

TO Chief, <b>IS</b>	67-5-52/3
FROM Chief of Station, <b>Stockholm</b>	DATE 20 March 1964
SUBJECT <b>ELWOOD/TICRIBAGE/1</b>	RE: "OS" - (CHECK "I" ONLY)
	MARKED FOR INDEXING
	NO INDEXING REQUIRED
ACTION REQUIRED <b>FYI; Miscellaneous 1964 Info for Travel to the USSR</b>	INDEXING CAN BE JUDGED BY QUALIFIED HQ. DESK ONLY

**REFERENCES**

1. At a meeting with TICRIBAGE/1 on 5 March 1964, the following information was provided regarding Soviet plans and preparations for the 1964 travel seasons:

a. At a 17 February cocktail party in honor of the departure of IMPURIST representative, Pavel SOLOVY (201-174915), T/1 overheard a Swedish citizen querying Counselor of Embassy, Anatoly Anatolyevich ZHITKOV (201-22914) as to the possibility of tourists entering in the USSR this summer. ZHITKOV pled ignorance as to whether the Soviet Government would allow individuals to bring their cars into the USSR, but attempted to discourage the questioner from traveling in this mode. ZHITKOV then departed from this task and stated that "unofficially" he doubted if the Soviet Government would give permission due to the inadequate and inefficient number of service facilities along the major routes as well as the difficulty in repairing foreign makes of autos and providing the required parts and services for foreign cars.

b. T/1 also provided a copy of a letter received from IMPURIST on 8 February (and signed by B. ZHUKHIN and V. KURECHKOV) stating, in reply to a letter of inquiry from T/1's employer, that

"With regard to your letter of January 22, 1964 on the question of auto tourists in the season of 1964, please be informed that this matter is under consideration. As soon as all the details are ready you will be given, in due time, the complete information."

c. In recent conversations regarding travel to the USSR with Vasvoled Yevgeniyevich KOZMAYEV (201-203000), KOZMAYEV stated that there are travel restrictions placed on Soviet born citizens who return to the USSR to visit relatives. With reference to the travel of US citizens to the USSR, KOZMAYEV indicated that visas for them are not issued automatically, but that the Embassy must examine the passport and check it against a master list (Commonly a type of "black list") in the Embassy. Moreover, the issuance of all visas to former Soviet citizens must be decided in Moscow as well as the issuance of visas to those who have resided (and then departed) in the USSR for a protracted (six) period of time. Also, if permission is granted to a foreign citizen to take an automobile into the USSR, this decision is made in Moscow and not at the Soviet Embassy in the country of application. The normal visa processing of foreigners takes approximately 60 days in Stockholm with the exception of Swedish businessmen or other personalities of special interest. Such personalities as well as others (unspecified) can be processed directly by the Embassy at Stockholm without referral to Moscow.

d. As previously reported, the IB LAMMEL will not be used on the Nordic voyages to Stockholm this year. It will be replaced by the IB BRUSKAYA, a ship built circa 1951-62 and believed to have been used in the Cuban traffic.

e. In a cable received by T/1's employer from IMPURIST, Moscow, on 2 March the following was stated:

"IS YOUR EMPLOYER FEBRUARY 10 MISS GOSPARA. UNABLE RECEIVE YOU MARCH 5. DO NOT HAVE TRAIN MOSCOW-MARKODKA. ADVISE TRAVEL MOSCOW-MARKAROVSK BY PLANE, MARKAROVSK-MARKODKA BY TRAIN. PLEASE INFORM URGENTLY."

It is noted that the origin of the cable was a mystery inasmuch as they had not requested any such travel for a "Miss GOSPARA" and in fact had never heard of her before. The information contained in the cable, however, appears.

3 COPY

CLASSIFICATION <b>SECRET</b>	<input checked="" type="checkbox"/> CONTINUED	PAGE NO. <b>1.</b>
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that train travel from Moscow to Leningrad is not being permitted by the Soviet authorities nor is train travel between the cities of Moscow and Gorky allowed at this time.

2. Also provided the sailing schedule for the Baltic State Steamship Lines vessels on the Leningrad-Stockholm line as well as the Leningrad-Stockholm-Gothenburg-Copenhagen-London-Lo Havre passenger route sailing. The ships in service for these ports will be the S/S BALTICA, S/S DANIELA YERZKAYA, M/S ESTONIA, and the M/S MARIYA ULYANOVA. We are attaching three schedules of these routes as provided by T/1.

