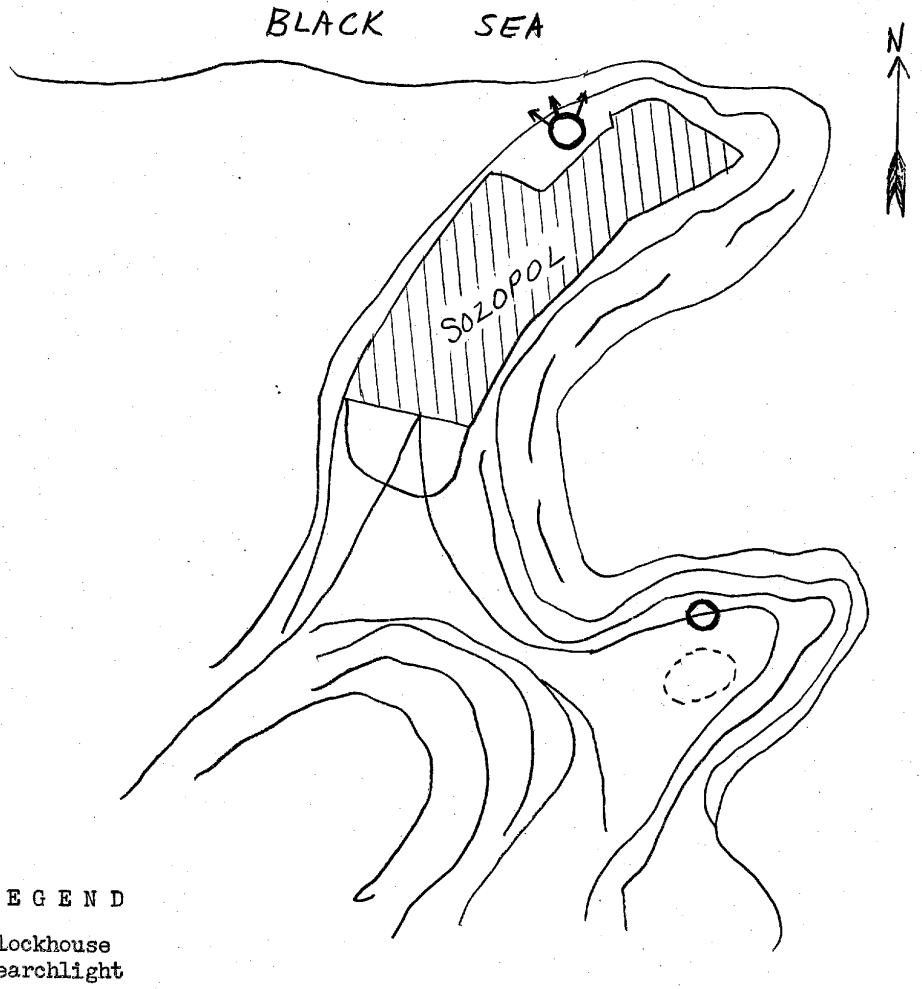


c. Between Sozopol and the Turkish border, a chain of blockhouses for machine guns (except in the Primorsko-Sveti Dimitŭr zone);

d. Sozopol

(1) Two batteries with an unknown number of guns, located to the south of the village on an elevated point, details unknown;

(2) Navy observation post, 22 men and one officer with a telegraph station and signal equipment;



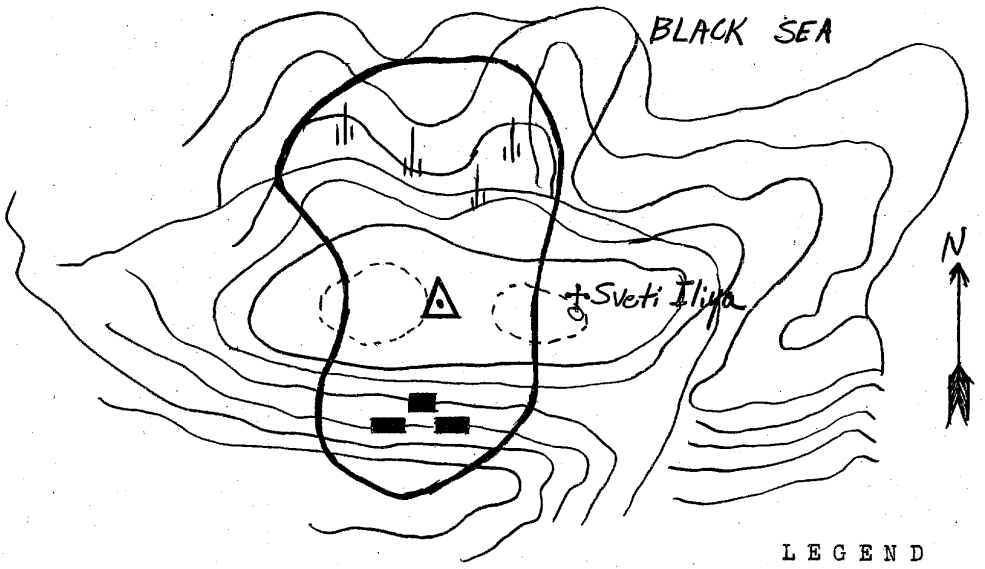
e. Sveti Stefan Cape, two blockhouses for machine guns;

f. Sveti Agalina Cape, Navy observation post with 10-12 men, telegraph station, and signal equipment;

g. Sveti Dimitŭr, Navy observation post with 12 men and signal equipment;

h. Zeitin Burnu (sic) Cape, Border Guard garrison armed with light guns;

i. Sveti Iliya, one battery with two or four 150 mm. model 35 guns; range 15 kilometers, field of fire 360°; shells of the piercing and shrapnel types, half-domed gun shelters, reinforced concrete personnel shelters; command observatory; hand operated; plenty of munitions;



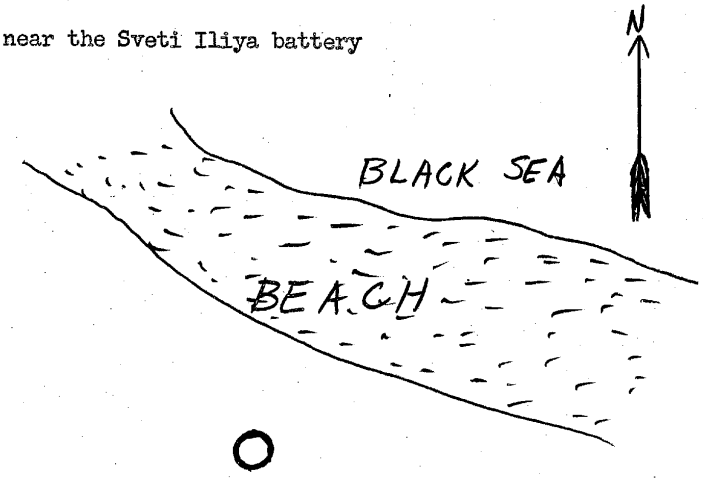
Scale ca 1:10,000

LEGEND

Battery Command

Barracks

Bunkers near the Sveti Iliya battery



The bunkers are set in the middle of a vineyard

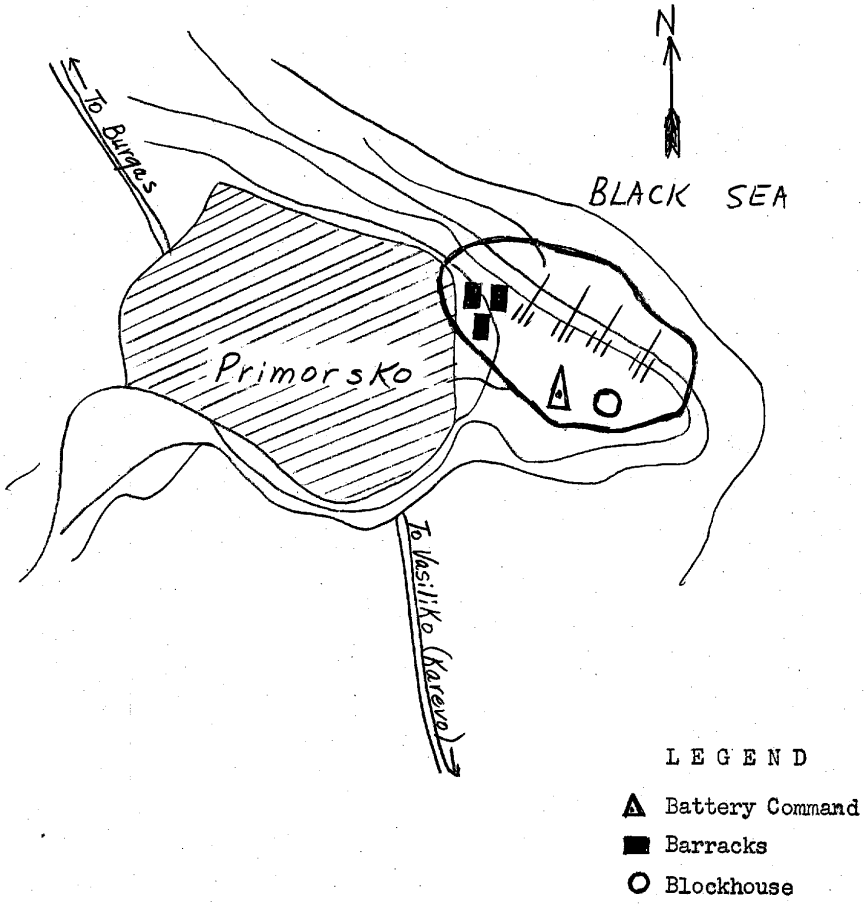
j. Primorsko

(1) One battery with two or four 150 mm. guns, set up in 1944; command post of reinforced concrete;

(2) Navy observation post with 22 men, telegraph station, and signal equipment;

(3) Searchlight;

(4) Garrison of 150 Border Guards in the city;



