



UNDERWATER NAVAL HISTORY AND CULTURAL HERITAGE IN VLORA BAY

Resting area of 806 Italian sailors and soldiers



January 2022



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Navy Captain (Ret). PhD

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	6
ACKNOWLEDGMENT	9
ABBREVIATION	12
Chapter I. VLORA BAY – A SHORT DESCRIPTION	13
<i>I.1. Albanian maritime space</i>	13
<i>I.1.a. Albania</i>	13
<i>I.1.b. Vlorë Bay</i>	14
<i>I.2. The geographical position and its characteristics</i>	14
<i>I.3. History</i>	15
<i>I.4. Population and industry</i>	18
<i>I.5. Oceanography and meteorology</i>	19
Chapter II: THE NAVAL HISTORY PERSPECTIVE OF VLORA BAY AND SURROUNDING AREA	21
<i>II.1. During First World War</i>	22
<i>II.2. During Second World War</i>	23
<i>II.3. Albanian Navy ships</i>	24
Chapter III: DETAILED DATA LIST OF THE SHIPWRECKS IN VLORA BAY	25
Chapter IV: HISTORY OF SHIPWRECKS IN VLORA BAY	27
<i>IV.1. Italian Royal Navy Cargo Ship “RE Umberto”</i>	28
<i>IV.2. Italian Royal Navy Destroyer “Intrepido”</i>	31
<i>IV.3. Italian Royal Navy Battleship “Regina Margarita”</i>	34
<i>IV.4. Italian Royal Navy Hospital Ship “Po”</i>	37
<i>IV.5. Italian Royal Navy Destroyer “Andromeda”</i>	41
<i>IV.6. Italian Royal Navy Cargo Ship “Luciano”</i>	43
<i>IV.7. Italian Royal Navy Cargo Ship “Stampalia”</i>	43
<i>IV.8. Italian Royal Navy Auxiliary Destroyer “Rovigno”</i>	46
<i>IV.9. Albanian barge</i>	48
<i>IV.10. Albanian Navy Large Patrol Craft F-321</i>	49
<i>IV.11. Albanian Navy Crew Ship “22 Tetori”</i>	51
<i>IV.12. Albanian Navy Torpedo Recovery “Joni”</i>	53
<i>IV.13. Albanian Barge</i>	54
<i>IV.14. Albanian Navy Cargo Ship “Shkumbini”</i>	55
<i>IV.15. Albanian fishing boat</i>	55
<i>IV.16. Albanian Navy Diving Tender R-218</i>	56
<i>IV.17. Albanian Navy Fast Patrol Boat P-208</i>	59
<i>IV.18. Albanian Navy Cargo Ship A- 210</i>	61
<i>IV.19. Albanian Navy Water Tank A- 211</i>	64
<i>IV.20. Albanian Navy Torpedo Recovery A- 110</i>	66
<i>IV.21. 7 unidentified objects</i>	69



EXECUTIVE SUMMARY

The Albanian Maritime area is rich with underwater cultural heritage. Vlora Bay is one of the richest maritime areas with shipwrecks. In the last decade, maritime tourism has significantly increased in Albania and future expectations are very promising.

Albanian maritime space, more than 6200 sq.km's with a coastline of 549 km's, is rich with shipwrecks. In the last 120 years, in this maritime area, about 120 ships have sunk. Most of them are military and 60% belong to WWI and WWII. Underwater maritime space is the heritage of Albanian naval and maritime history. At the bottom of the sea are ships with very distinguished and sorrowful humankind history, such as: Italian Navy Hospital Ship "Po", Italian Navy Battleship "Regina Margharita" where 674 Italian sailor lost their lives, Austro-Hungarian Navy Crew Ship "Linz" where around 700 passengers and sailors lost their lives, Italian Crew Ship "Brindisi", where 350 Montenegrin and Serbian civilians lost their lives, the Italian ship "Principe Umberto", where more than 1700 people lost their lives, the bow of British Navy HMS "Volage", which struck a mine during the Corfu Channel Incident of October 22, 1946 where 45 British sailors lost their lives, are all part of Albania's Naval history. Under the surface of Albanian waterways is an important part of its national, regional and humankind maritime history and heritage.

The Albanian government's focus is on maritime tourism by approving new policies and investing in its infrastructure. Drastic improvements were finalized last year, improvements which have changed the philosophy of freedom of navigation in Albania. One of the areas of maritime tourism still not explored by the Albanian Government, especially the Ministry of Culture and Tourism is the underwater cultural heritage.

Diving and exploring shipwrecks in Albania is becoming a much-frequented water sport and recreational activity. This activity is still very much unregulated. In order to protect the shipwrecks, the government should introduce new legislation allowing divers to explore them for tourism and recreation. It is the obligation of every state to protect the underwater cultural heritage as a heritage of all humankind.



This publication aims to give a full picture of the situation in Albania regarding shipwrecks. Thus, it is focused on Vlorë Bay, by exploring the naval and underwater history and keeping into consideration geographical, demographical, economical, environmental protection, etc characteristics. The publication includes most of the shipwrecks passports. Identification and exploration of every shipwreck is important for the future underwater tourism and recreation.

Albania is in the initial phase of evaluating possibilities of improving maritime tourism through the usage of underwater cultural heritage. There are many obstacles to overcome; nevertheless the experience of others can be a good guide and UNDP as a worldwide organization can help Albania. The Bay of Vlorë is one of the maritime areas, which can be used to start the concept and practice of exploring underwater cultural heritage for tourism and recreation.

This underwater history contains many secrets that are still hidden to Albania. The Albanian Government, with the exception of a few research institutions, wants to formally investigate research and expose those secrets. Nevertheless, many private organizations have already explored most of the shipwrecks, knowledge which the Ministry of Culture needs to recognize and officially archive.. Using these cultural sites for tourism and recreation is an advantage, but current rules, procedures and laws need to be revised if Albania is going to use them for maritime tourism. Recreational diving is not a common tourist activity. It requires special training, an adventurous spirit and the appropriate financial means with which to do it. As good stewards of International Law, Albania must ensure the project properly balances the protection of underwater cultural heritage and its usage for tourism and recreation.

There is still not a clear underwater heritage picture of the Albanian coastline, including Vlorë Bay. In Vlorë Bay there are about 21 shipwrecks that have been identified and explored, and at least seven more will need to be explored. There are shipwrecks from WWI and WWII with Italian flags and many that are from the Albanian Navy. The Bay of Vlorë is rich with history and is the current resting site of 806 Italian sailors and soldiers of WWI and WWII.



ACKNOWLEDGMENT

In the last 25 years many people and organizations have explored the Albanian underwater cultural heritage. Most of them are enthusiastic recreational and/or professional divers who have worked hard and sometimes without any support to discover Albanian hidden underwater history.

Fortunately, due to my assignments in the Albanian Navy / Coast Guard and my passion for these matters, I know most of the contributors. We have established contacts, exchanged information, worked together and created a common underwater picture. This work has been published periodically by them, as personal or organizational research. Having a full inventory of underwater cultural heritage is a governmental task. Their contributions have been individually and taken into consideration in this paper. Their contributions should be recognized.

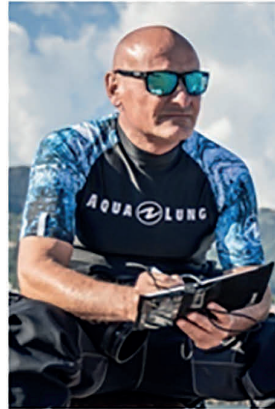
I would like to personally thank all of the organizations and individuals who have contributed to or have been involved in exploring Albania's Maritime Waterways, including the Vlora Bay, underwater cultural heritage. Special thanks to who has conducted many of their own separate researches on the matter.

Their work had been a superb reference on this paper.





Igli PUSTINA
Albanian Diver
President ADF



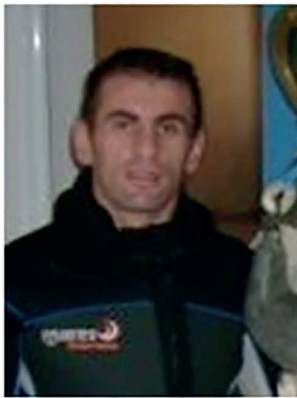
Cesare BALZI
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Training Instructor



Mauro PAZZI
Italian Photographer
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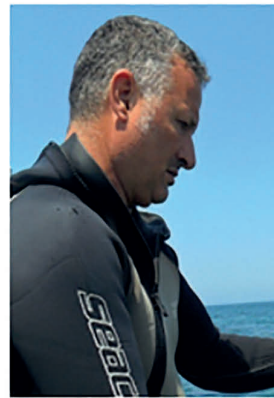
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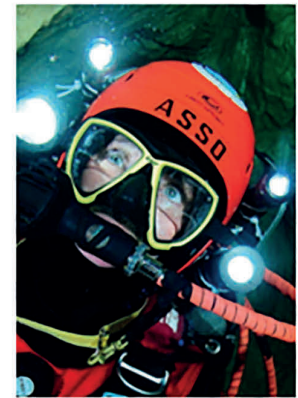
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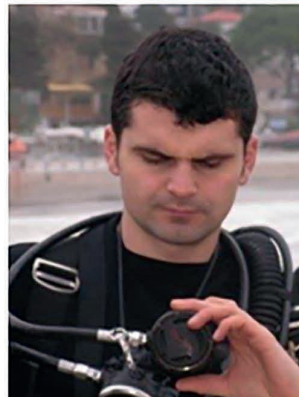
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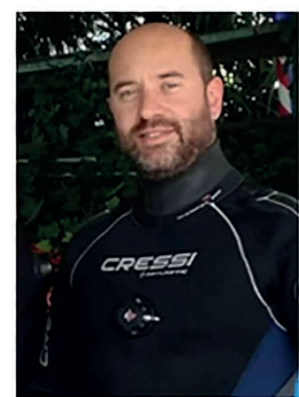
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Albanian and foreign divers and researchers who have helped me with their personal contributions on this paper





Albanian Navy Diving Center



Albanian Navy Hydrographic Service



Albanian Diving Federation



Italian International Association of Nitrox and Technical Divers



Archeological Institute of America



Italian Sportive Group SUB DELPHINUS



Italian Navy Historical Center



Relitti in Albania



AKADEMIA E STUDIMEVE ALBANOLOGJIKE

Albanian Academy of Albanology



Italian the Historical Diving Society



Albanian Ministry of Culture



Albanian Ministry of Tourism



Italian Diving Organisation



Albanian Navy



Albanian Geography and Infrastructure Institute



Albanian Spiranca Diving Center



Nautica Mare Diving



Events & Activity

Government and non-government organizations involved in exploring or researching in underwater cultural heritage in Albania



ABBREVIATION

ADF – *Albanian Diving Federation*

ASW – *Anti Submarine Warfare*

BC – *Before Christ*

FPB – *Fast Patrol Boat*

HMR – *Human Resources Management*

HMS – *Her Majesty Ship*

IANTD – *International Association of Nitrox and Technical Divers*

Km – *Kilometer*

LCDR – *Lieutenant Commander*

LPC – *Large Patrol Craft*

LT - *Lieutenant*

Lit / hour – *Liters per hour*

MPA – *Maritime Protected Area*

NATO -*North Atlantic Treaty Organization*

NM - *nautical miles (1 nm = 1852 m)*

PAEC - *Parliamentary Assemble of the European Commission*

SLOC – *Sea line of communications*

sq. km – *square kilometers*

UNDP – *United Nation Development Programme*

WWI – *First World War*

WWII – *Second World War*



Chapter I

VLORA BAY – A SHORT DESCRIPTION

The data below includes the Albanian Maritime Space, as well as Vlora Bay. As I mentioned above, the report includes the entire Albanian Maritime Space, but will focus mainly on Vlora Bay's underwater maritime heritage management.

