

INFORMATION REPORT INFORMATION REPORT

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|-------------------|------------------------------|-----------------|-----------------|
| COUNTRY | Albania | REPORT | |
| SUBJECT | Observations, Port of Durres | DATE DISTR. | 24 January 1957 |
| | | NO. PAGES | 1 |
| | | REQUIREMENT NO. | RD |
| DATE OF INFO. | | REFERENCES | |
| PLACE & DATE ACQ. | | | |

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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four-page report keyed to an attached sketch of the port of Durres. The report contains observations of port installations, cargo handling equipment, docking facilities and navigational aids in the port area.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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ATTACHMENT

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I. ORGANIZATION

No. 1. An approx. 100 meters long pier. Two electric cranes of about five tons in hoisting power, were sighted there on this mole. These had been made in Poland and travelled on iron tracks. 25X1

The men operating these cranes were Poles. [redacted]

[redacted]

No. 2. Position where another crane was sighted. This is used to carry ore stored in piles in this area, from point A to point B, to load ships whenever there are not enough trucks available. 25X1

[redacted]

No. 3. A pier that, on account of shallow waters, is used for motorships to dock. This mole is paved by asphalt. 25X1

No. 4. A mole used by large vessels. On this mole [redacted] two cranes similar to the ones mentioned above. [redacted]

[redacted]

No. 5. A new mole with a breakwater, used by passenger ships. Three cranes were sighted on this mole. These resembled the ones sighted on pier No. 1.

No. 6. Remnants of an old wooden pier, marked by a red fanal. This is an impediment in the ships' manoeuvres to anchor.

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[redacted]

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II. ANCHORED SHIPS

[REDACTED]

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[REDACTED]

at pier No. 5, a Soviet

and a Polish ship, both of approx. 15,000 tons in capacity.

[REDACTED]

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[REDACTED]

about 200 sailors engaged in painting the outside of the

Polish ship.

[REDACTED]

the crews of the above two ships

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belong to the Navy, because the officers and the crew of the Polish ship

were dressed in winter uniforms of the Navy.

[REDACTED]

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[REDACTED]

[REDACTED]

A flashing buoy is there at a distance of 1.7/10 miles from the red fanal of the entrance to the harbor and at true bearing of 212° or, otherwise, at

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32° toward the red fanal. This sends out a red light and is there to mark shallow waters.

A buoy, not flashing, is there at a distance of 3/10 miles and at true bearing of 222° from above flashing buoy. This is a round one like a mine with a pillar 20 cm high, and marks a wrecked ship. This buoy is a dangerous one, because it is not visible from a distance, specially when the sea is stormy.

A flashing buoy is there at a distance of $1\frac{3.5}{10}$ miles from the red fanal by the entrance to the harbor and at true bearing of 165° from the red fanal. This sends out a green light and marks a wrecked ship.

The ships sail between the two flashing buoys. No other buoys, flashing or otherwise, are there in the area.

Lineation markings to make it easier for the ships to enter the harbor, are there shown on the map in a Northern direction. These lineation markings were not sighted; rather, they were out of order.

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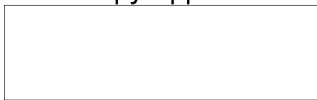
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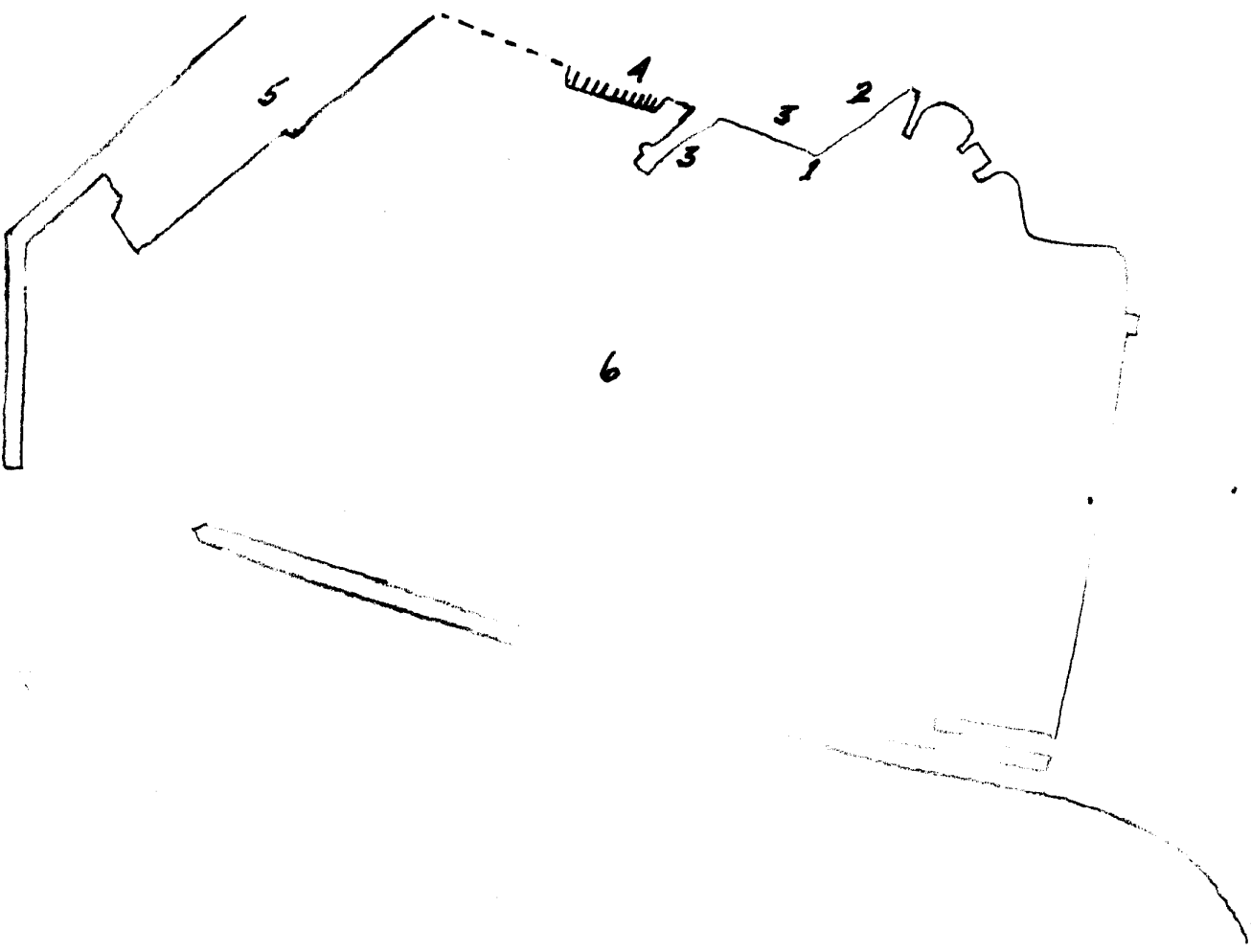
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