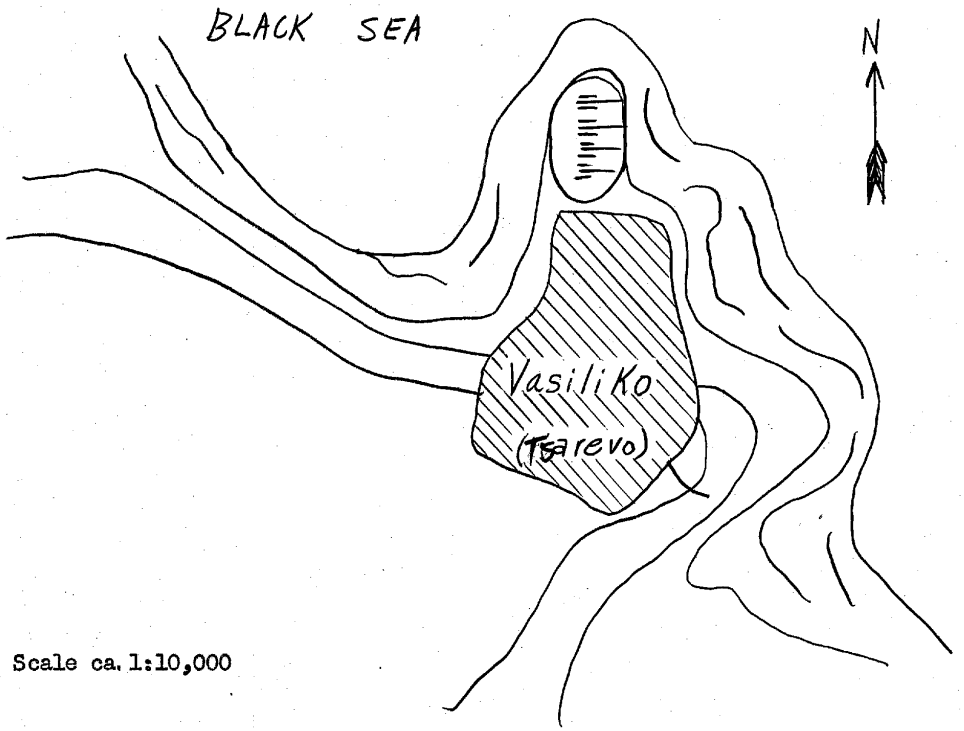
k. Ailan Kairak (sic), Navy observation post with 10 men and signal equipment;

l. Tsarevo

(1) One battery with four 150 mm. guns, located to the north of the city;

(2) Navy observation post with 20 men, telegraph station;

(3) Positions for a 75 mm. field battery;



Scale ca. 1:10,000

m. Akhtopol, Navy observation post with 12 men, telegraph station, and signal equipment;

n. Varvara, Navy observation post with 12 men;

o. Sinomorets, Navy observation post with 12 men;

p. Sveti Ivan, Navy observation post with 12 men, telegraph station, and signal equipment; and

q. Rezovo

(1) Navy detachment of 50-60 men, located near the Monastery;

(2) Garrison of Border Guards in the city.

Radar Stations in the Coastal Zone

31. Bulgaria has a radar system which was established by the Soviets and which covers the border areas. Radar stations are located as follows:

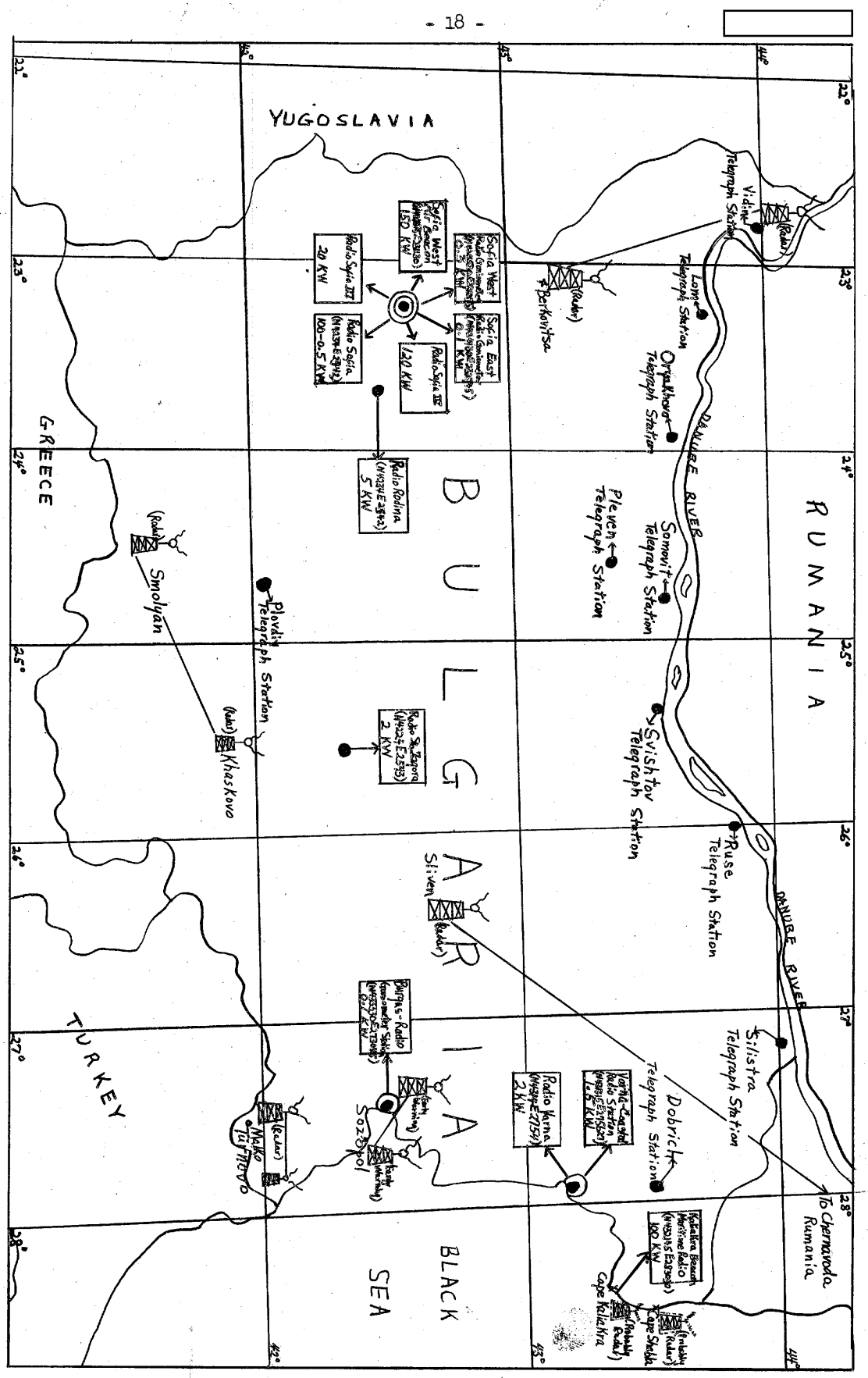
a. Vidin-Berkovitsa, for the Yugoslav border section;

b. Smolyan-Khaskovo, for the Greek border; and

c. The Malko Tŭrnovo area, for the Turkish border.

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY



SECRET/CONTROL - U.S. OFFICIALS ONLY

32. Other radio detecting devices are located as follows:

a. Two stations at unknown locations in the middle of the Yugoslav border;

b. At Sliven and connected with the station at Chernavoda, Rumania;

c. Two early warning stations along the Black Sea coast, at Burgas and Sozopol; and

d. Another two stations, probably radar, in the vicinity of Cape Kaliakra and Cape Shabla.

33. The heights of Cape Kaliakra are of extreme importance in guarding the entrance routes into the Gulf of Varna.

Communications in the Coastal Zone (see page 18)

34. The radio stations in Bulgaria are as follows:

a. Radio Rodina, location N4234 E2342, Sofia, five kilowatts power, operated by the Bulgarian General Radio Directorate, cultural propaganda section for the Armed Forces;

b. Radio Sofia, location N4234 E2342, 100 kilowatts power, operated by the Bulgarian General Radio Directorate;

c. Sofia III, 20 kilowatts power, operated by the Bulgarian General Radio Directorate;

d. Sofia IV, 120 kilowatts power, operated by the Bulgarian General Radio Directorate;

e. Radio Stalin, located at N4314 E2754, Varna, two kilowatts power, operated by the Bulgarian General Radio Directorate;

f. Commercial Coastal Radio Station, location N431315 E275627, Varna, 1.5 kilowatts power, operated by the Ministry of Post and Telegraphy at Sofia; and

g. Stara Zagora, location N4224 E2543, two kilowatts power, directed by the Bulgarian General Radio Directorate.

35. Radio stations partly subordinate to the Ministry of Post and Telegraphy, partly to the General Directorate of State Railroads, and partly to the Directorate of Ports Organization are located in Dobrich, Gorna Dzhumaya, Gorna Oryakhovitsa, Lom, Oryakhovo, Pleven, Plovdiv, Ruse, Silistra, Somovit, Stara Zagora, Svishtov, and Vidin.

36. Radio stations are under construction at the following locations:

a. Kostinbrod, very powerful station;

b. Panagyurishte, very powerful Soviet station in Bulgaria;

c. Sofia, 22 kilometers direct line from the center of the city, along the road to Karlovo, a new 150 kilowatts broadcasting station.

37. Bulgarian radio direction finder stations are all of the air direction finder type and are located as follows:

a. Burgas, N423330 E273045, 0.1 kilowatts power;

b. East Sofia, N424130 E232445, 0.1 kilowatts power;

c. West Sofia, N424500 E231245, 0.3 kilowatts power; and

d. North of Panagyurishte, a Soviet station which employs only Soviet personnel.

38. Radio beacons in use are the following:

a. Kaliakra beacon, N432145 E283030, 100 kilowatts power; and

b. West Sofia air beacon, N424615 E231130, 150 kilowatts power.

39. Bulgaria is a member of the Universal Postal Union. In 1931, she had 578 post-telegraph offices and 10,234 kilometers of telegraph wire (2,239 kilometers of lines).

40. In 1931, Bulgaria had 36,257 kilometers of telephone wire (1,830 kilometers of lines) in the urban network and 57,089 kilometers of wire (13,051 kilometers of lines) in the interurban network. In 1951, there were 560 telephone centrals and 18,966 telephones.

41. Bulgaria has a moderate road network; in 1937 she had more than 27,000 kilometers of roads, but does not maintain them to meet modern traffic requirements. The principal north-south road connections are:

a. Vidin-Sofia, crossing the Petrokhan pass;

b. Sofia-Petrich-Salonika, along the Struma River;

c. Oryakhovo-Mezdra-Sofia, crossing the Arabakonashki Pass;

d. Sofia-Bansko-Nevrokop, along the Mesta River;

e. Pleven-Lovech-Troyan-Karlovo, crossing the Troyan Pass;

f. Karlovo-Plovdiv-Asenovgrad-Smolyan-Xante;

g. Ruse-Tŭrnovo-Gabrovo-Kazanlŭk, crossing the Shipka Pass;

h. Kazanlŭk-Stara Zagora-Khaskovo; and

i. Shumen-Yambol-Elkhovo-Edirne, along the Tŭndzha River.

42. The most important roads in the coastal area around Varna are the following:

a. The coastal road Varna-Trakata-Sveti Konstantin which continues 17 kilometers to the "Golden Sands" locality and from there with poor dirt roads; it has an asphalt paving for 10 kilometers and allows two-way traffic;

b. The Varna-Balchik road which continues north to Mangalia, Tuzla, and Constanta; an excellent gravelled road, follows the seacoast at a maximum distance of seven kilometers;

c. The Varna-Vinitza (Kestrich)-Aladzha Monastery road, good gravelled surface, somewhat nearer the coast than the Varna-Balchik road;

d. The Varna-Dobrich road which continues north to Constanta;

e. The Varna-Dobrich-Silistra road;

f. The Varna-Shumen-Razgrad-Ruse road; and

g. The Varna-Rudnik-Dulina-Orisare-Kamenar-Burgas road.

