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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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COUNTRY Mozambique  
SUBJECT Nacala, Port Information

REPORT NO. [Redacted]

PLACE ACQUIRED (BY SOURCE) [Redacted]

DATE ACQUIRED (BY SOURCE)

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DATE (OF INFO.)

RESPONSIVE TO	
1	2
CD NO.	
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DATE DISTR. 4 Oct 54

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[The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3c of NSCID #7. This information was obtained by DIO-3ND and was forwarded as ONI report 90-54.]

- Entrance: A shoal extends out into the western side of the entrance channel, making passage necessary through the eastern half of the channel. It is expected that a buoy will eventually be placed to mark this shoal. The depth of water in the channel is mostly 10 fathoms with a minimum of seven fathoms. The overall depth in the harbor is about 50 fathoms.
- Pilot: A very capable ex-deck officer (merchant) has been permanently assigned as a pilot in Nacala. Ships may enter or leave by day or night. In February, renovation of an "Old Fort" on a hill at the harbor entrance known as East Point was nearing completion for use as home and office of the pilot. It has a signal staff. The pilot boat is a wooden motor launch about 22 feet long with a small cabin amidships.
- Loading Rate: 140 tons of tea (in cases of 135 lbs each) were loaded aboard ship at the rate of 7½ tons per hour.
- Labor Supply: Only enough labor to handle present lighter facilities is available. More labor can be expected to migrate to Nacala as port facilities are enlarged. The available labor is relatively good and satisfactory. The people, including the native labor, are considered the most polite and cooperative of all native Africans. The labor is Portuguese supervised and is administered in accordance with government standards, as in all Mozambique ports. Natives seeking employment must find work within 30 days or return to their homes.
- Contract for Port Construction: An unidentified Dutch firm with prior experience in Mozambique ports has been awarded the contract for new port construction. Although surveys have been made, no actual construction is observed.

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Date in paragraph one should read April 1954 not 1952

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C-02-0615 11/54

NODEX

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