1.1. Albanian maritime space

Albania^{1,2}

The Albanian territory (land and sea) is about 34922 sq.km. The Albanian national seas (territorial sea³ and internal seas⁴) represent 21,5 % of Albanian land territory (28748 sq.km), while together with continental shelf and EEZ (Economic Exclusive Zone) represent 37,8% of the land territory. Albania has 7 islands, Sazan Island, four islands in Tetranisi Bay, Stillo Island and Tonga Island. Sazan Island, as the biggest island in Albania represents 99,5% of the total surface of seven islands and 82,5 % of their coastline. The Albanian maritime data are as follows:

1 The data are referred to the 2016 study of Ministry of Defense "On the Albanian strait baseline". The author of this paper was the team leader of the study.

2 Albania has one agreement with Italy (1992) for the delimitation of continental shelf.

3 **UNCLOS 1082**, Article 4. "The outer limit of the territorial sea is the line every point of which is at a distance from the nearest point of the baseline equal to the breadth of the territorial sea.". By the Albanian Parliament Degree no. Nr. 7366, date 24.3.1990, on the amendment of Degree Nr. 4650, date 9.3.1970 "for the borders of Albania", declared the Albanian breadth of territorial sea 12 NM.

4 **UNCLOS 1082**, Article 8. Internal waters. 1) Except as provided in Part IV, waters on the landward side of the baseline of the territorial sea form part of the internal waters of the State. By the Albanian Parliament Degree no. Nr. 7366, date 24.3.1990, on the amendment of Degree Nr. 4650, date 9.3.1970 "for the borders of Albania", amended by the Degree no. Nr. 5384, date 23.2.1976, declared the Albanian strait baseline.



Total coastline	549.11	km
Continental coastline	530.75	km
Coastline of 7 islands	18,36	km
Strait baseline	269.91	Km
Internal sea	1298.75	sq.km
Territorial sea (*)	~5041	sq.km
National seas (*)	~6340	sq.km
Continental shelf/EEZ (*)	~4702	sq.km

(*) – The data are not exact. Albania doesn't have delimitation of territorial sea, continental shelf with Greece and Montenegro and of the EEZ with none of its all-neighboring countries. Albania has one agreement with Italy (1992) for the delimitation of continental shelf.

Vlora Bay

Vlora Bay is the largest bay in Albania and together with Drini Bay (Shengjin) they are the only ones that fulfill the conditions to be closed up with strait baseline. This is based on Article 10 of the UNCLOS 1982. Vlora Bay's surface represents 24,3 % of Albania's internal sea, 5% of Albanian national seas, while its coastline represents 20,5% of Albanian coastline. Bay of Vlora is the densest area containing shipwrecks, with a density of one shipwreck for every 11,7 sq.km

Total coastline	110.65	km
Continental coastline	95,5	km
Sazan Island coastline	15,15	km
Strait baseline	28,08	km
Surface	315.912	sq.km

1.2. The geographical position and its characteristics

Bay of Vlora is the largest bay in Albania, situated along the middle of the Albanian coastline and in the very southern part of the Adriatic Sea.

The high altitude of the surrounding terrain allows the maritime surveillance of SLOCs from Mid Adriatic Sea through Central Mediterranean, while the accommodation capacities of the Vlora Bay allow immediate response in Otranto Chanel, Adriatic Sea and Central Mediterranean. The Bay of Vlora is a key strategic position supporting maritime activity in both the East and West Mediterranean Sea.

Bay of Vlora has a surface of 315 sq.km, extending from the North-West toward the South-East. The southern part of Vlora Bay is called Bay of Dukat. The bay is connected to the Adriatic Sea through two entrances, divided by Sazan Island, called Northern and Southern Channels. The



Northern Channel is 4,7 NM wide and its maximum depth is about 20-30 m, while the Southern Channel is 2,74 NM wide and its depth is between 60-70 m. Sazan Island is the only island in the Bay of Vlora with a surface area of 6 sq.km, 4,7 km long and 2,2 km wide. Its coastline length is 15 km and two of its hill peaks are more than 330 m high. The northern side of the coastline of Vlora Bay is flat, while in the eastern and southern parts of the coast, there are



Vlora Bay. Photo by air

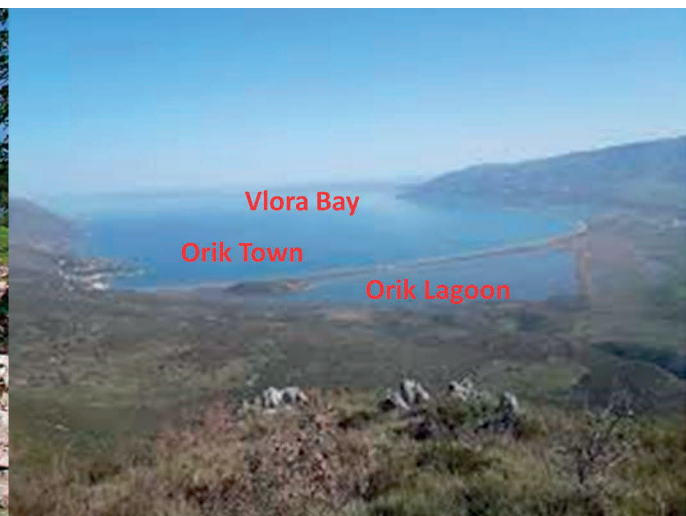
several mountains' peaks from 600-900 m. Located in Vlora Bay, there are also two lagoons, Lagoon of Narta, in the northern part and Lagoon of Orikum, in the southern part of the bay.

1.3. History

The naval and maritime history of Vlora Bay is more than 2000 years old and a clash arena among the maritime powers. It is due to its strategic position. It is situated in the eastern part of Otranto Channel (choke point), and is considered an important control point for Adriatic and Central Mediterranean Sea maritime traffic. Sazan Island, the only island in the bay is situated in the Otranto Channel. Because of its strategic location, it has played a crucial role in its history. To control Sazan Island means controlling the Otranto Channel and Vlora Bay as well.



Orik Town



**Vlora Bay
Orik Town
Orik Lagoon**



During the Roman Empire, Vlora Bay was a safe area for the Roman Fleet. At that time, the Roman Fleet base was situated in Orik Town, inside the Orikum Lagoon. The first battle between Julio Cesar's Army and Pompey's Army occurred in Orik, after the landing operation of Cesar Army in Palasa in 48 BC. After the Roman Empire collapse, the main powers which controlled Vlora Bay had been land powers, which mainly enforced sea denial, rather than using it for sea control. Before 1812 Venice had controlled Vlora Bay, as a safe area for trade, but mainly to ensure maritime traffic in Otranto Channel and the Adriatic Sea.

During the first half of the 17-th Century, in the far west of the Karaburun Peninsula was operating a person named Haxhi Ali, an Albanian pirate born in Ulqin (today's Montenegro). A cave located on the extreme western end of the Karaburun Peninsula is still named Haxhi Ali Cave.⁵

Vlora Bay's modern history and its strategic importance began around the beginning of the 19th Century. By 1815 the Sazan Island became part of the Ionian Island Autonomous Republic under the protectorate of Great Britain. It included 11 Greek Islands in the Ionian Sea and Sazan Island, which at that time was known by the name of "Diapontia". In 1964, Great Britain passed control of the Diapontia Islands to the Greek Kingdom. It was a "de juro" act, because Vlora Bay and Sazan Island were under the control of the Ottoman Empire, which had occupied Albanian territories for more than 400 years. At that time, in 1989, the first publication on Sazan Island and Bay of Vlora, was written by Italian Biologist Antonio Baldacci.

During the First Balkan War, on 8 November 1912, after 50 years of controlling "de juro", Greece seized "de facto" Sazan Island. Albania proclaimed Independence from the Ottoman Empire on November 12, 1912, independence which included Sazan Island as its continental territory. In 1914 Great Powers recognized the borders of the newly independent Albania and forced Greece to leave Sazan Island. On July 2, 1914, 25 Greek forces left Sazan Island passing its control to the new Albanian Government.

After the unification of Italy as a state in 1833 and its ambition to rise as a naval power, Italian Foreign Policy started to view Vlora Bay and Sazan Island as an area with a strategic interest in controlling Otranto Channel. *"The occupation of the Island of Saseno by a military contingent: the Savoy Kingdom had thus finally acquired the much-needed control of the two banks of the Otranto Channel"*.⁶

After the First World War started, the Italian Kingdom and Austro-Hungarian Empire, as two states of the Adriatic Sea with notable naval power, were in alliance within the Central Powers. In December 1914, within a month after Greek forces left Sazan Island, Italy moved a medical team to Vlora Town and a military company to Sazan Island.

On April 26, 1915, the Italian Kingdom shifted its alliance, passing it to Entente Powers through a secret agreement, signed in London, called the London Treaty. The Treaty gave Italy the right to control Vlora Bay, Sazan Island and surrounding territories. In April 1916, Italian forces occupied Sazan Island, Vlora town and the surrounding areas, as was signed in the London Treaty. This occupation will last for the next four years.

5 **Jonuzaj, Seit and Lameborshi, Neki.** "Detaria shqiptare në rrjedhën e kohës". Tiranë 2018. ISBN: 978-9928-255-15-0. Page 63.

6 **Sette, Alessandro** "l'Albania nella strategia diplomatica italiana". Nuova Rivista Storica, Volume CII, Fascicolo I (Gennaio-Aprile 2018).



Italy was a victorious power of WWI enjoying control of Vlorë Bay, until the war with Albanians of June 1920 ended its reign. Albanians forced Italians to leave Vlorë and surrounding areas, but not Sazan Island. Through an agreement signed on 2 August 1920 with the Albanian Government, Italy legitimized its presence for control of Sazan Island and the Otranto Channel. Over the next 27 years, Sazan Island administratively became part of the Italian Kingdom territorial administration. On December 18, 1920, Sazan became part of the Lagosta Province, on 18 January, 1923 it became part of the Zara Province and on January 7, 1941 part of the Cararo Province. Sazan Island from 1920 until 1943 has been administered by an Italian military officer.

Days before the Italian armistice of September 1943, Sazan Island was occupied by Germans on September 10, 1943, until its liberation by the Albanian National Forces on October 22, 1944. From that day on Sazan Island became a "de facto" part of Albania. Sazan Island finally passed "de jure" to Albania by the Paris Peace Treaty of February 10, 1947.

After the liberation of Albania and establishment of communism, the Bay of Vlorë, especially Sazan Island, became military bastions. Beginning in 1945, in Sazan Island was deployed a small military land forces unit. On September 19, 1946, Sazan Island was used as a forward operating base to mine Corfu Channel. The base was used by ex-Yugoslavian Navy with the consent of the Albanian Government. On October 22, 1946 an unfortunate incident occurred in the Corfu Channel. During this incident two British warships hit naval mines and 44 British sailors died while many others were wounded.

In 1954, Albanian Armed Forces established the first naval unit on Sazan Island, composed of six Fast Torpedo Boats from ex-USSR. In 1957, by signing an agreement with ex-USSR, Albania aimed to militarize the entire Vlorë Bay starting from Pashaliman Naval Base and then following the internal coastline of Karaburun Peninsula up to Sazan Island. Pashaliman Naval Base became an important Submarine Naval Base, composed of four Albanian and eight ex-USSR submarines, while Sazan Island became an important Albanian Naval Base with a surface naval force. After Albania broke its relations with ex-USSR in 1960, Sazan Island became more important as a military bastion, including Anti Air Defense, Coastal Defense and Infantry Forces, in total of more than 5000 military people.

The fall of Communism in Albania forced the new government to change its defense concept and drastically reduce its military capacities. From 1998 until 2012, the Italian Navy maintained a small naval unit presence in Sazan as an anti-trafficking unit. Pashaliman Naval Base is considered



Italian Kingdom Flag in Sazan Island during WWI



an important military facility and Sazan Island continues to maintain a small military presence, however, it has since been open for many years to tourism, mainly in the summertime.