3. We are also attaching, for possible Headquarters interest, a copy of the new Czechoslovakian travel regulations which are somewhat liberalized. The most noticeable departure in the regulations is the expeditious manner in which a visa can be obtained for travel in Czechoslovakia. According to the new regulations a visa can be obtained in as little as 48 hours while, if required, overseas tourists can obtain visas directly at the border. The tourist is also able to cross the Czech border now at 33 different locations.

4. As a final attachment to this dispatch, we are forwarding a letter of complaint, written by Lars-Gunnar SAMUELSSON, an employee of The Central Laboratory of the Swedish Cellulose Industry, regarding the experiences encountered by Subject on his August 1963 trip across the USSR. The letter is a somewhat amusing, at least from the vicarious viewpoint, recitation of the frustrations, burglaries, and intentional and unintentional pitfalls confronting the traveler at the mercy of INTURIST.

*Lars-Gunnar Samuelsson*  
Lars G. SAMUELSSON

Attachments:

- A. Baltic State Steamship Lines schedules (5) NOT MICROFILMED
- B. Czechoslovakian Travel Regulations
- C. Letter to Inturist

19 March 1964

Distributions:

- 2 - RI w/atts A-C
- 3 - IE w/att C
- 2 - Stockholm w/att C

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HY

Stockholm den 4 februari 1964.

Vi har härmed nöjet inbjuda Eder till vår presskonferens  
tisdagen den 11 februari 1964 kl. 17.00. Lokal: Nordisk  
Atlas, Biograf Rapodi, Stureplan.

Vid presskonferensen kommer vi att redogöra för de nya be-  
stämmelserna beträffande turismen i Tjeckoslovakien. Vidare  
visas två av våra nya turistfilmer och en avslutning följer,  
hoppas vi, en trivsam samvaro med förfästningarna.

Med vänlig hälsning

U E D O K

Ing. H. Dröge

Regionchef för Skandinavien

*Johannes Lindbergh*  
Medlem i Lindebyrå;

U E D O K, Stockholm

D.S.S.

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Č E L O K

TJECKOSLOVAKISKA RESEBYRÅN INFORMATION  
Sveavägen 9-11, Stockholm - tel. 21 07 90  
20 72 90

I N T E R N T

Stockholm poststämpelns datum

I anslutning till de i januari utgivna instruktionerna, har vi härmed nöjet ge Er slutliga och kompletta upplysningar angående ändrade visumbestämmelser till Tjeckoslovakien. De nedan nämnda föreskrifterna träder omedelbart i kraft.

- I Visum, visumbestämmelser:
- Visum utfärdas till turister av alla nationaliteter, omaxt 48 timmar efter ansökan. För erhållande av visum fördras giltigt pass samt visumformulär i 4 kop. 1 foto /med namn påskrivet på baksidan/. Fotot får icke klistras på formuläret.

Inom kort kommer nya förenklade visumformulär. De nuvarande formulärens skall fortfarande användas, dock skall rubrik nr 9 icke ifyllas. Under rubrik nr 10 anges resans syfte /turistresa, privatbesök o.s.v./

Visum utfärdas för ansökt antal dagar, dock högst 1 månad, och är giltigt 2 månader. Således kan resan fördras när som helst inom 2 månader.

Följande slag av visum utfärdas:

- 1/ Upphållsvisum, gäller för inresa, upphåll för det i visumet uppgivna antalet dagar, samt utresa. Vilken som helst av de 33 gränsövergångarna kan användas för in- och utresa.
- 2/ Gruppvisum gäller för upphåll inom den bestämda tiden. Detta visum kan användas för upphåll i Tjeckoslovakien både vid utresan och hemresan eller båda riktningarna.
- 3/ Transitvisum gäller för genomresa på kortast möjliga väg och tid. Vid alla gränsövergångar till Tjeckoslovakien /även Prag flygplats, Ružyně/ kan upphållsvisum utfärdas till alla turister för
  - a/ den som vill resa genom Tjeckoslovakien till tredje land, eller för
  - b/ den som vill delta i på förhand arrangerade evenemang /kulturella, sportarrangemang, turvinterior o.s.v./
- 4/ Rekvizitvisum innebär rätt att avbryta upphåll i Tjeckoslovakien för besök av tredje land. Detta visum erhålles vid hänvändelse till det tjeckoslovakiska inrikesministeriets kontor på olika platser.