43. The most important roads in the coastal area around Burgas are the following:

a. The Burgas-Pomorie-Nesebŭr-Orisari road; from Nesebŭr it follows the coastline;

b. The Burgas-Aytos-Yabŭlchevo-Tonenge (sic)-Dŭlgopol-Novi Pazar road which joins the Varna-Ruse road;

c. The Burgas-Aytos-Karnobat-Sliven-Klisŭra-Sofia road; and

d. The Burgas-Rosen-Veseliya road which continues southward to the Turkish border.

44. Allegedly, the Bulgarian Government recently began constructing a tunnel underneath the Danube at Oryakhovo to connect Bulgaria with Rumania.

45. The Bulgarian railroad network is relatively poorly developed. It has a total extent of approximately 3,900 kilometers, of which 476 are narrow gauge. The lines are single track and traffic is slow and expensive because of the sharp slopes which must be traversed. There are four principal lines, two which connect western Bulgaria with the principal Black Sea ports and the other two which cross Bulgaria in a north-south direction from the Danube River to within a short distance of the Greek border:

a. Dimitrovgrad (Yugoslav frontier)-Sofia-Septemvrii-Plovdiv-Mikhaylovo-Stara Zagora-Zimnitsa-Karnobat-Burgas, 543 kilometers;

b. Sofia-Mezdra-Pleven-Gorna Oryakhovitsa-Sindel-Varna, 580 kilometers;

c. Vidin-Brusen-Mezdra-Sofia-Radomir-Kocherinovo-General Todorov, 411 kilometers; and

d. Ruse-Gorna Oryakhovitsa-Barbanovo-Tulovo-Stara Zagora-Dimitrovgrad-Podkova, 510 kilometers.

46. The most important railroad trunk lines which connect with the lines above are the following:

a. Plovdiv-Maritsa-Svilengrad (Turkish border), 144 kilometers;

b. Sofia-Radomir-Kyustendil-Gyushevo, which ends near the Yugoslav border, 156 kilometers;

c. Kaspichan-Ruse, 168 kilometers; and

d. Varna-Razdelna-Kardam (Rumanian border), 168 kilometers.

47. The Sofia-Dolno Kamartsi-Klisŭra-Karlovo-Tulovo-Zimnitsa-Karnobat-Burgas line, which is almost completed, will allow rapid connections between the Bulgarian capital and the port of Burgas.

48. Except for the short railroad trunk line, 28 kilometers, between Burgas and Pomorie, there are no rail lines along the Black Sea coast. Connections between Varna and Burgas are made on an inland route via Varna-Sindel-Yunak-Komunari-Karnobat-Burgas, a distance of 218 kilometers. At Yunak, a trunk line cuts off and rejoins the main line at the coastal village of Sveti Oryakhovo to the south of Varna.

49. There are no railroad connections between the Danube ports. To overcome the difficulties caused by the lack of good rail and road connections, Bulgaria has a regular passenger and trade service between the principal Danube localities. The principal regular route is Vratsa-Vidin-Lom-Oryakhovo-Somovit-Svishtov-Ruse-Tutrakan-Silistra, which is served by the steamships GEORGI DIMITROV and ALEKSANDŬR STAMBOLIYSKI as well as various smaller ships.

50. The Bulgarian civil air traffic is directed by TABSO, the Bulgarian-Soviet Air Company which is subordinate to the State Air Line Directorate. The Director-General of TABSO is allegedly a former Soviet general who lives at No. 42 Shipka Street in Sofia.

51. Regular air traffic with foreign countries is as follows:

a. Sofia-Belgrade-Prague (managed by the Czechoslovak CSA);

b. Warsaw-Sofia-Istanbul;

c. Sofia-Bucharest-Odessa-Kiev-Moscow (managed by the Soviet AEROFLOT); and

d. Sofia-Tirana.

52. Domestic civil airlines are as follows:

a. Sofia-Plovdiv-Burgas-Varna; and

b. Sofia-Gorna Oryakhovitsa-Varna-Burgas.

Naval Bases

53. The principal bases for the Bulgarian fleet are Varna, Burgas, Sozopol, and Ruse. Balchik, Kavarna, Nesebur, and Tsarevo are not organized technically and administratively as are the naval bases, but are used as stations for small vessels. Bulgarian submarines and some motor-torpedo boats are usually stationed in the Soviet base of Ochakov and some Bulgarian Navy personnel are sent to Ochakov for maneuvers under the supervision of the Soviets.

54. Varna is the most important Bulgarian naval base. The shipyards of the port and the Naval-Machine Workshop of Lake Deven have the only facilities capable of servicing the war fleet. The port of Varna normally shelters the major part of the Navy; its mooring space is along the west side of the south mole, in the immediate area of the new quay. The military quay is guarded from a sentinel station equipped with a machine gun and searchlight which is located 20 meters from the tip of the mole. The crew barracks are located in the area between the moorings of the south mole and the north bank of the Deven Canal. The Base Command offices are also located in this area. The Base Command is directed by a senior officer and has the following subordinate units:

a. The Mine-Laying and Mine-Sweeping Fleet;

b. The Shipyard;

c. The Specialists Group; and

d. Supplies.

55. The minor naval bases of Balchik and Kavarna are administratively subordinate to the Naval Base of Varna.

56. Burgas is not important as a naval base because of the limited capabilities of its shipyard and its fitting-out equipment. Usually only the few ships which are assigned to the Base Command for the purposes of patrolling and dredging the area are stationed at Burgas. However, it is necessary to regard Burgas as perfectly capable of acting as a temporary station for major

ships. The zone reserved for military units is in the west and southwest part of the harbor. The Base Command is directed by a senior officer and has the following subordinate units:

a. The Mine-Laying and Mine-Sweeping Fleet;

b. The Shipyard;

c. The Specialists Group; and

d. Supplies.

57. The minor bases of Tsarevo and Nesebŭr are under the administrative jurisdiction of the Burgas Base Command.

58. Sozopol is a naval base directly subordinate to the Naval Headquarters Command in Varna. The Bulgarians are allegedly fitting it out and equipping it to be used as a submarine base.

59. Ruse is the principal base for the Danube fleet and normally shelters the major part of the mine-sweepers and river patrol boats. Under the jurisdiction of the Base Command are the following:

a. The Mine-Laying and Mine-Sweeping Command;

b. The Specialists Group; and

c. The Repair Workshops.

Naval Shipyards

60. The Bulgarian Naval units are serviced and repaired at the shipyards of Varna, Burgas, and Ruse. These shipyards have only limited capabilities; it does not appear that the Navy has any yards which operate exclusively under the Naval Command and which are reserved solely for warships. Each shipyard, however, is subordinate to the Naval Base Command of the individual port and is under the technical direction of an engineering officer of the Navy.

61. The naval installations and workshops on the Varna shipyard occupy the western part of the cross-shaped area of the port which was excavated in recent years. Along the northern side of the area are some small landing places for minor ships. The western side of the area is used for the mooring, repairing and equipping of ships. To the west of this quay, for a distance of approximately 500 meters, are various workshops as well as barracks and shipyard offices. There is an old landing place in the northern corner of the western quay, and new landing places have been constructed to accomodate various types of ships along the south side of the cross-shaped area in such a way as to make possible the launching of ships sideways. The new landing space occupies an area approximately 250 meters wide by 40 meters deep. The landing places are equipped with one crane on tracks which has a 3-ton capacity, is 20 meters wide at the base and 10 meters high as well as one mobile steam crane. The shipyard facilities can be used to construct ships no larger than 1,000 tons; three hulls were observed under construction. Allegedly, accommodations for fitting-out ships up to 3,000 tons have recently been completed.

62. The Deven Canal Shipyard, a complex of naval-machinery workshops, is located on the north bank of the Deven Canal at its outlet into the lake. Besides being a repair yard, the shipyard is equipped to make railroad cars and river lighters in concrete up to 500 tons. On the opposite side of the water from these workshops is moored a floating drydock for ships up to 2,000 tons. A large pontoon, with a crane of 50-tons capacity, and a smaller pontoon with a taller crane which has a smaller capacity, are usually moored along the drydock. New workshops for the shipyard are being constructed on the opposite bank of the canal.

63. The small shipyard at Burgas is equipped to make minor repairs and to construct small tonnage hulls. The yard is located approximately in the middle of the west quay of the port, in the vicinity of the zone which is reserved for the Navy.

64. The small shipyard at Ruse is equipped to repair ships and to construct small tugs, lighters, and fishing boats.

Military Barracks and Buildings

65. In Burgas, the Naval headquarters and barracks are located at the center of the western mole in front of the naval quay. The Port Command and Customs is located in the northwest zone of the port, next to the enclosing wall and near the road into the city.

66. In Varna, the military hospital is located on Grozdov Street in the southeastern outskirts of the city adjacent to the Marine Park. The hospital occupies three large 3-story buildings and some smaller buildings one and more stories high. The naval headquarters occupy 200 meters of the right bank (as one enters) of the Deven Canal. The buildings comprise one 3-story main building and several masonry buildings.

67. At Cape Kaliakra, the barracks of the Border Guards are located in the vicinity of the lighthouse.

68. In Ruse, there is a military hospital.

Depots and Warehouses (See Appendix F, pages 43,44)

69. Fuel depots and storehouses are located as follows:

a. Asenovgrad, a gasoline depot;

b. Bistritsa, near the Yugoslav border, a gasoline depot;

c. Burgas, southeast of the city at Oryakhovo, a naptha depot;

d. Dobrich, a fuel depot near the airfield and a gasoline depot hidden in the woods along the road between Paskalevo and Constanta;

e. Khaskovo, a fuel depot located in the hills approximately seven kilometers west of the city;

f. Sladŭn, two large depots of gasoline in small metal barrels, located in the city and its outskirts;

g. Yambol, a fuel depot;

h. Karavelovo, gasoline depots along both sides of the road to the southwest of the bridge which is located two and one-half kilometers from the village;

i. Kazanlŭk, a fuel depot;

j. Kyustendil, a fuel depot;

k. Obelya, northwest of Sofia, a large arms and fuel depot;

l. Okop, gasoline depots, located south of the village near the auxiliary airfield which is two kilometers from Elkhovo;

m. Petrich, a fuel depot;

n. Plovdiv, fuel depots, located in front of the Vucha power plant and the Army engineers barracks;

o. Shumen, fuel depots, located seven kilometers south of the city;

p. Somovit, six small gasoline tanks served by railroad trunk lines, located in the vicinity of the port and two small and three large gasoline tanks located farther downstream;

q. Stara Zagora, a fuel depot, located at the Trudovak barracks;

r. Tŭrnovo, a fuel depot, located near Samovodene village eight kilometers north-northwest of Tŭrnovo;

s. Varna, one sheet metal tank with 1,000 ton capacity, located near the entrance of the canal which leads to Lake Deven; one fuel tank for the Navy, located between the buildings of the naval base; and

t. Verinsko, 15-20 gasoline tanks, capacity 80,000 to 100,000 leters each, located in a small depression between the village and the railroad station; the cisterns are camouflaged greenish-brown and are hidden among the trees; this is the largest gasoline depot of the Bulgarian Armed Forces, constructed during World War II by the Germans, now in Soviet hands.