In the last 10 years Vlorë Bay has changed its management tourism concept. It hasn't lost its strategic importance, but it has become the most visited and attractive maritime area in Albania. Navigational safety, provided by the geography of the Vlorë Bay and the very attractive coastline has increased the interest of many touristic services. In Vlorë Bay, near Orikum Town, since 2000, operates the first and the only Marina in Albania.

1.4. Population and industry

Near the Vlorë Bay coastline are situated two towns (Vlorë and Orikum) and five villages (Narta, Zvërnec, Kanina, Radhima, Tragjasi and Dukati). All of them, with a population of around 100 thousand inhabitants, are situated along the northern and eastern coastline of Vlorë Bay. This section of the coast line extends 34 km out of 84 km of the bay.

Main industry infrastructures are located along this stretch of the northern and eastern coastline: There is one commercial Port in Vlorë Town, which will soon be redeveloped into a touristic port, Petroliferous Port, Fishing Port, Orikum Marina and the Pashaliman Naval Base.

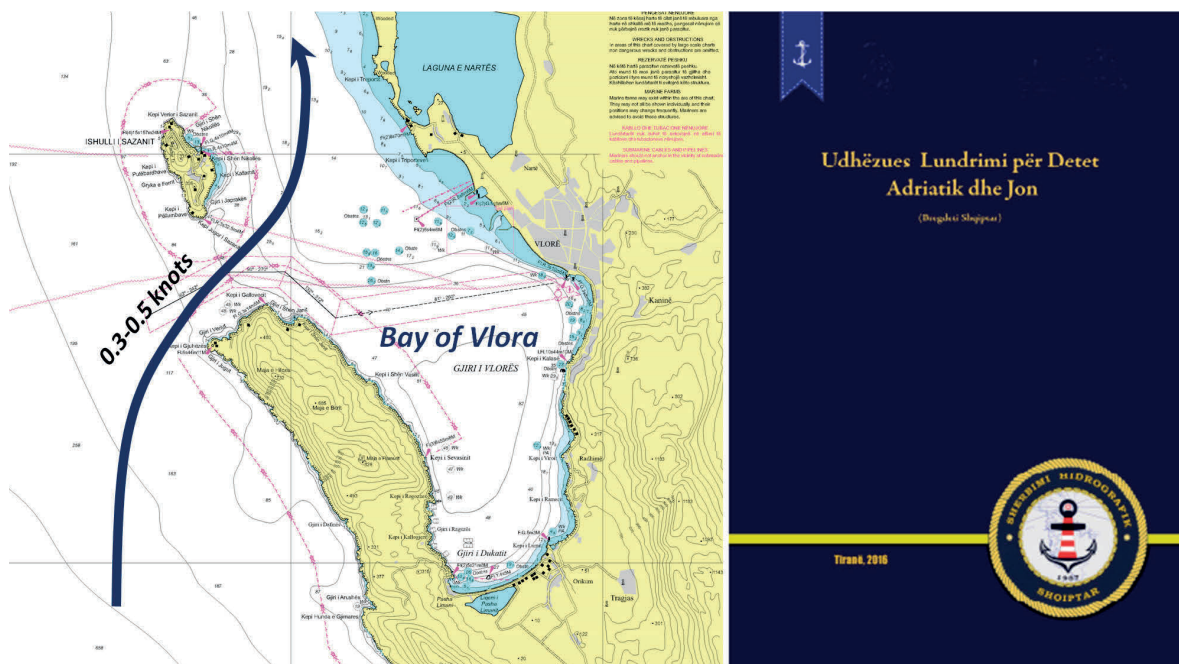
On the coastline of Karaburun peninsula are several former Navy piers, which, including the Sazan Naval Base, are used mainly for tourism.

The main industry in Vlorë Bay is tourism, which in the last ten years has seen drastic and sustainable development. The number of touristic boats has noticeably increased providing tourists, foreign and Albanians, some very attractive navigational paths, including Karaburun Peninsula and Sazan Island. The population of the Vlorë Bay area during the summertime become more than doubles in size. Also, shore service has significantly improved recently and officially, Vlorë hotels provide more than 6000 beds. Underwater tourism is still in the beginning stage and not well organized. Fishing and cultivated fishing farms is an industry which is located mostly in the southern part of Karaburun Peninsula.



1.5. Oceanography and meteorology⁷

Depths in Vlora Bay. The Bay of Vlora, with its two access straits, is deep and clear of underwater hazards. The depth along the axis of the south channel (Karaburun) is 60-70 m, while along the axis of the northwest channel is 20-30 m. The depth in the central part of the bay is 30-35 m. Along the west and southern coasts, the mostly the depth of 20 m passes parallels with coastline. The shallowest waters are in the northern part of the bay. Between the Cape of Treport and the Vlora harbor, the maximum depth is approximately 10 m until it moves about 1.4 NM away from the coast. The deepest point of the bay is situated in the area between the Cape of Kalaja and Ragusa Bay, where the 50 m line forms a large triangle. Within this triangle the deepest point goes up to 54 m.



Currants in Vlora Bay and the Albanian Sailing Directions for Adriatic and Ionian Seas

The seabed formation. Vlora Bay in some areas near the coast is sandy and rocky. The seabed is sloped and lined with aquatic vegetation. This geographical area is well protected by the wind coming from south, south-east, while the north-west winds cause some ripples. Small boats usually use the south area of the Port of Vlora as temporary anchorage point.

Winds. The strongest winds in Vlora Bay and for the whole region usually come from the south. Occasionally, northwest winds, cause some waves in the bay. The southern winds (sirocco) blow with great speed. The strength of these winds varies in different areas of the bay. The north and west winds (the latter with little force) also create some waves in the Vlora Bay.

⁷ Most of the information in this subchapter is provided by Albanian Sailing Directions for Adriatic and Ionian Seas, 2016, a publication of Albanian Navy Hydrographic Service



Waves. Vlorë Bay is open to waves from the northwest, but its southern part (Dukati Bay) is protected from waves coming from all directions. For temporary stays, boats usually use the Vlorë ridge located in the eastern part of Vlorë Bay. In the Bay of Vlorë, sea level movement along with tidal waves, as in the entire Albanian coast, does not matter because it is not of great practical value.

Currents. Currents are more visible when sustained winds originate out of the south. They usually move north along the eastern coast of the bay. This current can reach speeds of up to 0.3-0.5 knots. When tidal currents interact, their size and direction can change significantly over time. Their speeds can sometimes reach upwards to 1-2 knots on the surface.

Temperature. The water on the surface reaches the highest temperature in July-August (23-25°C) and the lowest in February (11-14°C). As the depth increases, the temperature drops quite a bit.

Salinity. The average salinity in the Vlorë Bay ranges from 37.30 ‰ to 37.5 ‰. The highest value is in October (38.35 ‰) and the lowest in January (35.30 ‰). The average annual salinity change between them amounts to 0.7 ‰.

Visibility of water. Vlorë Bay is characterized by clean waters. Transparency in good weather and at sea reaches a value of 20-25m for the white disk (water color scale).

Restrictions. The region, which lies about 1 mile from the western part of the Karaburun Peninsula, extends to the Cape of Saint-Vasil to the east, Sazan Island to the north and restricts boaters from sailing or anchoring in this area.

Anchorage points. Large vessels for short stays, use as an anchorage in the north-east area of the Vlorë Bay, between the port of Vlorë and the Cape of Palesia (latitude 40° 26'V, longitude 19° 29' L). Here the depth is 18-20 m.

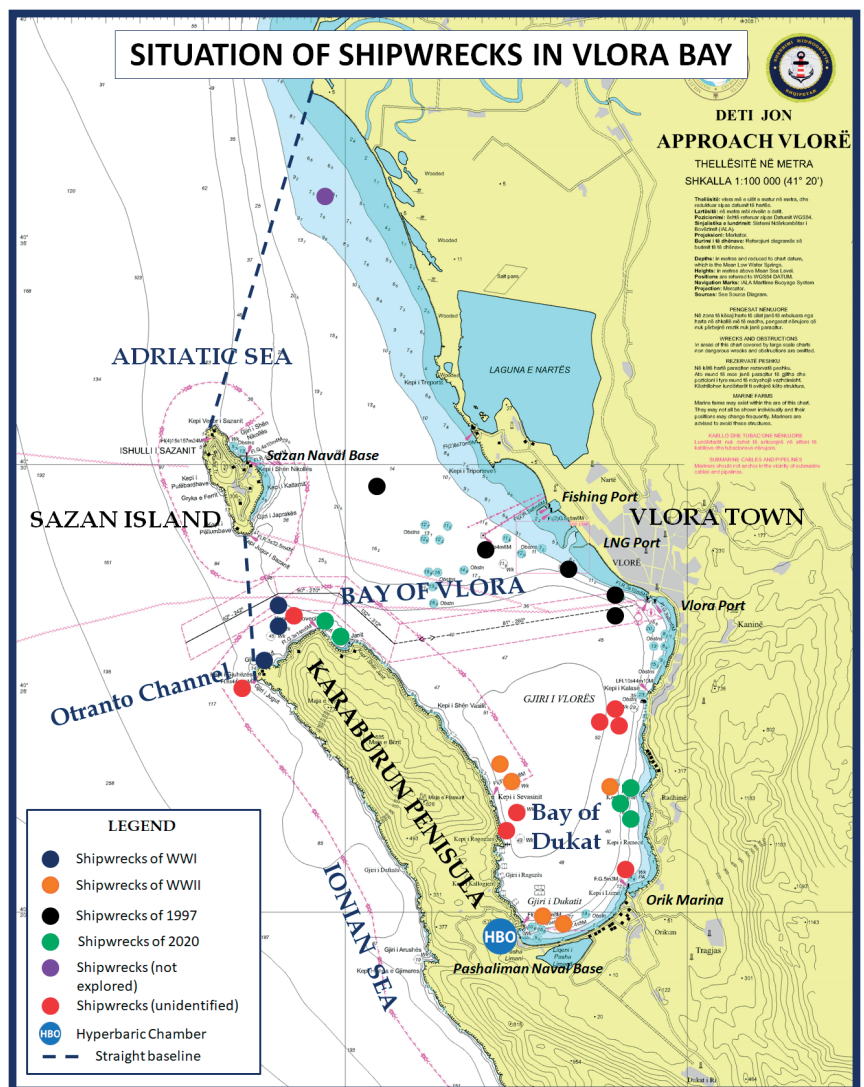


Chapter II

THE NAVAL HISTORY PERSPECTIVE OF VLORA BAY AND SURROUNDING AREA

The Albanian maritime area, during the modern naval history and starting from 1990, has been a maritime battlefield among naval powers. During the last 120 years in the Albanian maritime area and surrounding vicinity more than 120 ships have sunk. Most of them were sunk, about 50, during WWI and 25 sunk during WWII. The rest sunk in peace time, especially during the tumultuous Albanian civil unrest year of 1997.