Gruppvisum utfärdas till grupper om minst 12 personer. Vid ansökan skall bifogas en förteckning i 4 ex. där deltagarna i alfabetisk ordning uppges följande data: Fullständigt namn, födelseår och ort, medborgarskap samt passnummer. Vidare skall varje deltagare ifylla 1 ex. av det allmogiltiga visumformuläret samt bifoga 1 foto med namn påskrivet på baksidan. Visumet införes på själva förteckningen och det är således

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inte nödvändigt ett bifoga pass till konsulatet.

Visum erhålles mot en kostnad av sv.kr. 14.25

II Andra förmåtteter, kurs, växling av pengar.  
Triptic eller carnet är inte längre nödvändigt för bilturister. Det räcker med att bilen är försäkrad och att det gamla försäkringskortet finns med. Bensin kostar c:a 0.40 sv. /lit. vid köp av Tuzex-bensinkuponger. Dessa bensinkuponger kan köpas vid alla gränsövergångar eller i Sverige genom Motormännens Riksförbund.

Kurs. Vid växling av utländsk valuta, erhålles turistkurs, 1 sv.kr. = Kčs 2.78.

Växling av pengar. Obegränsad mängd utländsk valuta kan införas och växlas. Växling kan ske i växelkontor vid alla tjeckoslovakiska gränsövergångar, i alla statsbankens filialer samt i alla ČEDOK:ö- och de flesta av turistbyråns TURISTA:ö kontor samt på de flesta större hotell. De tjeckoslovakiska pengar man sv. har kvar vid utresan kan växlas tillbaka till ursprungsvalutan i alla statsbankens filialer och i obegränsad mängd.

III ČEDOK priser.  
Utgångspunkten för vårt samarbete med Eder under 1954, är den tidigare utsända prislistan, där priserna för alla ČEDOK:ö servicötaganden finns angivna. De priser som vi nämnde i vår instruktionskrivelse från mitten av januari är inte giltiga längre. I prislistan är angivet priser för halvpension i olika kategorier. Nu vill vi komplettera dessa priser med andra möjligheter som föreligger.

1. Individuella turister /priserna är angivna i US-dollarö/

Kategori	<u>Rum + frukost.</u>			
	enkeltum med bad	utan bad	dubbelrum med bad	utan bad
Lyx	8.40	---	6.50	---
I	5.65	4.05	4.35	3.05
II	4.60	3.85	3.85	3.15
III	---	---	---	2.30

Kategori	<u>Halvpension</u>			
	enkeltum med bad	utan bad	dubbelrum med bad	utan bad
Lyx	11.20	---	9.70	---
I	7.85	6.05	6.35	5.05
II	6.25	5.50	5.50	4.00
III	---	---	---	3.50

Ovannämnda pris för dubbelrum är per person

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## 2. Priser för grupper

Kategori	Rum + frukost			
	enkelrum med bad	utan bad	dubbelrum med bad	utan bad
Lyx	8.00	---	6.60	---
I	5.30	4.60	4.20	3.60
II	4.30	3.60	3.40	2.80
III	---	---	---	2.00

Kategori	Halvpension			
	enkelrum med bad	utan bad	dubbelrum med bad	utan bad
Lyx	10.45	---	9.05	---
I	7.00	6.30	5.90	5.30
II	5.70	5.00	4.80	4.20
III	---	---	---	2.85

Halvpensionspriserna för alla kategorier, hittar Ni i CEDOK:s prislista.

## 3. Hyra av stugor

Stugor med	I. område	II. område /t.ox. i bergen/
3 sängar	15.75	20.00
4 sängar	17.85	22.40

Priserna täcker hyra för 1 stuga i 1 vecka // nätter/

Vi hoppas på gott samarbete under den kommande säsongen.

Med vänlig hälsning  
CEDOK - representationen

THE CENTRAL LABORATORY OF THE SWEDISH CELLULOSE INDUSTRY  
SWEDISH WOOD RESEARCH CENTER

TELEPHONE: 22 43 40  
TELEGRAMS: WOODRESEARCH, STOCKHOLM

STÖTTNING KRISTINAS VÄG 61  
STOCKHOLM Ö. SWEDEN

Re: Jarne-Gunnar Samuelson's Journey from Stockholm to Yokohama  
August 11, 1953

In August 1953, Nyman & Schultz was consulted by me to arrange a journey from Stockholm to Tokyo via Moscow, Nakhodka and Yokohama. Everything concerning the journey was arranged by Nyman & Schultz and hotel reservation in Moscow and seats on trains and aeroplane were confirmed by the Russian Intourist. Everything (tickets on boats, trains and aeroplane, hotel in Moscow and meals in Russia) was paid to Nyman & Schultz before the departure from Stockholm; "soft class" on trains in Russia and first class on the boat from Nakhodka to Yokohama.