70. Arms depots and warehouses are located as follows:

a. Balchik, an airplane depot, planes of Soviet origin;

b. Dobrich, an underground airplane depot;

c. Yambol, 10 kilometers west of Yambol Bolyarska, a depot of 100 TU 6 and YAK 2 planes; a depot of Stalin type medium tanks of Soviet origin;

d. Karlovo, a depot of 50 TU 2 and TU 6 planes;

e. Kazanlŭk, a depot of Stalin type medium tanks of Soviet origin;

f. Kyustendil, a depot of Stalin type medium tanks of Soviet origin;

g. Lom, a depot of 40 TU 6 planes;

h. Lovech, a depot of planes;

i. Obelya, a large arms and fuel depot;

j. Petrich, a depot of Stalin type medium tanks of Soviet origin;

k. Pleven, a depot of Stalin type medium tanks of Soviet origin;

l. Razgrad, a depot of Stalin type medium tanks of Soviet origin;

m. Shumen, a depot of Stalin type medium tanks of Soviet origin;

n. Sliven, a depot of Stalin type tanks of Soviet origin;

o. Sofia, a depot of Stalin type medium tanks of Soviet origin;

p. Stara Zagora, an underground depot of planes of Soviet origin; a depot of Stalin type medium tanks of Soviet origin;

q. Sveti Vrach, a depot of Stalin type medium tanks of Soviet origin;

r. Varna, approximately 10 kilometers from the city in the direction of the Chaika airbase, a depot of naval mines for the Varna zone; includes 500 to 600 model B30 mines produced by the Kazanluk military factory and 150 to 200 model E large mines of German origin; and

s. Vidin, a depot of Stalin type medium tanks of Soviet origin.

71. Munitions depots and warehouses are located as follows:

a. Dolno Kamartsi, six underground munitions depots;

b. Belevo, in the vicinity of Varna, a munitions depot;

c. Khaskovo, a munitions depot;

d. Sladun, a munitions depot located three kilometers from the city;

e. Yambol, a munitions depot to the north of the infantry barracks in the direction of Veselinovo and one and one-half kilomters in the direction Karkar Bayir; an explosives depot also allegedly exists at the airport in the city;

f. Karavelovo, an explosives depot, located two and one-half kilometers southwest of the village;

g. Kirmizi Bayir (red hill), three kilometers east of Yambol, an underground munitions depot;

h. Kyustendil, a munitions depot;

i. Kostenets, a munitions depot downstream from the village;

j. Okop, an explosives depot to the south of the village near the auxiliary airfield;

k. Pazardzhik, a munitions depot;

l. Petrich, a munitions depot with 5,000 shells of various calibers;

m. Pleven, a munitions depot;

n. Plovdiv, a munitions depot;

o. Shumen, a munitions depot near Vebak, seven kilometers north of Shumen and a munitions depot near a village seven kilometers south of Shumen;

p. Sliven, a munitions depot two kilometers east of the city;

q. Sofia, a munitions depot;

r. Strazitsa (26 kilometers northeast of Gorna Orykhovitsa), 12 munitions depots enclosed by a barbed wire fence, located four kilometers east of the village;

s. Sveti Vrach, a munitions depot;

t. Svilengrad, a munitions depot;

u. Tausan hill, Izvor, between Yambol and Sliven, an arms and munitions depot;

v. Turnovo, a munitions depot located near Samovodene, eight kilometers northwest of Turnovo and a munitions depot, probably underground, on Kartel hill five kilometers northwest of Turnovo;

w. Varna, a munitions depot dug into the base of the Avren mountain slope three kilometers north of the city on the road to Burgas; consists of three tunnels 50 meters apart and guarded by a small Navy detachment; contains munitions for the coastal batteries and the fleet as well as grenades for the Army units located at Varna;

x. Vidin, a munitions depot near Lozen, 15 kilometers northeast of Sofia; and

y. Nearly all the coastal defense batteries are equipped with their own munitions depots (see paragraphs 69, 70 above).

72. Depots and warehouses for food, clothing, etc. are located as follows:

a. Gabrovo, a leather depot for the Armed Forces;

b. Plovdiv, a food depot;

c. Ruse, a food depot;

d. Sofia, a food depot;

e. Stanchiov Khan in the Gabrovo district, a leather depot for the Armed Forces;

f. Svilengrad, a food depot;

g. Vidin, a food depot;

h. Zaraevo, a food depot; and

i. Various other depots are located at undetermined places, usually in the vicinity of railroad facilities.

Industry and Enterprises Connected with Maritime Activity

73. Bulgarian electric industries are as follows:

a. Izida high-voltage insulators' factory, location unknown; and

b. Elektrometal State enterprise, location unknown.

74. Power plants are located as follows:

a. On the Asenitsa River near Asenovgrad, a hydroelectric central which was completed in February 1951;

b. Near Chepelare, approximately 50 kilometers south of Plovdiv, an electric central connected with the Kamena Pass barrage;

c. Cherveni Bryag near Roselets village, 50 kilometers southwest of Pleven on the Iskur River, a hydroelectric central capable of producing 12,000 h.p.;

d. Dimitrovgrad, on the Maritsa River 15 kilometers from Khaskovo, two electric centrals capable of producing 50,000,000 kilowatts each, called the Maritsa I and the Maritsa II; a third central, the Maritsa III, which was to begin operating in 1951 is to furnish electricity to the Stalin fertilizer plant and to the Rhodope Mountain mining enterprises;

e. Dimitrovo (Pernik), a thermoelectric central;

f. Duichesti (sic), an electric central;

g. Near Dospat, Plovdiv district, the Vasil Kolarov dam and the Vucha central have been completed;

h. Gorni Lom, on the Sofia-Vidin road 50 kilometers south of Vidin, a hydroelectric central;

i. Near Malo Konare, 40 kilometers southwest of Pleven on the Iskŭr River, a hydroelectric central;

j. Near Mezdra, 50 kilometers north-northeast of Sofia on the Iskŭr River, a hydroelectric central;

k. Near Pasarel, 30 kilometers southeast of Sofia on the Iskŭr River, a dam scheduled for completion by 1955 and a hydroelectric plant which will supply two centrals of 26,000 and 22,000 kilowatt capacities are under construction;

l. Petrovo, a hydroelectric central;

m. Near Rila Monastery on the Rilska River, a hydroelectric central, capacity 13,000 h.p.;

n. In the Nadezhda quarter of Sofia, a thermoelectric central and the Republika electric central;

o. Studena, 24 kilometers southwest of Sofia, a large dam is being constructed which will form an artificial lake of 30,000,000 cubic meters from the waters of the Struma River and the Vitosha Mountain streams; and

p. Vidima, a hydroelectric central.

75. Machine industries for arms and ammunition are located as follows:

a. Iskŭr, the Vŭlko Chervenkov enterprise, now converted to produce engines;

b. Lovech, a former airplane factory, now converted to produce engineers;

c. Kazanlŭk

(1) Zavod No. 21 (the former Military Factory), produces diesel motors, electric motors, wine presses, plows; one part of the enterprise is used to produce war material and is divided into the following parts: infantry weapons repair, artillery weapons repair, infantry weapons production, gas masks, wood parts for weapons, repair of wooden artillery vehicles; employs 600 workers;

(2) Zavod No. 35 (the former Kazanlŭk Airplane Factory), produces complete dental office equipment, grindstones, seeding machines, electric transformers, drills;

d. Karlovo, Zavod No. 33 (the former Karlovo Airplane Factory), produces diesel motors, centrifugal apparatus, canning machinery, centrifugal pumps;

e. Plovdiv

(1) Darenz (State Repair Workshop) No. 1, repairs motor vehicles;

(2) Vasil Kolarov Plant, produces spare parts for automobiles and repairs motor vehicles;

f. Sofia

(1) Darenz No.1, employs 1,500 workers, repairs motor vehicles;

(2) 9 September plant, constructs motor vehicles;

(3) Engineer Factory, produces spare parts for motor vehicles;

(4) Mepto Cooperative, produces and repairs ball bearings;

(5) Georgi Dimitrov factory, produces railroad material, cars, and locomotives;

(6) Zavod No. 25 (the former Communications Engineer Factory of Sofia), produces parts for motor vehicles and electromechanical equipment;

(7) Georgi Milev factory, production unknown;

(8) State Mechanical Factory, located five kilometers north of the city along the Ilyantsi road, production unknown;

g. Sopot, Zavod No. 23 (the former Sopot Military Factory), produces agricultural machinery, parts for motor vehicles, metal and wood products, explosives for civilian use, mines; and

h. Locations unknown

(1) Dimitŭr Blagoev State enterprise, produces machinery;

(2) Svetmetprom State enterprise, produces colored metals;

(3) Vagrianka State enterprise, produces machinery;

(4) Georgi Yanov State enterprise, metal works;

(5) Chervena Zvezda State enterprise, metal works;

(6) Metallurgika State enterprise, metal works;

(7) Lŭv State enterprise, metal works;

(8) Avram Stoyanov State enterprise, metal works;

(9) Oborishte State enterprise, metal works;

76. Weapons and munitions enterprises are located as follows:

a. Karlovo, Zavod No. 15, airplane repair shop;

b. Kazanlŭk

(1) A factory which produces naval mines;

(2) A military factory which employs 3,200 workers and produces guns, munitions, and all types of explosives; produces an average of 6,000 to 7,000 rifles per month, 150,000 cartridges per day, 30 to 40 machine guns per month, and 1,500 gas masks per month;

(3) An airplane assembly factory;

c. Near Lipnik, approximately 10 kilometers northeast of Ruse, the Dunarit factory which produces explosives;

d. Lovech

(1) A powder factory;

(2) Zavod No. 14, two kilometers northwest of the city, employs 1,200 workers, constructs biplanes for no more than four persons, which have 200-250 h.p. engines of Czechoslovak construction;

e. In Lovech, two airplane repair workshops; and

f. Varna, in the barracks area of the 24 m.m. model 35 battery, a weapons repair shop.

77. Chemical industries are located as follows:

a. Dimitrovgrad, the large Stalin factory which produces 300,000 tons of nitrogen fertilizers annually;

b. Kostinbrod, 15 kilometers north-northwest of Sofia, the Dimitrov Factory which produces soap, glycerine, seed oils, and edible oils; average production is 2,500 tons of glycerine per year, 15 tons of seed oils per day; 900 workers and 60 clerks are employed; in 1949, the factory produced 3,200 tons of soap; and

c. Locations unknown

(1) ATZ Stalin, produces nitrogen fertilizer;

(2) Veriga State enterprise, production unknown;

(3) State factory, produces carbides;

(4) Lakrom State enterprise, produces lacquers;

(5) Gorim State enterprise, produces combustibles;

(6) Asen Zlatarov State enterprise, production unknown;

(7) Vasil Levski State enterprise, production unknown.