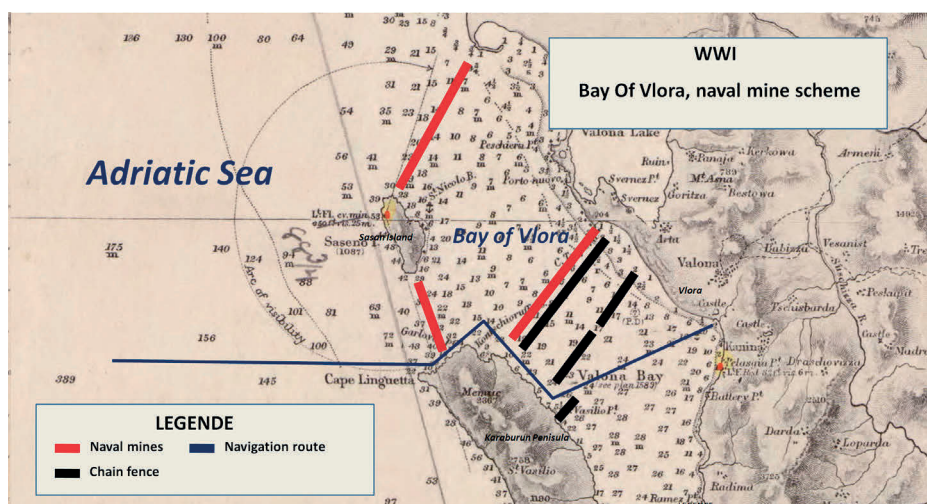
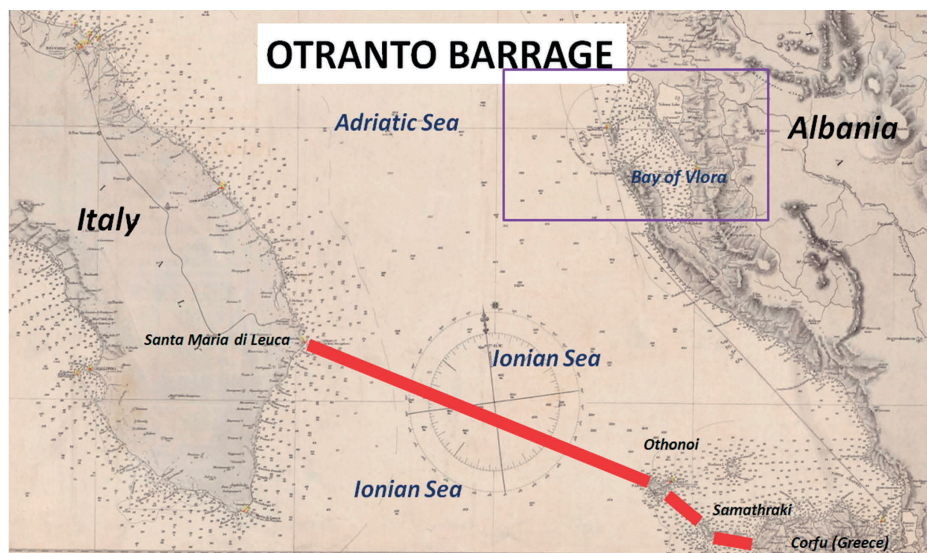
Most of the ships sunk during the two World Wars were military Italian and Austro-Hungarian flags, but there were also some military German, UK, French, and Greek flags. During the 1997 Albanian Civil Unrest many Albanian Navy ships were sunk. Additionally, for touristic purposes over the last 10 years, the Albanian Navy has deliberately scuttled around 12 obsolete ships, five of them in Vlorë Bay. During that same period of time, there were many other merchant ships that sunk in Albanian waters.



The Bay of Vlora is one of the densest maritime areas containing shipwrecks in Albania, followed by Shengjini and the Durres area. Bay of Vlora, due to its history, geography, depth, etc, is also one of the most attractive tourist destinations in Albania. Over the course of two World Wars, including in later years, around 45 ships were sunk in the Bay of Vlora and surrounding area, 27 of them inside the bay. Most of the shipwrecks are under 50 m depth.

a. During the First World War

During WWI, The Bay of Vlora was mined by the Royal Italian Navy, denying access to the Austro-Hungarian Imperial Navy and its allies. It was deemed a safe area for Italian ships. This explains why, during WWI, no ships were sunk inside Vlora Bay. During those years, from 1915-1918, there were only three Italian flags sunk in the Southern Channel of the bay. However, there were more than 10 ships sunk in the surrounding area.



The barrage of Otranto Channel and the minefield of Vlora Bay



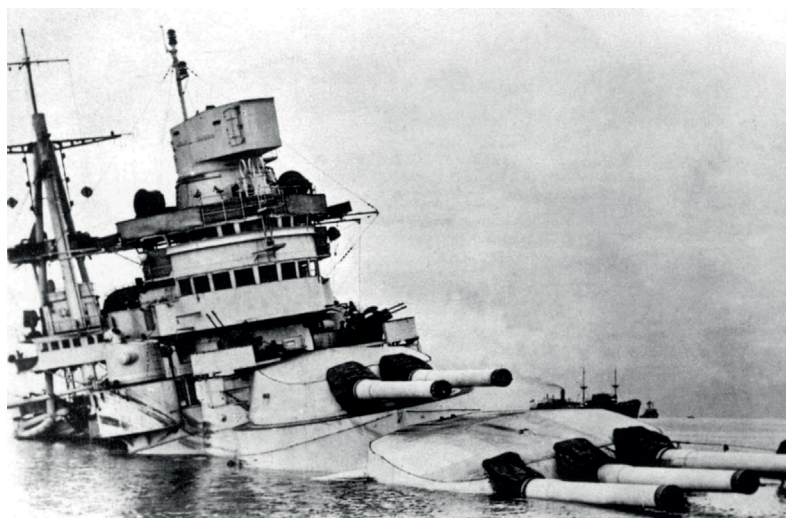
Most of the naval actions that occurred in the Southern Adriatic Sea started after the Treaty of London was signed on April 26, 1915. This is when Italy shifted its alliance. Soon thereafter, control of the Adriatic Sea between the Italian Royal and the Imperial Austro-Hungarian Navies became contested. This was now a bitter dispute among the-rivals and their new alliances.

To deny access of the Central Mediterranean to the Imperial Austro-Hungarian Navy and its ally, the German Imperial Navy, the Italian Royal Navy and its allies during in 1915 built the Otranto Barrage. This was a combined naval force effort fence, which started from the tip of the Santa Maria di Leuca, Cape in Italy, and extended south and eastward to Corfu Island in Greece. This was accomplished by connecting the Greek Ionian Island of Othonoi and the island of Samothraki. Italy also, after the occupation of Vlora and Sazan Island, built three naval mines lines and fences to block the Bay of Vlora in order to preserve it as a safe area for its Navy.

During those three years in the Southern Adriatic Sea, there were many sea contest encounters among and between ships of the maritime powers. The major battles in which most of the ships had been sunk: The First Battle of Durres which took place on December 28-29, 2015; The Battle of Otranto Channel, on May 14-15, 2017; The Second Battle of Durres on October 2, 2018, and during the naval evacuation operation from Durres to Bridisi, in February of 1916. All ships that were sunk during WWI in the Albanian maritime area occurred after the signing of the London Treaty on April 26, 1915, and between the years October 1915 and October 1918. During WWI, in the Bay of Vlora three Italian Royal Navy ships were sunk: "Intrepido", "Re Umberto" and "Regina Margherita".

b. During the Second World War

Even though Albania was officially free from Italy, beginning on 2 August 1920, a portion of it remained under Italian control due to the Ambassador Treaty of 1915. It was during this period, between the two World Wars, and due to that same agreement that Sazan Island became an operational base for the Italian Navy. This was an accepted formal agreement between the two governments. At the beginning of WWII, on April 7, 1939, Italy would begin yet another occupation of Albania, through naval operations and in two short weeks it would eventually take over the entire country. During WWII, the Bay of Vlora, until 1941, was completely controlled by the Italian Royal Navy, while at the same time it maintained un contested sea control of the Adriatic Sea. The entire eastern coastline of Albania



***The attack on Taranto Naval Base.
The battleship "Conte Di Cavour" sunk***



along the Adriatic Sea was seized by Italy, or its ally, Germany. It remained a safe maritime bridge or passageway between Brindisi and Vlora for the Italian Navy through the end of 1940.

However, a successful British attack on the Italian Taranto Naval Base, on November 11-12, 1940, would end this full sea control in Vlora Bay. This attack resulted in the sinking of more than half of Italy's Navy capital ships. This forced Italy to transfer the rest of its fleet back to the Naples Naval Base in the Sea of Tyrrhenian. The attack on Taranto shifted the balance of power in the Central Mediterranean and Southern Adriatic Seas. By the beginning of 1941 British Forces in the Mediterranean were able to relocate a Squadron of Swordfish Aircraft to Paramithi Greece, close to Albania.

Over the next two years, through September 1943 Italy declared an armistice, within Vlora Bay British forces with the use of its Swordfish Squadron stationed in Paramithi, attacked and sunk five Italian Navy ships inside Vlora Bay: "Po", "Andromeda", "Stampalia", "Luciano" **and** "Rovigno".

c. Albanian Navy ships

In 1997 after the Albanian civil uprising passed, some of the general populous raided a few of the Navy military installations, commandeered several Albanian Navy ships and escaped to Italy. During that time, in March of 1997, many of the ships at the Pashaliman Naval Base were left unguarded while others under routine maintenance. Due to bad weather conditions and because they were left unattended, many of the ships lost their mooring, broke free of the pier side due to strong wind conditions and drifted uncontrolled inside the bay until they sank or ran ashore. In March of 1997 in the northern part of the Bay of Vlora, where it is the shallowest, five Albanian Navy ships sunk.

In the succeeding years after the 1997 uprising, the Albanian Navy possessed in its inventory a number of decommissioned ships, mostly from the ex-Soviet Union era. These ships were deemed obsolete and presented a danger to the Pashaliman Naval Base where officials came under increased pressure to sink them inside the base. The Albanian Navy proposed to the Ministry of Tourism to use these obsolete ships for underwater tourism. With their approval, the Albanian Navy conducted a series of controlled sinking operations for five Albanian Navy ships in the Bay of Vlora in 2020. These controlled sinking's took place at two different sites: Radhina and Shën Jan. Prior to that and with the assistance of US Navy, the Albanian Navy have sunk some seven other obsolete ships. Six ships scuttled in Ksamil (2010) and one in Dhermi (2020). Other than the ships described above, there are few other Albanian or unknown ships in the Bay of Vlora, mainly in the northern part of the bay.





Diving recreation area in Ksamil (2010) with the assistance of US Navy



Chapter III

DETAILED DATA LIST OF THE SHIPWRECKS IN VLORA BAY

No	Year of sunk		Name	Flag	Type	Depth / Clearance	Coordinates		Fives lost	
	Date	Month					Year	Longitude		Latitude
Completely or positively identified objects										
1	4	12	1915	RE UMBERTO	Italian	Cargo ship	65	40°26'27.71"N	19°18'5.42"E	60
2	4	12	1915	INTREPIDO	Italian	Destroyer	32	40°25'27.60"N	19°17'25.20"E	-
3	11	12	1916	REGINA MARGHERITA	Italian	Battleship	68	40°26'19.89"N	19°17'59.15"E	675
4	14	3	1941	PO	Italian	Hospital ship	37	40°22'53.60"N	19°27'54.22"E	23
5	17	3	1941	ANDROMEDA	Italian	Destroyer	45	40°22'17.51"N	19°25'7.54"E	50
6	15	4	1941	STAMPALIA	Italian	Cargo ship	16	40°19'36.77"N	19°25'46.53"E	-
7	15	4	1941	LUCIANO	Italian	Cargo ship	23	40°19'40.00"N	19°25'27.00"E	-
8	22	9	1943	ROVIGNO	Italian	Auxiliary Destroyer	53	40°22'51.27"N	19°24'59.86"E	-
9				Unknown	Albanian	Barge		40°35'49.09"N	19°17'53.29"E	-
10		3	1997	F-321 "Semani"	Albanian	Large Patrol Craft	18	40°28'39.13"N	19°21'59.64"E	-
11		3	1997	"22 Tetori"	Albanian	Crew ship	12	40°27'47.00"N	19°24'38.00"E	-