Unfortunately the journey was not made according to schedule.

The railway journey from Helsinki to Moscow was very pleasant and quite acceptable. Maybe it could have been valuable to know that no food is served on the train, which takes rather a long time. However, tea was served two or three times by the guard at a cost of U.S.C \$.

Nine o'clock local time next morning the train arrived in Moscow, and I was taken by car to Hotel National. I spent the night in Moscow and, according to the schedule, I went to the Intourist office at 12 o'clock the following day. A young woman informed me that the flight to Chabarovsk was delayed, and that I had to stay in Moscow another 8 hours. At 6 o'clock I should return to the Intourist office and take the car to the airport.

At 6 o'clock I returned to the office. This time the young woman informed me that there was no flight to Chabarovsk, and that I had no possibility to go to Japan via Chabarovsk-Nakhodka. I was suggested to go via Copenhagen. Unfortunately neither Intourist nor I could pay that ticket. After some discussion the young woman called the airport to see if there was any other flight to Chabarovsk. Since I could not get this information at the Intourist office, I went to the airport, and there I was informed that there

6.671

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was a flight to Chabarowsk at 6 o'clock in the afternoon, still in time for the train to Nahodka. I sat down in the plane. Nothing happened and after one hour somebody told us that the aeroplane could not leave until 8 o'clock next morning.

I had to stay at the airport until next morning and at 10 o'clock the plane left (according to a representative from Intourist). I had to wait for the train to Nahodka. Steps were made at once at Nahodka. I was met by a representative from Chabarowsk in the night, and according to the agreement of the representative who met me at the airport, only some time was allowed for my stay in Nahodka. I was taken to a hotel and had to stay in Nahodka until the afternoon of the following day. I shared room with another person. I was asked to go on to Nahodka because there would be no other way to go from there to Japan. Next afternoon I left for Nahodka. As I refused to pay the hotel charge, the stay in Chabarowsk did not cost me anything, excepting the food.

The train to Nahodka was a "local" one and arrived too late at Nahodka for the boat to Yokohama. I do not think that the advised boat was to be used. Another representative from Intourist met me at the station and advised me a hotel (one room for two persons). In spite of the telegram from Chabarowsk to Intourist in Nahodka nothing was arranged for my departure to Japan. According to information in Chabarowsk there should be many possibilities to go by freight ship from Nahodka to Japan.

Unfortunately I was not allowed to enter the harbour the first day in Nahodka. The Intourist representative, however, promised to do everything to arrange for my departure. When he returned from the harbour he had not succeeded.

The following day I was allowed to accompany the Intourist man into the harbour. Fortunately, we immediately found one Japanese ship, which had been in the harbour for a few days and would finish its loading next night. After a short discussion with the captain I was allowed to go by his ship to Fushiki in Japan.

To avoid trouble I paid my part of the room charge in Nahodka, but since only one bill was written and given to another person, who stayed in the same room I have no check for that expense.

I arrived in Japan 2 days delayed. Thus 2 days of my visit to Japan were lost.

The ticket from Moscow to Moscow, already paid to you, was not used.

The reservation made in Moscow could not be cancelled. The telegram from Nahodka did not arrive in Tokyo in time.

In spite of the very interesting journey through Russia and the opportunity to see a lot of things, I almost failed to pay the extra costs during this journey. Therefore I request that you pay back the following amount of money to me.

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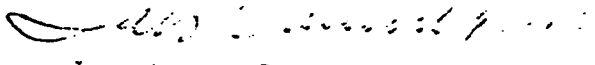
... of the visit to Japan lost. The cost of the  
 ... is estimated to 200 Sw.Cr. a day and includes  
 ... extra expenses in Russia and Japan excepting the  
 ... from Nakhodka to Yokohama..... 400:- Sw.Cr.  
 ... ticket from Nakhodka to Yokohama @ 67.50 rubel      390:- Sw.Cr.  
Total: 790:- Sw.Cr.

The money should be sent to the following address:  
 ...industriens Centrallaboratoriet  
 Kristinas Väg 61

STOCKHOLM 0

The reason why I send you this letter so late is that I returned to  
 Sweden in December, and that the representative from Intourist in  
 Tokyo had no responsibility of my case.

Stockholm December 21, 1953

  
 Lars-Göran Engström

APPENDIX CARD REFERENCE 105