78. Factories which produce various products used by the maritime services are:

a. The Bakish tire factory;

b. Dimitrovgrad

(1) The Vŭlkan cement factory, 700 workers, produces 300 tons of cement per day;

(2) A cement pipe factory;

(3) A fruit and vegetable canning factory;

c. Gabrovo, a uniform factory;

d. Iskŭr village, the Gislaved factory which produces rubber overshoes and motor vehicle tires;

e. Near Knyazhevo village (approximately eight kilometers from Sofia), the Bulgaria factory which employs 700 workers and produces 8,500 to 8,900 kilograms of yarn and 250,000 meters of cloth per month;

f. Krichim village (on the Sofia-Plovdiv rail line), a State cellulose factory;

g. Plovdiv, the Kartel tobacco factory which produces 6,000,000 cigarettes per day;

h. Devnya village, 24 kilometers west of Varna, a large soda and allied products factory which will have its own hydroelectric central's under construction;

i. Sofia

(1) At Poduene, 3.5 kilometers northwest of the central railroad station , the former Italian La Fortuna Factory which employs 1,000 workers and produces 450,000 to 500,000 meters of cloth per month;

(2) At Orlandovtsi, one kilometer north-northwest of the railroad station, the former Italian Meinardi Factory which employs 1,500 workers and produces yarn and cotton cloth; has a dyeing section;

j. Tiger, the Lilyana Dimitrova factory which produces cotton cloth; and

k. Locations unknown

(1) Sofia Kamenina State enterprise, production unknown;

(2) Trud State factory, produces ceramics;

(3) Georgi Kirkov State enterprise, produces leather and leather goods;

(4) Dimitŭr Blagoev State enterprise, produces leather and leather goods;

(5) Vasil Levski State enterprise, produces leather and leather goods;

(6) 9 September State enterprise, produces leather and leather products;

(7) 9 May State enterprise, produces leather and leather products;

(8) Vasil Kolarov State enterprise, rubber production;

(9) 9 September cotton cloth factory;

(10) Balkan State enterprise, produces cotton cloth;

(11) Vasil Kolarov factory, produces cotton cloth;

(12) Sokol factory, produces cotton cloth;

(13) Boris Sotirov State enterprise, produces cotton cloth;

(14) Dunavska Korpima factory, hemp and linen factory;

(15) Silva factory, silk factory;

(16) State hemp factory.

79. Mining enterprises are located as follows:

a. Atiya, two kilometers from the quarry, along the right side of the road from Burgas to Sveta Nikola, a mine of precious minerals and copper;

b. Near Bukhovo village, 22 kilometers east-northeast of Sofia, a uranium mine which employs approximately 10,000 Bulgarian miners under the supervision of Soviet engineers and technicians; the whole zone is tightly guarded by the Militia; the ore is sent to the USSR under the escort of an NKVD detachment;

c. Dimitrovgrad, four coal mines around the city;

d. Two or three kilometers north of Yana are uranium mines, worked only by the Soviets; the zone is strictly guarded by a detachment of Soviet troops; the ore is transported by truck to the two factories located in the valley;

e. Kŭrdzhali, a pyrites, zinc, and copper mine which employs 2,240 miners;

f. Kyustendil, near the spa, soundings have revealed the presence of uranium;

g. Near Pavelsko village, 20 kilometers southwest of Asenovgrad in the Chepelare valley, a lead mine;

h. Pernik, a coal mine which produces 900 tons per day;

i. Strelcha, near Panagyurishte, a uranium mine which is controlled by Soviet technicians and engineers;

j. Seven kilometers from Strugel on the Klisŭra River, a copper, zinc, and lead mine which employs 1,300 workers and 60 technicians and produces 25 to 30 tons of ore per day; and

k. Eliseyna State mining enterprise, location unknown.

25X1

1. [redacted] Comment: Probably Papiya (N4206 E2751) is meant.

2. [redacted] Comment: Evidentally nautical miles are meant.

3. [redacted] Comment: Evidently the Stara Planina is meant.

25X1

4. [redacted] Comment: In 1951, four electric, mobile cranes, 40 ton capacity, approximately 20-25 meters high, arrived from the Soviet Union. Approximately 3000 workers are employed at the shipyards.

25X1

5. [redacted] Comment: Sveti Kostantin offers good shelter, and naval units have repeatedly been seen there. Reportedly, a mole has recently been constructed.

25X1

6. [redacted] Comment: The Deutsche Heereskarte 1:100,000 Map Series was used for locating place names.

25X1

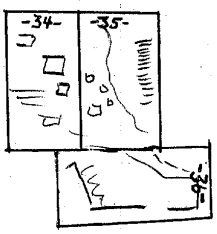
7. [redacted] Comment: Possibly Ryakhovo(N4349 E2615) is meant.

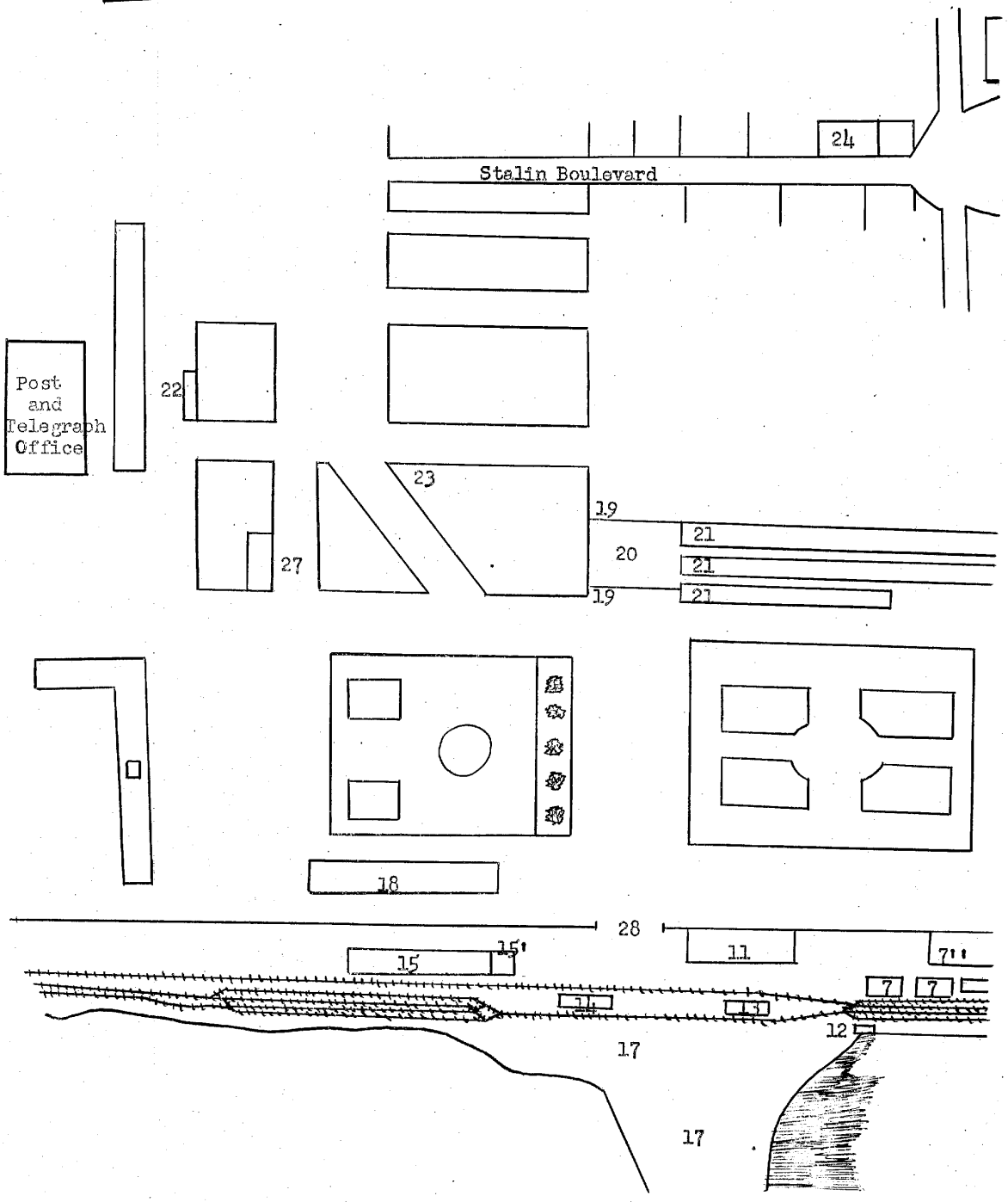
25X1

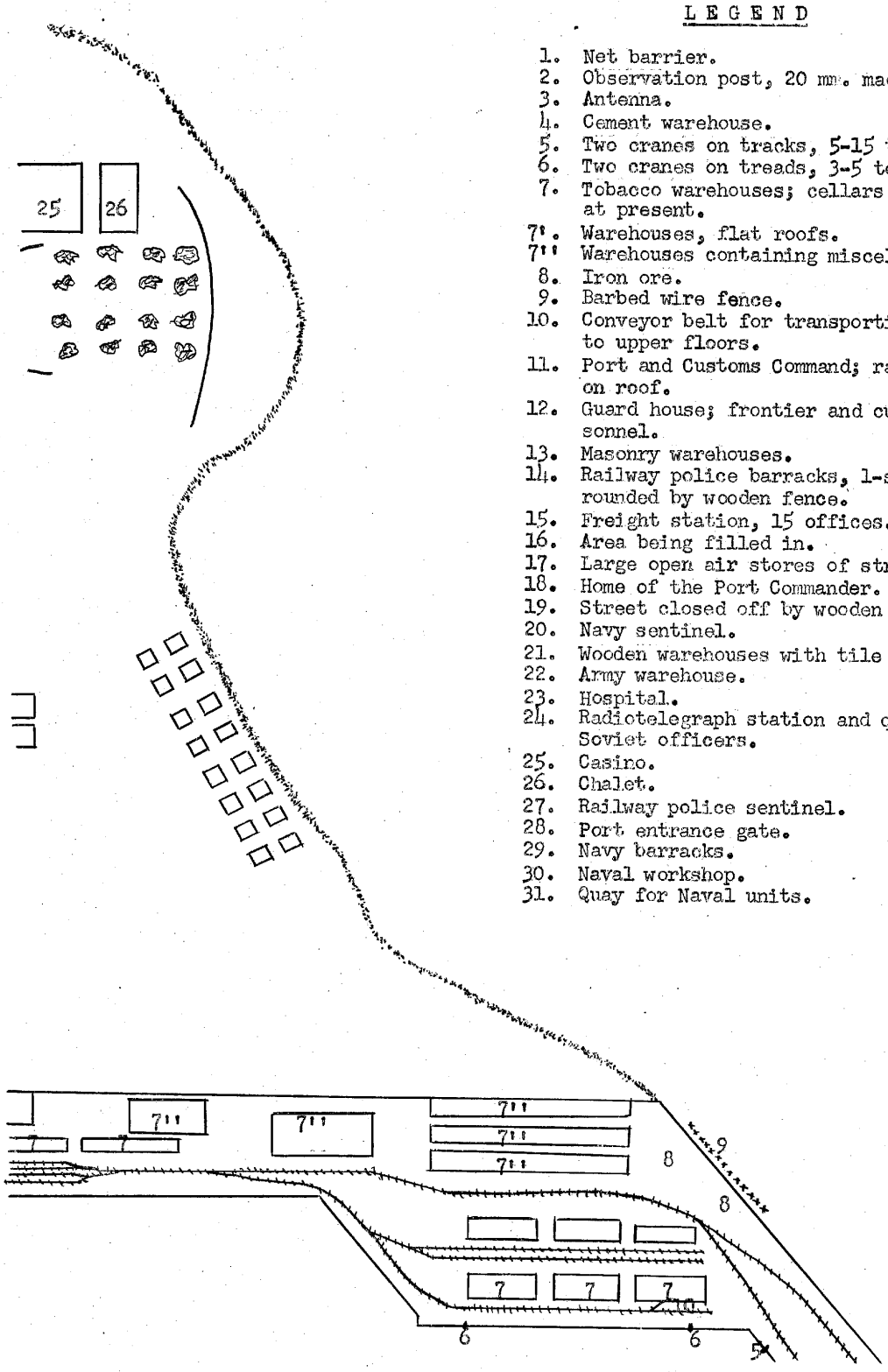
APPENDIX A

[redacted]