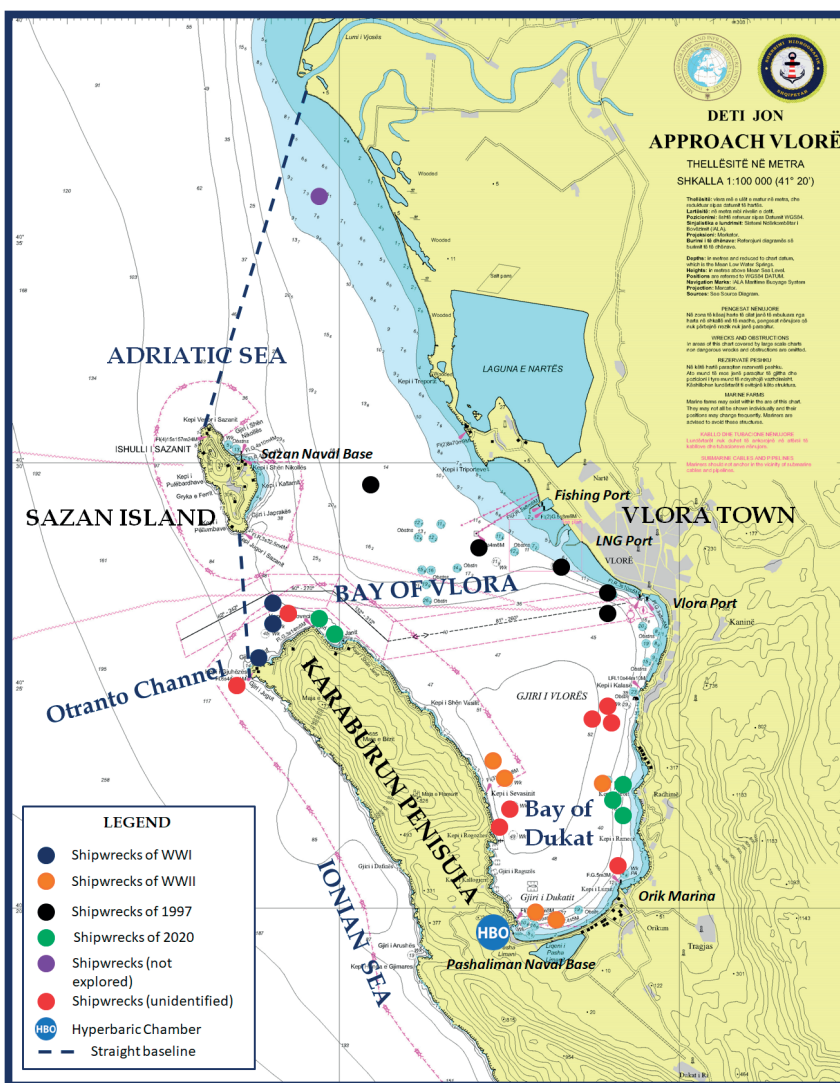
12		3	1997	"Joni"	Albanian	Torpedo Recovery	3	40°29'59.83"N	19°24'26.60"E	-
13		3	1997		Albanian	Barge		40°27'42.00"N	19°26'11.00"E	-
14		3	1997	"Shkumbini"	Albanian	Cargo Ship	6	40°27'17.92"N	19°27'49.67"E	
15				Unknown		Fishing Boat		40°27'2.00"N	19°28'3.00"E	-
16	27	7	2020	R-218 "Butrinti"	Albanian	Diving Tender	29	40°26'2.58"N	19°19'52.98"E	-
17	7	8	2020	P-208 "Treshina"	Albanian	Fast Patrol Boat	26	40°25'58.98"N	19°19'52.62"E	-
18	8	9	2020	A-210 "Refrigerator"	Albanian	Cargo Ship	24	40°22'48.06"N	19°28'4.50"E	-
18	11	9	2020	A-211 "Marinza"	Albanian	Water Tank	24,2	40°22'30.3"N	19°28'3.36"E	-
20	30	9	2020	A-110 "Adriatiku"	Albanian	Torpedo Recovery	21/16,8	40°22'57.01"N	19°28'27.50"E	-

Unidentified objects

21				Unknown	Italian	Cargo Ship	8	40°20'45.93"N	19°28'23.5"E	Unknown
22				Unknown	Albanian	Possible Floating Pear		40°21'36.20"N	19°25'5.79"E	Unknown
23				Unknown	Albanian	Possible Floating Pear		40°21'29.10"N	19°24'44.66"E	Unknown
24				Unknown	Albanian	Possible Fishing Boat	61	40°26'26.22"N	19°18'2.83"E	Unknown
25				Unknown	Unknown	Unknown		40°24'51.48"N	19°28'12.42"E	Unknown
26				Unknown	Unknown	Unknown		40°24'53.04"N	19°28'12.12"E	Unknown
27				Unknown	Unknown	Unknown		40°24'48.32"N	19°28'11.82"E	Unknown



Chapter IV HISTORY OF THE SHIPWRECKS IN VLORA BAY



In just the last 120 years of modern history, The Bay of Vlora has become one of the richest maritime areas containing shipwrecks in Albania. Each one of them has a distinguished and sorrowful history. Many sailors, soldiers and civilians have lost their lives at sea. These shipwrecks primarily represent a cultural heritage, but in certain circumstances can be used for tourism. The history of these shipwrecks is closely connected with naval warfare history in the southern Adriatic Sea. The ship's history, rather than their nationality, shape or location, are mainly what attract most sport and professional divers. The majority of the shipwrecks in the Bay of Vlora are reachable by sport divers and by all professional ones.

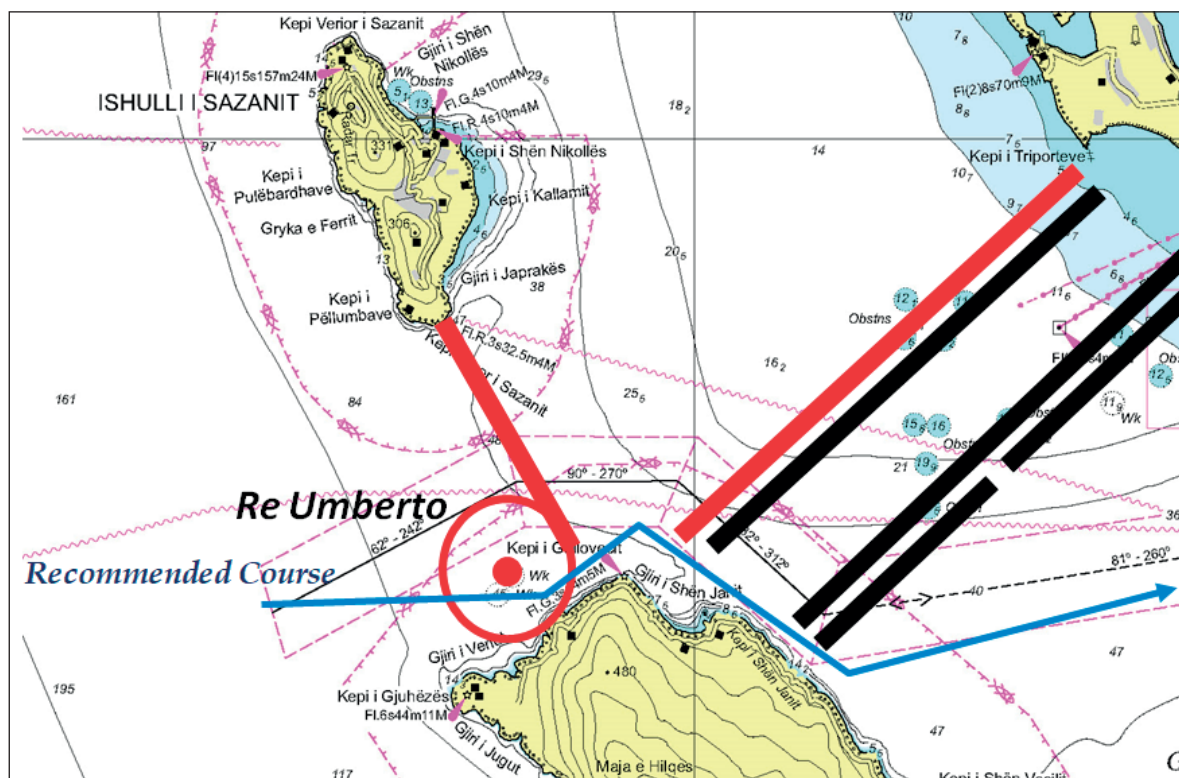
In Vlora Bay, located underwater in an area of about 315 sq. km are 27 identifiable objects. Twenty-one of them have been explored or positively identified, while seven other objects have yet to be identified. This chapter



is based on the most accurate information available and was provided by several government and non-government organizations. The research was conducted by Albanian and/or foreign organizations that have explored or researched underwater cultural heritage in Albania. I have referenced my own personal experiences, connected with many divers, different researchers in Albania, and abroad, in order to provide the most and up to date information on underwater heritage in Vlora Bay. Most of Vlora Bay's underwater cultural heritage has been explored, but there is still a lot of work that needs to be done. Many more dives and explorations will need to be conducted if we are to properly identify and provide the most up to date information on shipwrecks, not just in Vlora Bay, but along the entire Albanian coastline.

In this chapter I will discuss in detail every shipwreck in Vlora Bay using the most up to date and accurate information available. The descriptions will include the ship's history, her technical data, the history behind its sinking, individuals involved at the time of the sinking, coordinates and the depth of the sinking, including photos of the ship and her wreck.

V. 1. Italian Royal Navy Auxiliary Ship "RE UMBERTO"



The position where Italian Navy Auxiliary Ship "Re Umberto" sank

On December 2, 1915 the new Commandant of the Expeditionary Forces in Vlora General Bertotti left Taranto with a destination of Vlora to take a new assignment on board the Italian Royal Navy ship "Sciaffino". The second convoy comprised of 1500 soldiers and 150 animals left Taranto on December 3 on board the auxiliary ships "Valparaiso" and "Re Umberto" escorted by four destroyers of the "Indomito" class Squadron. "Re Umberto" is one ship with a mix of cargo and passengers. The plan was to arrive in Vlora in the night between December 3 and 4, 1915.



At 09:45 the convoy was close to Gjuheza Cape, the most western side of Karaburun Peninsula. "Valparaiso" was about to enter the Bay of Vlora while on the portside was the "Re Umberto". The ship was maneuvering through the recommended corridor because the southern channel of the bay had been mined by the Italians. At this moment "Valparaiso" heard an explosion on board the "Re Umberto" with a big black column of smoke, but no water column. Within 15 minutes, at about 10:00 of December 4, 1915 "Re Umberto" was cut in two parts and sank. "Re Umberto" sank at the coordinates 40°26'27.71"N and 19°18'5.42"E at a depth of 60 m.

