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Approved For Release 2007/08/05 : CIA-RDP80-00809A000500540094-5

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Length: 80', 60'
Beam: 15', 10'
H P: 500, 200

9. Boarding Party. Customs and quarantine officials boarded in the harbor. The party was composed of about 20 persons, 10 of whom were armed with pistols. Duration of the inspection and search was three hours; radio was not sealed or guarded and, in view of the fact that no cameras were amongst the personal effects of the crew, no restrictions on photography were imposed. On departure the boarding party came aboard from the pier and conducted a similar inspection of like duration.
10. Berthing. Vessel berthed at the Coaling Pier which was found to have 30' of water alongside and a face length capable of accommodating three ocean-going merchant vessels.
11. Pier Facilities. A warehouse and three or four railroad tracks were located on pier. The first railroad track is about five yards distance from the edge of the pier.
12. Cranes. Generally speaking, the port is bristling with new cranes installed to replace World War II damage. Source estimates there are over a hundred cranes now installed in this port. On the Coaling Pier cranes are located about every 30 yards. He observed a bridge crane in the vicinity of the shipyard at the head of the Coaling Pier. Vessel was unloaded by a semiportal crane of about five tons capacity.
13. Rolling Stock. Vessel was unloaded by crane, described in paragraph 12, onto railroad cars located on tracks described in paragraph 11. Source could not remember the exact type of rolling stock utilized but recalled they were in fair running condition.
14. Utilities. Electric lighting was available at the pier and a 3" pipe line was present through which drinking water was supplied to the vessel.
15. Provisions-Chandlery. Vessel lifted 200 tons of drinking water which was delivered by a 3" pipe line at the rate of 30 tons per hour. The quality was found to be good with no treatment required.
16. Fuel. Bunker fuel is available but was not taken because of its prohibitive cost.
17. Stevedores. Stevedores in six gangs, 10 persons to a gang, were utilized in cargo handling. They were all male, willing and able workers.
18. Surveillance Guard. A pier-side surveillance was maintained during vessel's entire stay in port by a three-man sentry detail. Guards were stationed at the bow, stern and gangway. All carried rifles and wore black leather boots.
19. Merchant Vessels Present. The following merchant vessels were noted in port:
 - 3 British freighters; lifting general cargoes
 - 4 Italian freighters; all lifting coal, three of which were identified as:
 - SS ALCIONE 6967 gross tons, official number 389
 - SS INES CORRADO 5133 gross tons, official number 1691
 - SS SANGIULIANO 5427 gross tons, official number 2899
20. Naval Vessels. No naval vessels were sighted in port.
21. Aircraft. No military aircraft were observed in flight while vessel was in port.
22. Liberty. Crew members were allowed to go ashore on liberty.

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23. Medical Facilities. Several crew members received treatment for minor ailments, were attended by a capable physician and received satisfactory medication.
24. General. Fort was described as an active one; coal being the primary commodity handled; general cargoes next. It was source's observation that shipping and commerce are constantly increasing in volume and the port is expanding rapidly.

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