Assemble as follows:

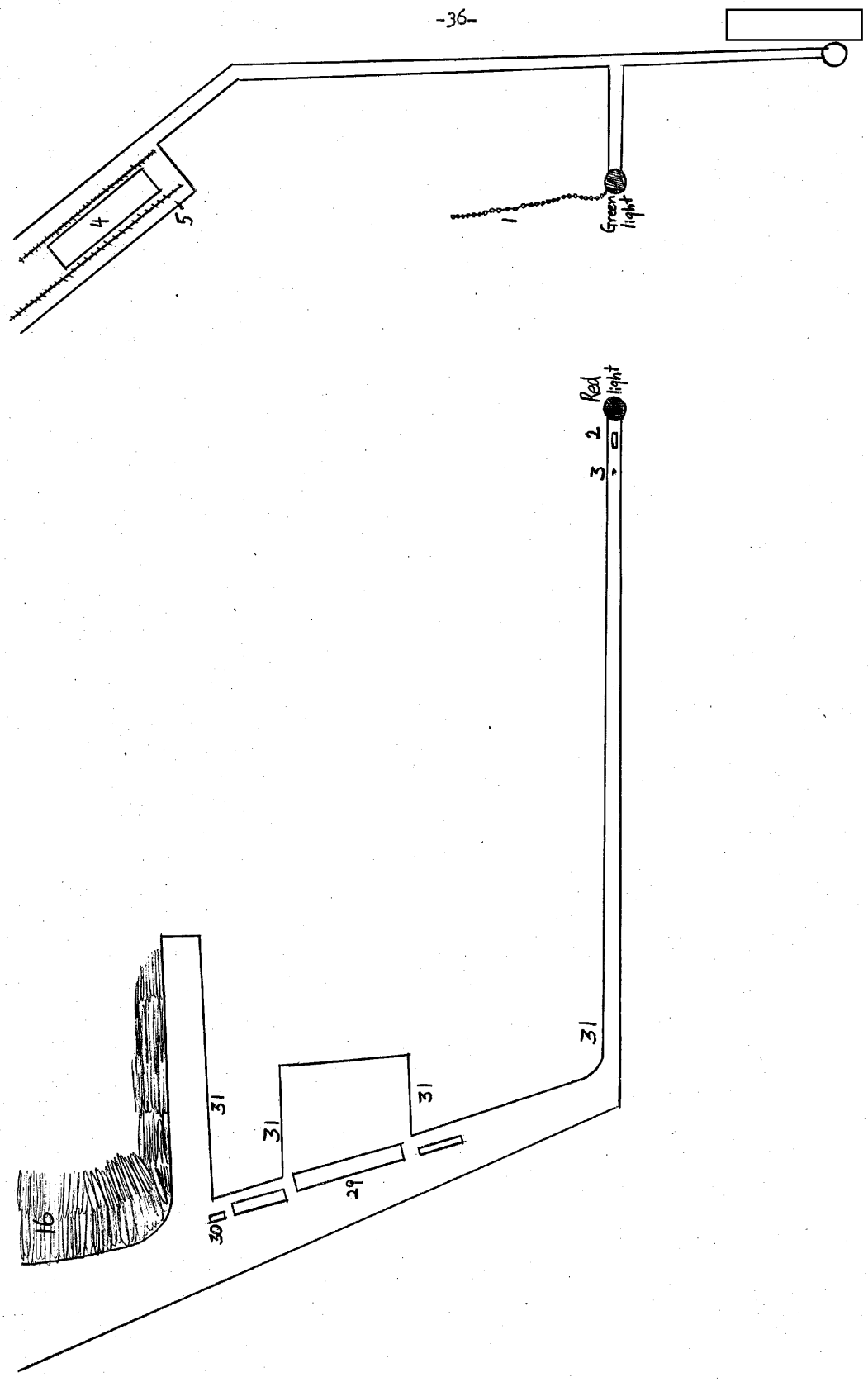




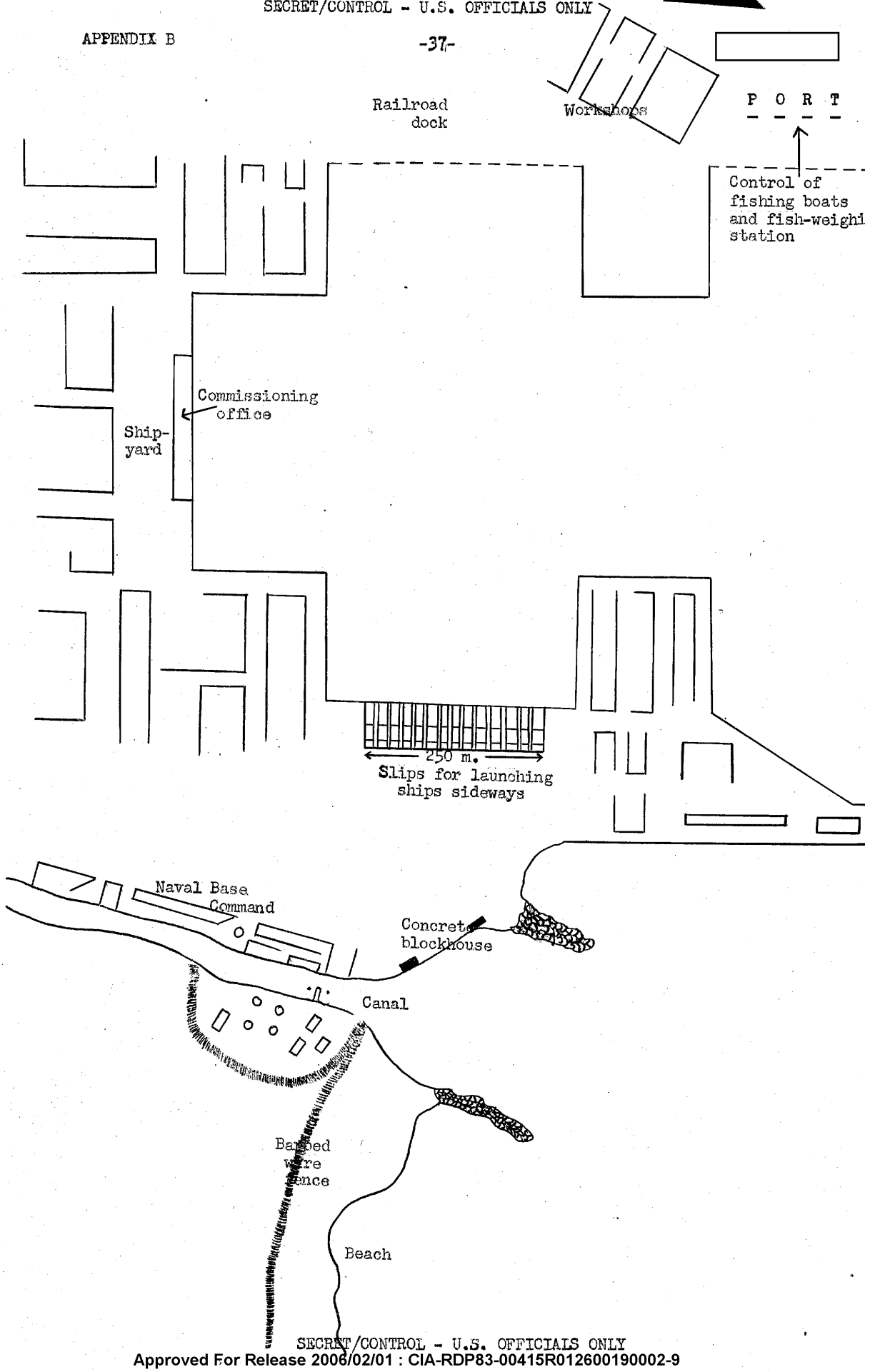


LEGEND

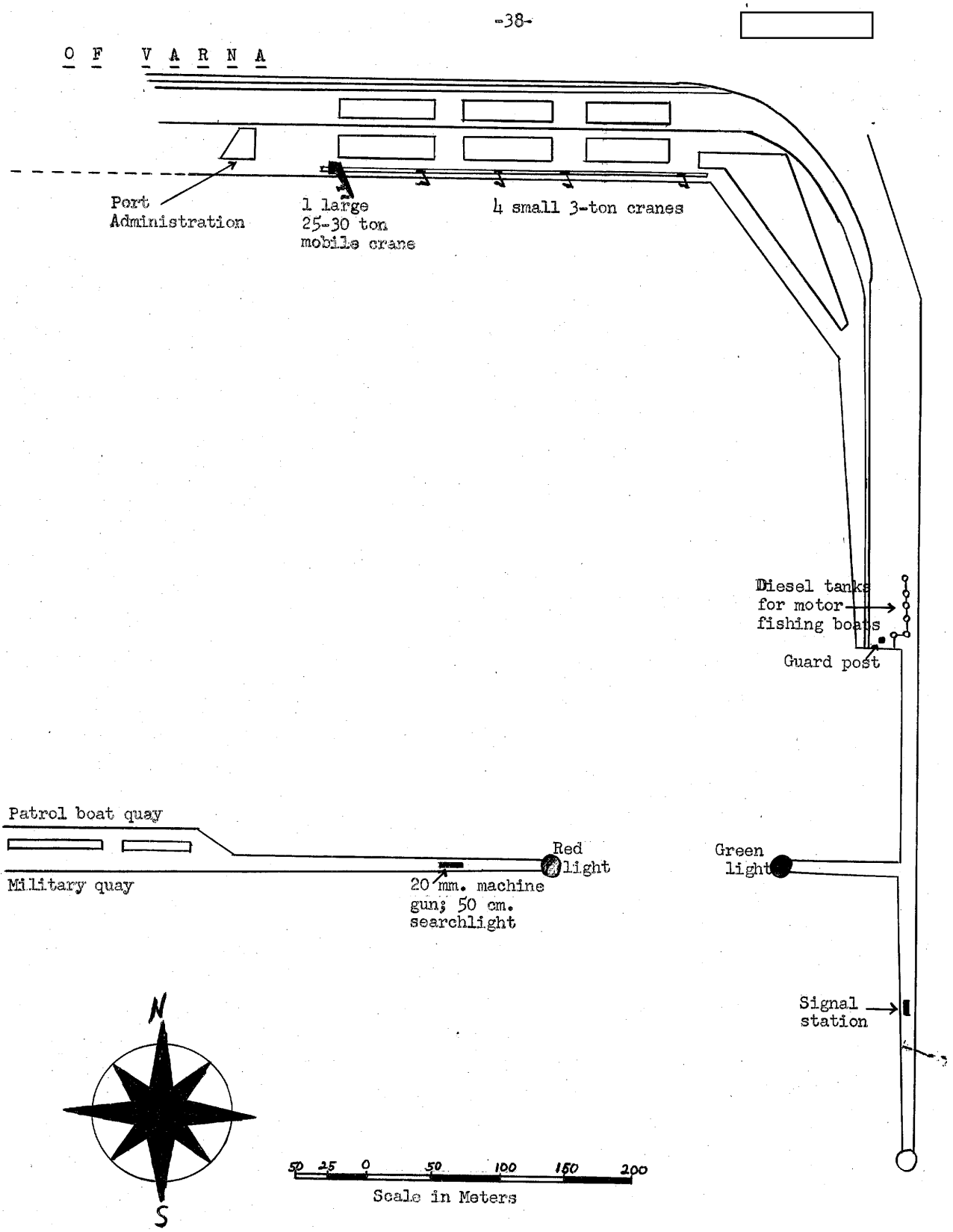
1. Net barrier.
2. Observation post, 20 mm. machine gun.
3. Antenna.
4. Cement warehouse.
5. Two cranes on tracks, 5-15 ton capacities.
6. Two cranes on treads, 3-5 ton capacities.
7. Tobacco warehouses; cellars beneath flooded at present.
7'. Warehouses, flat roofs.
7''. Warehouses containing miscellaneous goods.
8. Iron ore.
9. Barbed wire fence.
10. Conveyor belt for transporting materials to upper floors.
11. Port and Customs Command; radio antenna on roof.
12. Guard house; frontier and customs' personnel.
13. Masonry warehouses.
14. Railway police barracks, 1-story, surrounded by wooden fence.
15. Freight station, 15 offices.
16. Area being filled in.
17. Large open air stores of straw and hay.
18. Home of the Port Commander.
19. Street closed off by wooden barriers.
20. Navy sentinel.
21. Wooden warehouses with tile roofs.
22. Army warehouse.
23. Hospital.
24. Radiotelegraph station and quarters for Soviet officers.
25. Casino.
26. Chalet.
27. Railway police sentinel.
28. Port entrance gate.
29. Navy barracks.
30. Naval workshop.
31. Quay for Naval units.