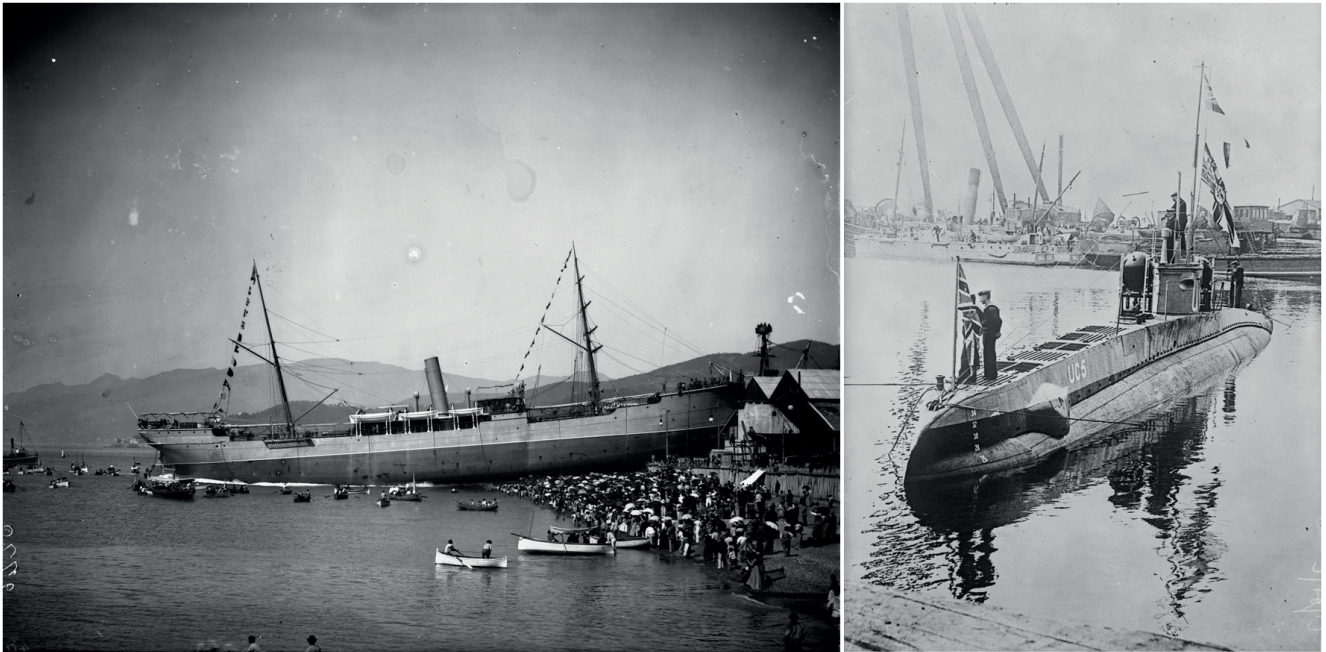
While the explosion occurred on the "Re Umberto", Commanding Officer LT Levera ordered the entire crew and passengers to get on the weather deck. The order of Levera and being escorted by destroyers saved many lives. Of the 765 people on board, crew and soldiers, 712 were saved. 60 people lost their lives, among them two officers. The rest of the survivors were transferred to Vlora on board of the destroyers. LCDR Levera survived.



Photos above are the Italian Navy Auxiliary Ship "Re Umberto" while sinking, under the water and her explored team of IANTD in 2007

On December 4, 1915 "Re Umbero" struck a mine placed by a German minelayer submarine UC-14, Type UC I, commanded by LT Cäsar Bauer. During WWI German submarine UC-14 sank 15 ships with a tonnage of 21.609 ton, including four Italian ships. The UC-14 sank on 3 October 1917. The Auxiliary Ship "Re Umberto" was identified and explored by an Italian Diving Expedition led by Fabio Ruberti, Italian Diver and President IANTD in 2007.





Pictured above are the Italian Navy Auxiliary Ship "Re Umberto" and German Submarine Type UC-1 (UC-14)

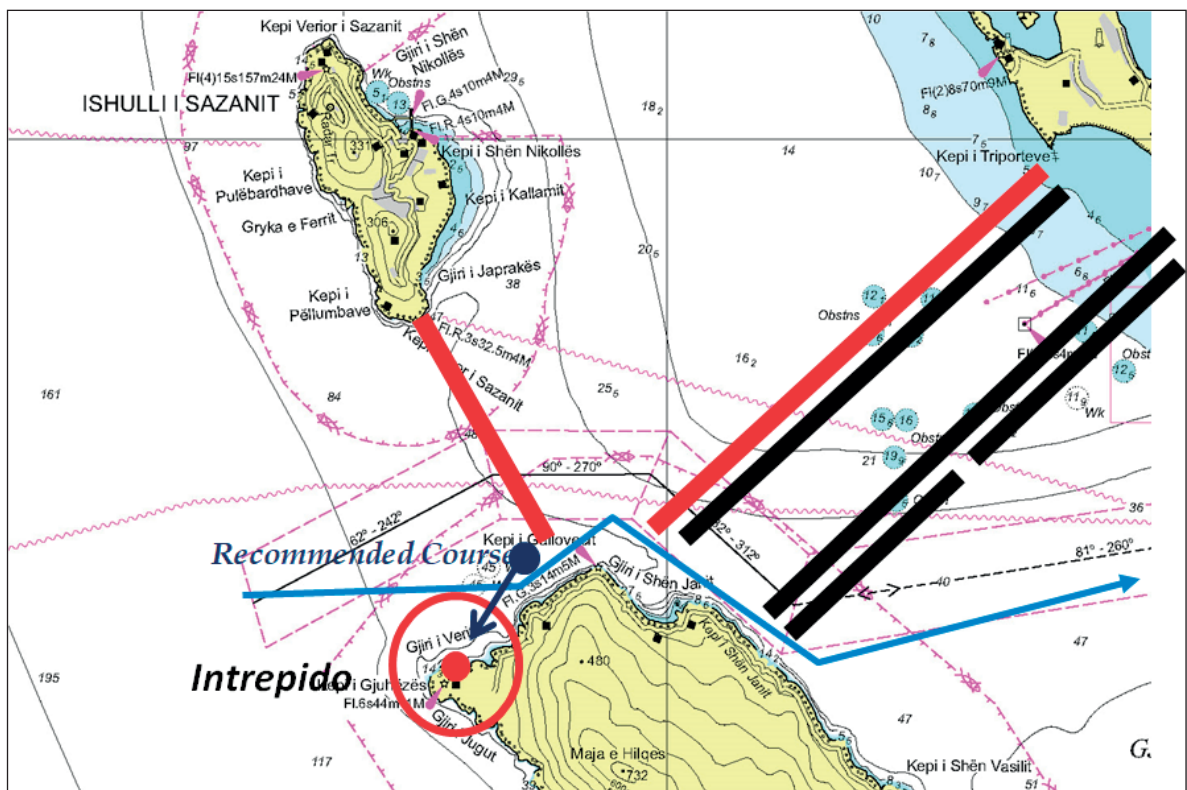
Name		<i>Re Umberto</i>
Hull Number		
Type		<i>Mix Cargo and Passenger Ship</i>
Laid down		<i>1891</i>
Launched		<i>September 13, 1892</i>
Commissioned		<i>1891</i>
Made in		<i>Ansaldo of Genova, Italy</i>
Enter in service of the Navy		<i>May 24, 1915</i>
Decommissioned		<i>December 4, 1915 (sank)</i>
Full tonnage		<i>3164 ton</i>
Measurements	<i>Length</i>	<i>101 m</i>
	<i>Bram</i>	<i>12,3 m</i>
	<i>Draft</i>	<i>5,6 m</i>
Speed	<i>Cruiser</i>	<i>12 knots</i>



V. 2. Italian Royal Navy Destroyer "Intrepido"

On December 4, 1915 Italian Destroyer "Intrepido", together with other warships were escorting the auxiliary ships "Valparaiso" and "Re Umberto". At 10:00 on 4 December the "Re Umberto" sank and the "Intrepido" was one of the ships that assisted the survivors. After bringing the 100 survivors to Vlora Port, the Commanding Officer of "Intrepido", LCDR Leva, was ordered to leave Vlora Port to hunt and destroy the UC-14 submarine that sank the "Re Umberto".

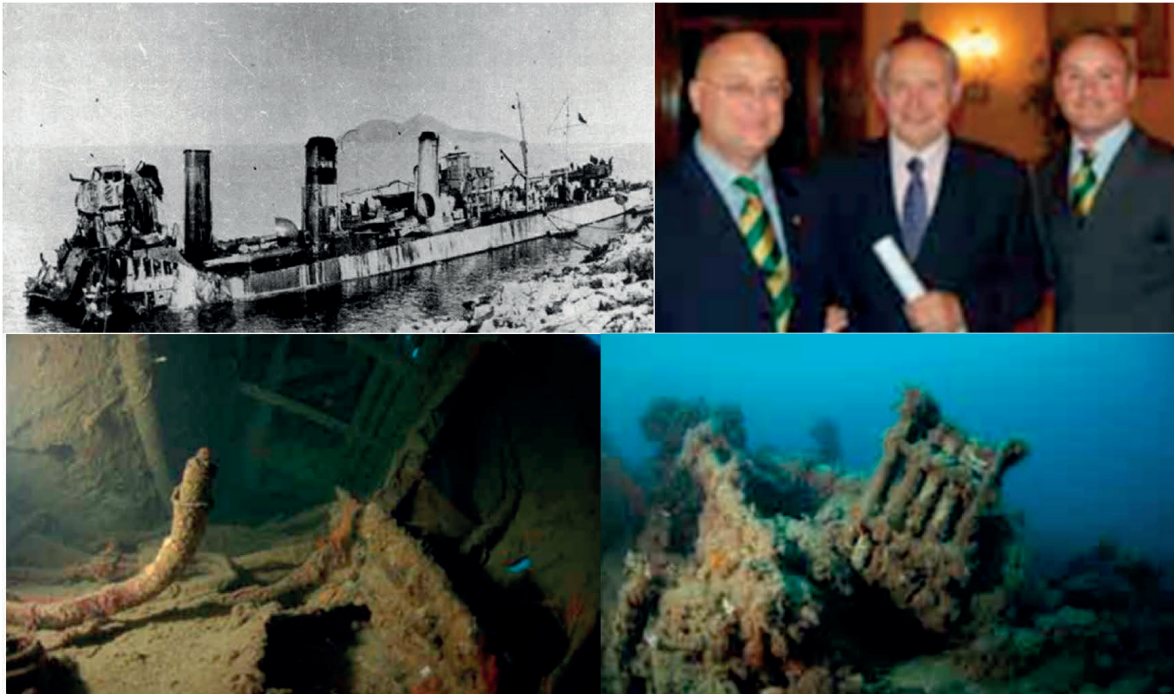
At 14:00, while unsuccessfully hunting the UC-14, the "Intrepido" entered Vlora Bay, close to the same position where the "Re Umberto" sank, became victim to another naval mine placed by the same UC-14 German Submarine. "Intrepido" drifted out of control, didn't sink however the wind forced her drifting and ran ashore in Gjuheza Cape. The Destroyer didn't have much damage and could be tugged to Vlora, but the military authorities decided to get rid of the armament and other materials. A few days later the Destroyer "Intrepido" was abandoned. By that time, the remaining hull of the "Intrepido" slid slightly into the water to a depth of 32 m, where the wreck is presently located at the coordinates 40°25'27.60"N and 19°17'25.20"E.



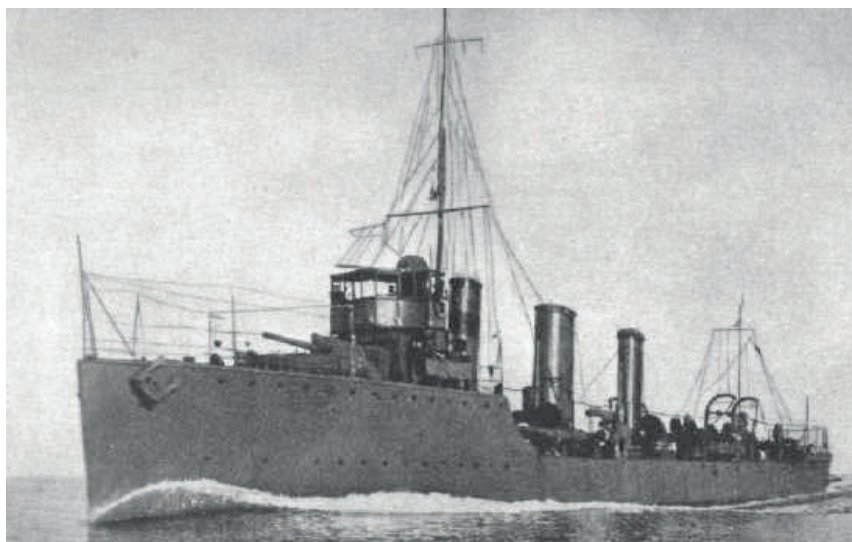
The position where Italian Navy Destroyer "Intrepido" struck the mine and sank



Italian Navy Destroyer "Intrepido" was identified and explored by an Italian Diving Expedition led by Fabio Ruberti Italian Diver and President IANTD in 2007.



Photos above are the Destroyer "Intrepido" ashore and underwater in 32 m, of Fabio Ruberti lead of expedition, Admiral Giuseppe Celeste e and Italian Diver Training Instructor Cesare Balzi.



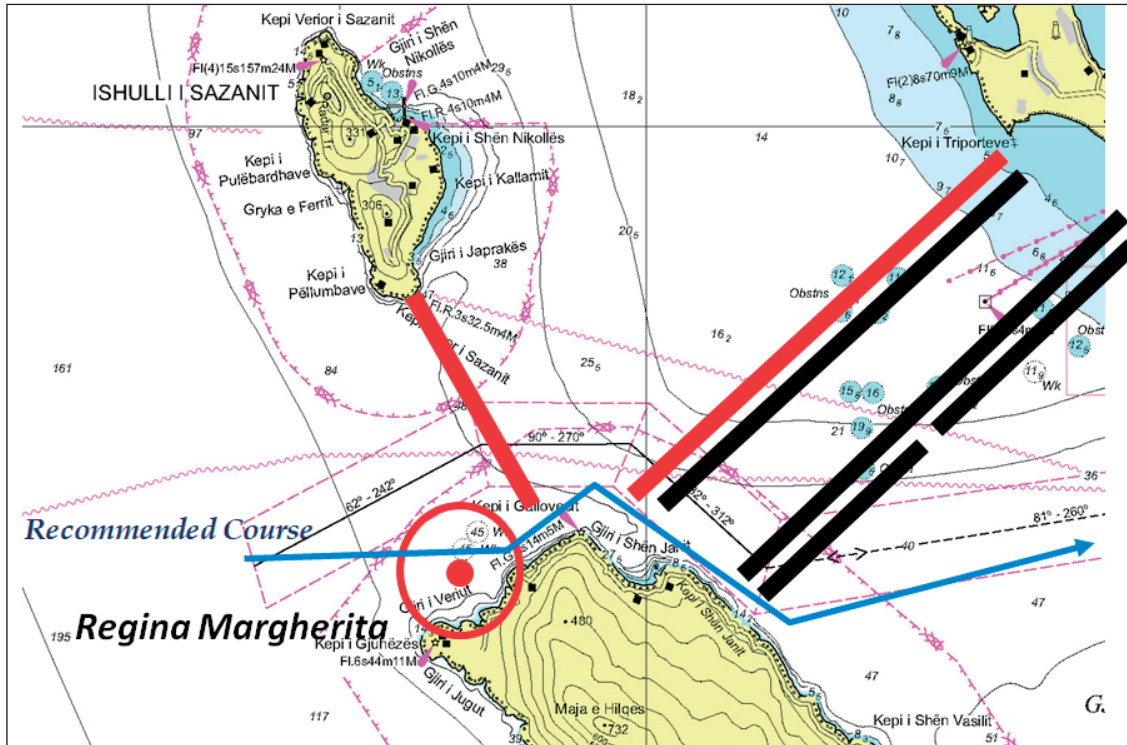
Italian Royal Navy Destroyer "Intrepido"



Hull Number	<i>Intrepido</i>	
Class	<i>Intrepido</i>	
Type	<i>Destroyer</i>	
Laid down	<i>June 1, 1910</i>	
Launched	<i>August 7, 1912</i>	
Commissioned	<i>February 6, 1913</i>	
Made in	<i>Shipyard Pattison – Napoli, Italy</i>	
Enter in service	<i>1958</i>	
Decommissioned	<i>December 4, 1915 (sank)</i>	
Full tonnage	<i>720 ton</i>	
Measurements	<i>Length</i>	<i>73 m</i>
	<i>Bram</i>	<i>7,3 m</i>
	<i>Draft</i>	<i>2,66 m</i>
Propulsion Engines	<i>Type</i>	<i>2X turbines</i>
	<i>Power</i>	<i>16.000 hp</i>
	<i>Propellers</i>	<i>2</i>
Speed	<i>Cruiser</i>	<i>14 knots</i>
	<i>Max</i>	<i>30 knots</i>
Endurance	<i>In miles</i>	<i>1440 miles with 14 knots</i>
Crew (38)	<i>Officers</i>	<i>4</i>
	<i>NCO and Sailors</i>	<i>65</i>
Armament	<i>1x 120 mm gun 3 x 76 mm gun 2 x torpedo tube 450 mm</i>	



V. 3. Italian Royal Navy Battleship "Regina Margherita"



The position where the Battleship "Regina Margherita" sank

On the evening between December 11 and 12, 1916 the Italian Navy Battleship "Regina Margherita" left Vlora Port headed to Taranto, Italy. "Regina Margherita" was scheduled for routine maintenance at the dry dock in Taranto. The sea that night in the Southern Channel of Vlora Bay was very rough.



Photos above are the shipwreck of "Regina Margherita" and her Commandant Captain Giovanbattista Bozzo Gravina





Italian Diver Cesare Balzi and the IANTD team

At 21:00 on December 11, 2019 the “Regina Margherita ” left the Port of Vlora escorted by the destroyers “Indomito” and “Ardente”. At 21:34, while she was passing the recommended route in Gjuheza Cape (Southern Channel of Vlora Bay was mined) she struck two naval mines, one at astern and one at the middle of the ship. In 5 minutes the ship sank due to the damage caused to her. The same UC-14 German Minelayer Submarine, under the command of LT Cäsar Bauer had placed the naval mines there. The battleship “Regina Margherita” sank at the coordinates 40°26'19.89"N and 19°17'59.15"E at a depth of 68 m.

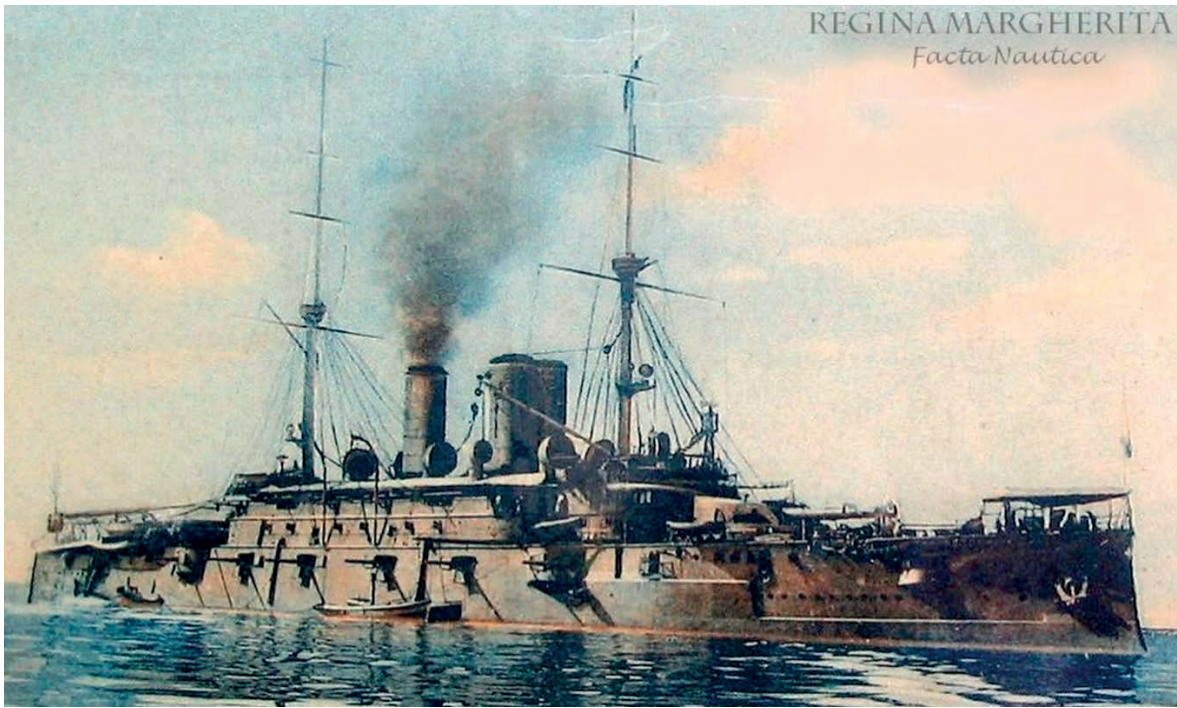
On board “Regina Margherita” were 945 people, 812 sailors and 133 soldiers. Due to her sinking 675 sailors and soldiers lost their lives, who went down with the ship. Among the people who

lost their lives was the ex-Commandant General of the Italian Expeditionary Forces in Vlora General Oreste Bandini. He had left the command just two days prior. The “Regina Margherita was under the command of Captain Giovanbattista Bozzo Gravina. Among 675 Italian sailors and soldiers who lost their lives was also Captain Giovanbattista Bozzo Gravina. The survivors were assisted by destroyers the “Indomito” e “Ardente” and transferred to Vlora.



A joint Albanian and Italian team commemorating the 100 anniversary of the sank of Battleship “Regina Margherita”





Italian Navy Battleship "Regina Margherita"

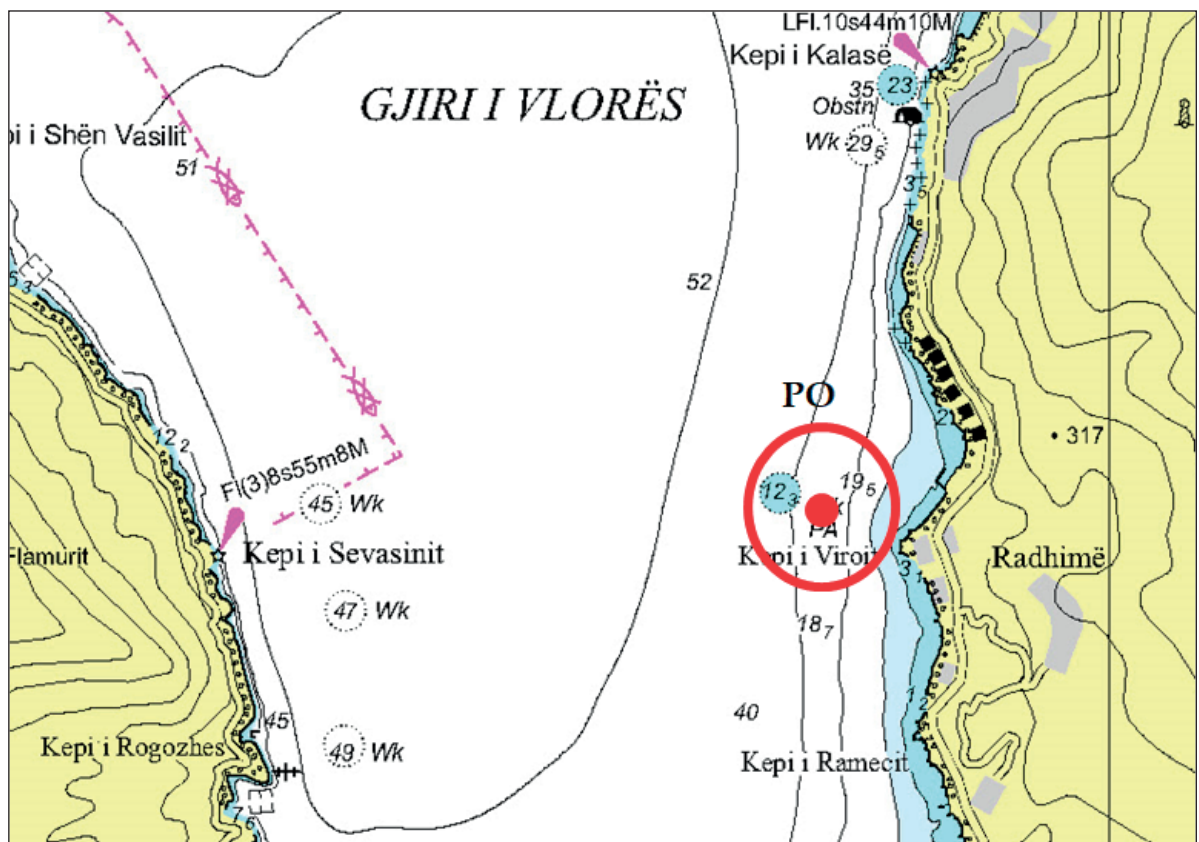
The battleship "Regina Margherita" had been unidentified for about 89 years. She was officially identified on 30 July 2005 at 07:20 by professional divers, Cesare Balzi, an Italian Diver and Training Instructor, assisted by Ilir Capuni, a Montenegrin Diver. In August 2005 a full team of IANTD Italian divers, led by Cesare Balzi and Fabio Ruberti, assisted by the Albanian Navy conducted the full first exploration of "Regina Margherita". This project was supported by many Italian government and non-government organizations.