APPENDIX B



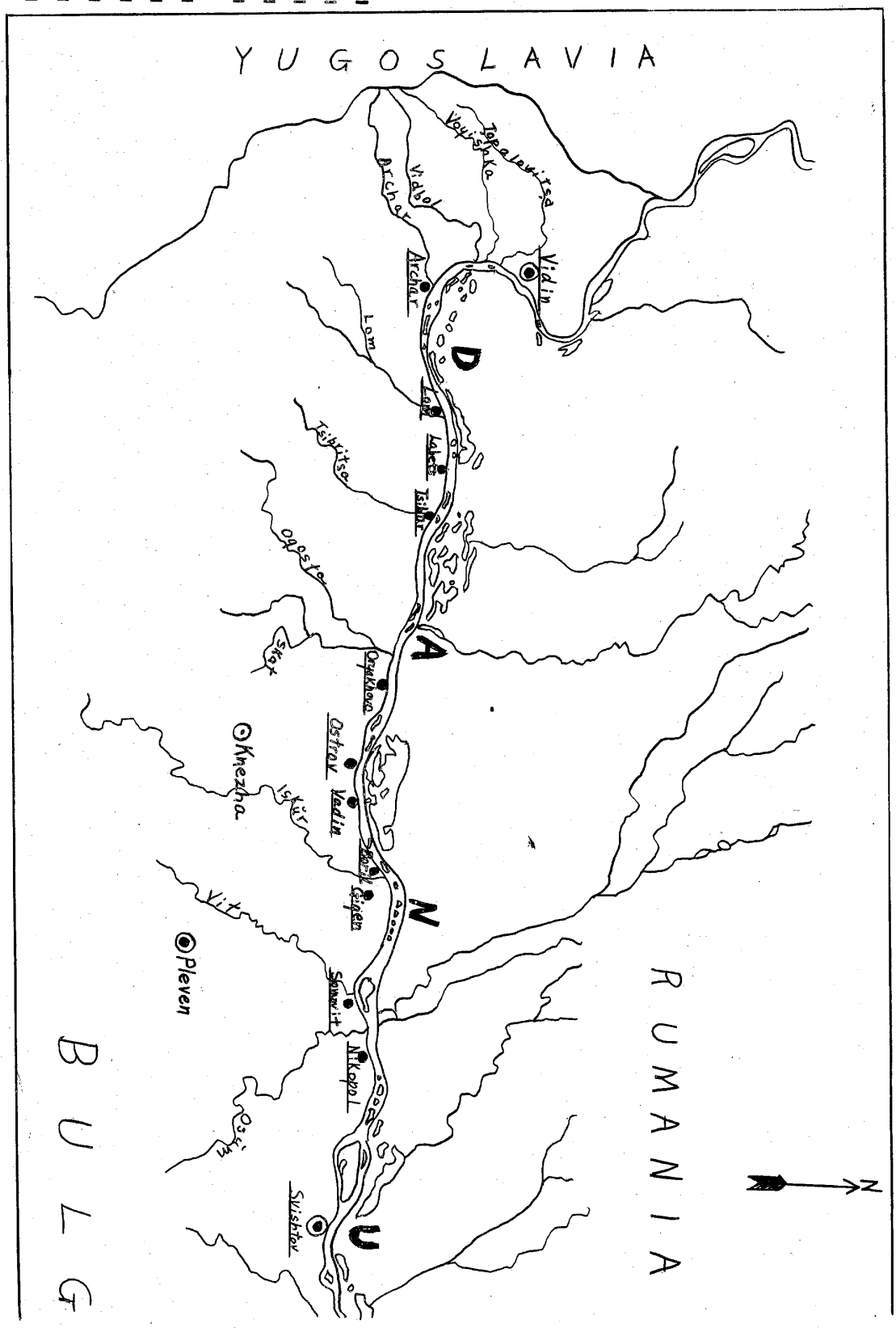
O F V A R N A



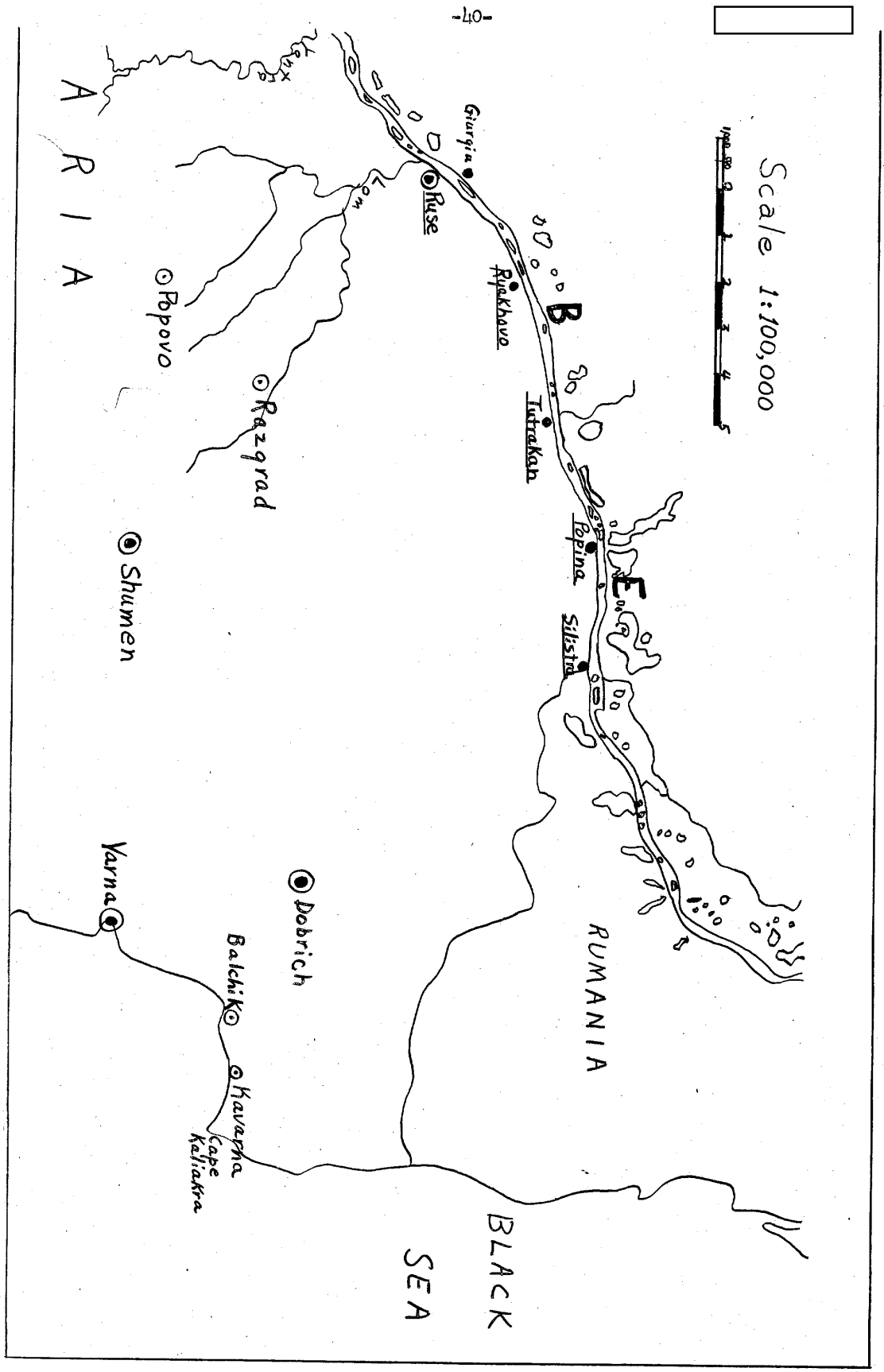
25X1

APPENDIX C

D A N U B E P O R T S

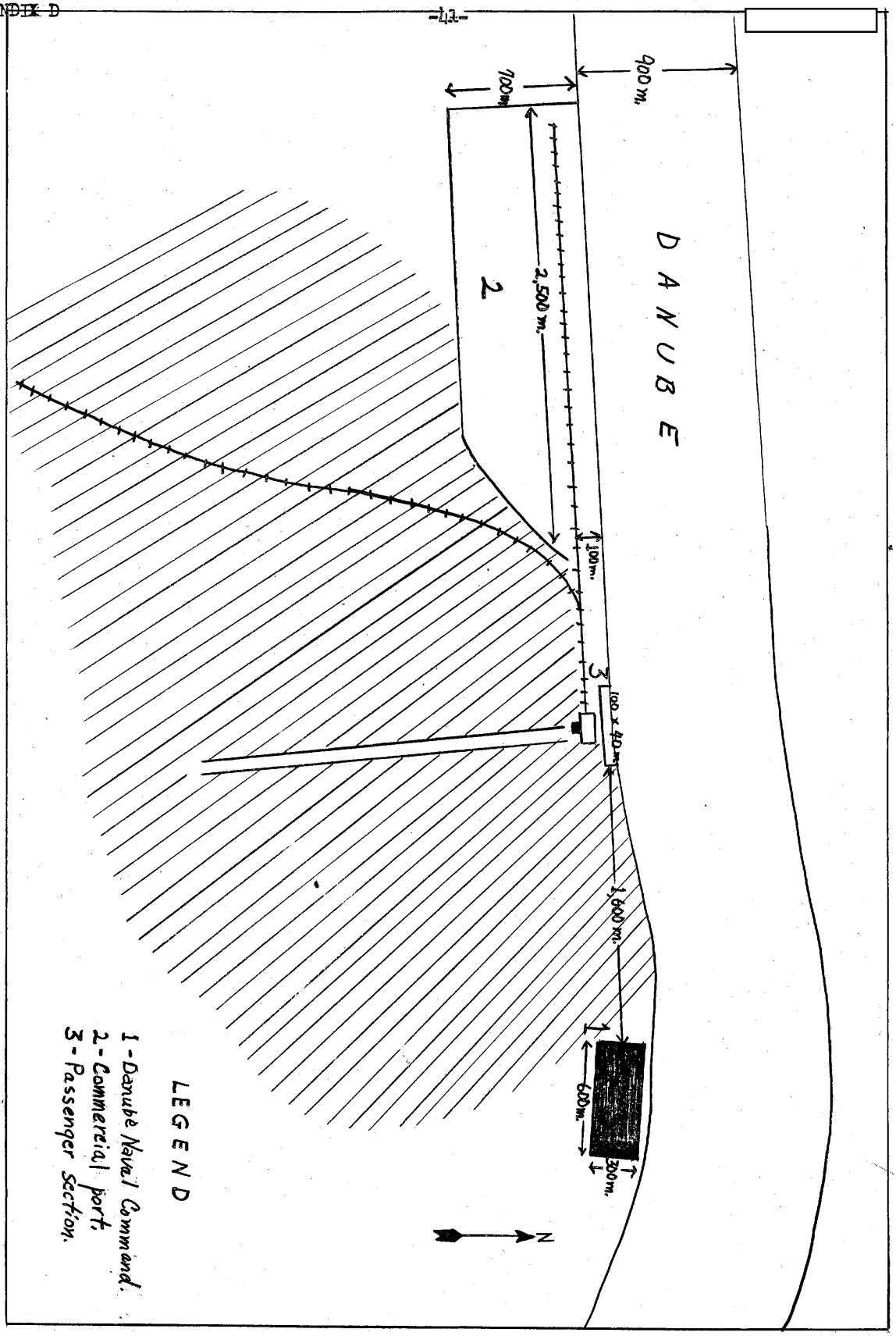


25X1



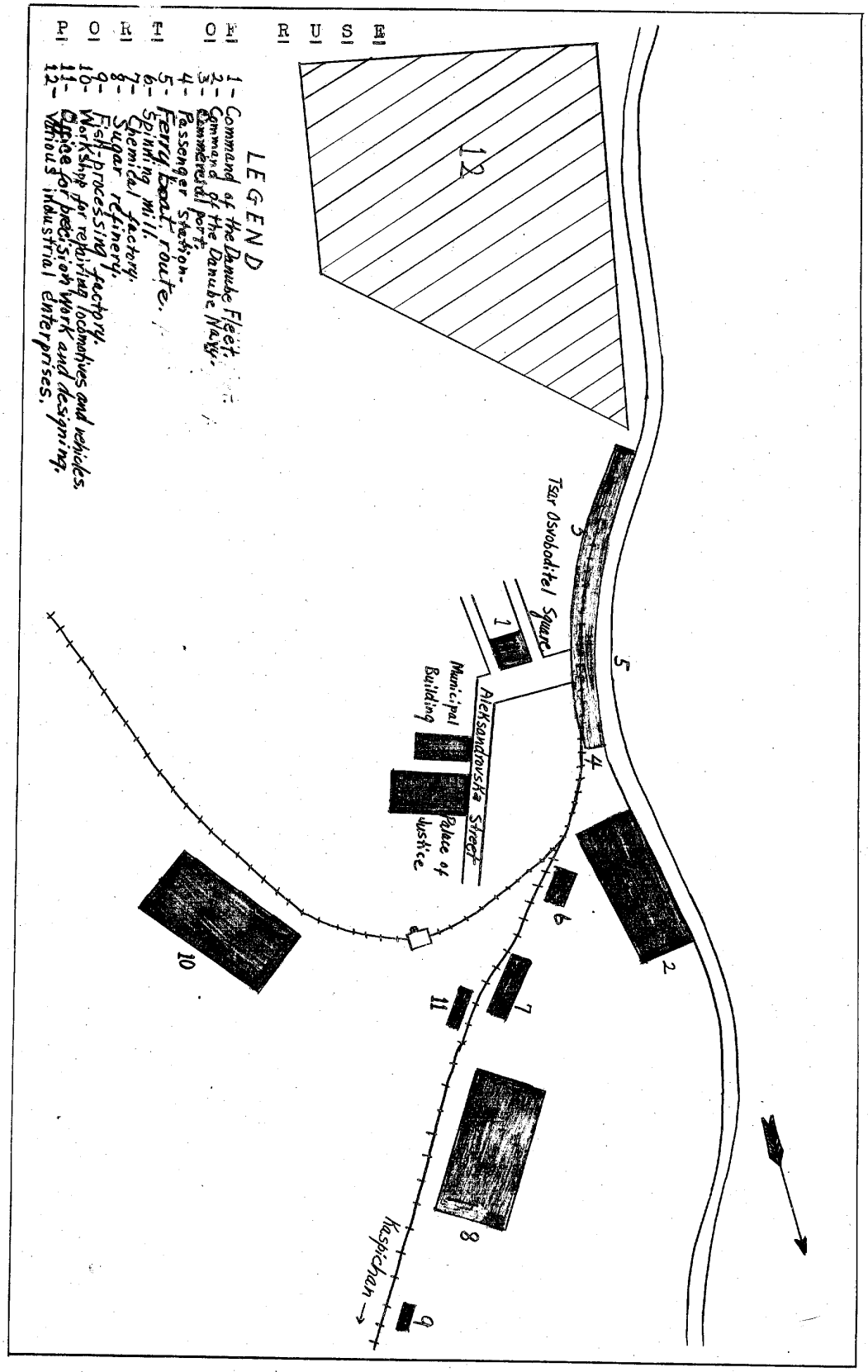
25X1

APPENDIX D



25X1

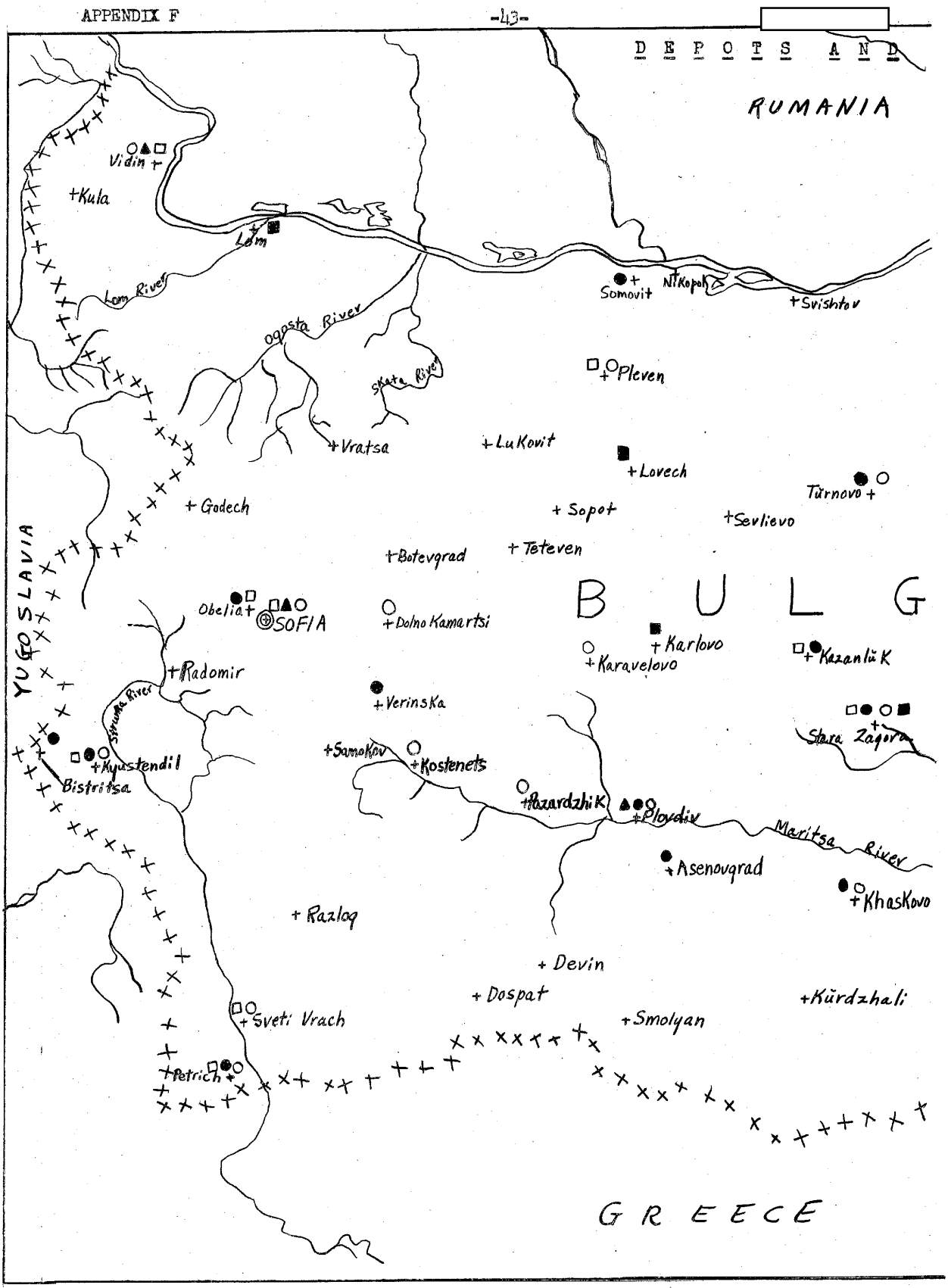
APPENDIX E



SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

APPENDIX F



25X1