Hull Number		<i>Regina Margherita</i>
Class		<i>Regina Margherita</i>
Type		<i>Battleship</i>
Laid down		<i>November 20, 1898</i>
launched		<i>May 30, 1901</i>
Commissioned		<i>April 14, 1904</i>
Made in		<i>Arsenale di La Spezia, Italy</i>
Decommissioned		<i>December 11, 1916</i>
Full tonnage		<i>14.319 ton</i>
Measurements	<i>Length</i>	<i>138,65 m</i>
	<i>Bram</i>	<i>23,84 m</i>
	<i>Draft</i>	<i>9 m</i>



Propulsion Engines	Type	28 x Niclaus boiler
	Power	21,790 hp
	Propellers	2
Speed	Cruiser	10 knots
	Max	20 knots
Endurance	In miles	10.000 miles at 10 knots
	In hours	7 days (168 hours)
Crew (900)	Total	900
Armament		2 x 2 305 mm gun 4 x 1 203 mm gun 12 x 1 152 mm gun 20 x 1 76 mm gun 2 x 1 46 mm gun 2 x 1 37 mm gun 4 x 1 450 mm torpedo tube

V. 4. Italian Royal Navy Hospital Ship "Po"



The position where Italian Royal Navy Hospital Ship "Po" sank



The withdrawal of Italian forces began in December 1940 after being defeated on the Greek front. It included the withdrawal of its wounded, mainly through the field hospital in Radhima, Vlore. To evacuate the wounded soldiers the Italian Royal Navy Hospital Ship "Po" arrived in Vlora Bay. They were attempting to transport them from Vlora to Italy in March 1941. Hospital Ship "Po" dropped the anchor 5 cables (1000 m) off the coast of Radhima (Viroi Cape) and the wounded soldiers were planning to embark the next day. On board the Hospital Ship "Po" was a medical team of the Italian Red Cross. Among them was Edda Ciano, the wife of the Italian Minister of Foreign Affairs,



LT Michael Torrens-Spence and Edda Ciano while commemorating the sunk of "Po" and the loss of 23 lives



Hospital Ship "Po" while sinking and underwater

Count Galeazzo Ciano who was also the daughter of Italian Prime Minister Benito Mussolini.

British forces successfully attacked the Taranto Naval Base in November 1940 which allowed them to deploy the 815-th "Swordfish" aircraft Squadron in Paramithi and "Blenheims" of the 211th aircraft Squadron in Corfu. The attack on the Italian Royal Navy Hospital Ship "Po" was the first combat action in Vlora Bay by the British Air Force.

On the evening of 14 March 1941 in the airspace of Vlora Bay there appeared five "Swordfish" aircraft of the 815-th Squadron. Prior to this action the aircraft "Blenheims" of the 211th Squadron took off from Corfu and conducted a



bombardment in Vlora Port to distract the Anti-Air Italian Artillery. The night of 14 April was illuminated by a full moon. That same night, by order of the Navy's Headquarter, Hospital Ship "Po" switched all her lights on board the ship off so as not to be recognized by British aircrafts.

By 23:00 most of the crew was in their cabins, while the Red Cross Members were resting. A few minutes after 23:00 several aircraft were identified approaching from the direction of Gjuheza Cape in formation. Later an explosion occurred. It was 23:13 when a torpedo hit "Po" in astern on the starboard side. Three Red Cross female members in panic threw themselves into the sea. The ship started to tilt and the hatch in the astern began to take water. Many sailors were trapped. The ship sank in 10 minutes. The British "Swordfish" squadron was under the command of LT Michael Torrens-Spence.



A joint Albanian and Italian team exploring Italian Hospital Ship "Po"

Hospital Ship "Po" sank at the coordinates 40°22'53.60"N and 19°27'54.22"E at a depth of 37 m. On board that night were 240 people, crew and medical personnel. From the sinking of Hospital Ship "Po" 23 people died, among them three members of the Red Cross. Edda Ciano survived.

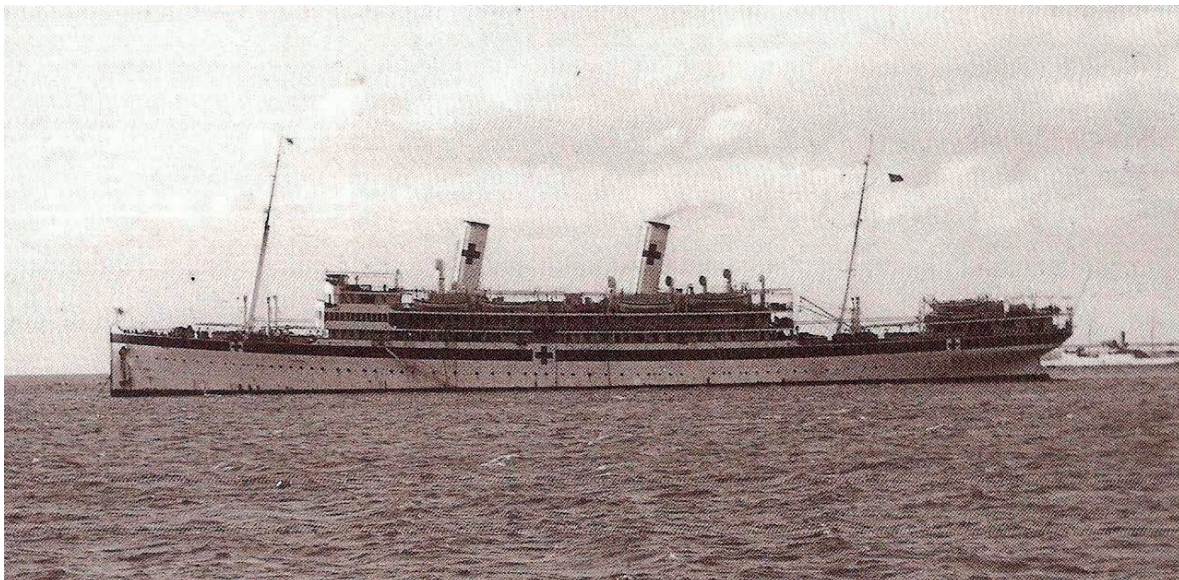
The same night the British "Swordfish" attacked with torpedoes and sank the Italian Support Ship "Santa Maria",

which was later recovered and re-entered service. The switching off lights of Hospital Ship "Po" on the night of March 14, 1941 and her sinking does not represent a crime under the International Humanitarian Law. A ship's protected status, while hiding herself or being escorted by combat ships, loses the status of protection under the Hague Conventions of 1907.

Hull Number	"Po"
Build by	In 1911 Lloyd Austriaco of Trieste (ex-Austro-Hungarian with name "Wien")
Transferred	In 1920 to Italy with name "Vienna"
Name change	1938 changed name to "Po"
Company	Maritime Eugenio Szabados, Venezia



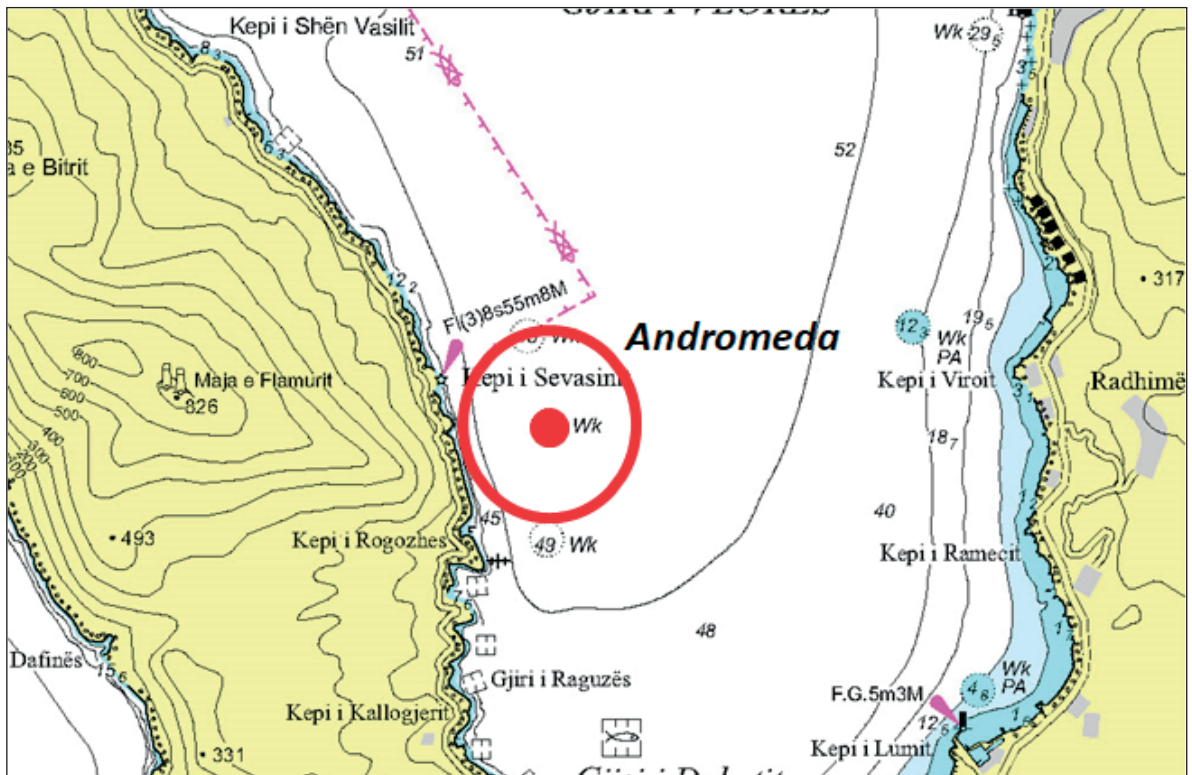
Type	Cargo Ship	
Commissioned	4 mars 1911 (Crew Ship)	
Company	Until 1938 used by Soc. Navigazione Lloyd Triestino, Trieste	
Transferred to Italian Navy	1938 (Hospital Ship)	
Decommissioned	March 14, 1941 (sink)	
Full tonnage	2726 ton	
Measurements	Length	134,98 m
	Bram	16,24 m
	Draft	8,69 m
Propulsion Engines	Type	28 x steamers
	Power	10.000 hp
Bed Capacities (300)	First Class	185
	Second Class	61
	Third Class	54
Speed	Cruiser	17 knots
Personnel (35)	Crew	29
	embarked	6
	Life lost	none
Armament	None	
Casualty	23 people lost their lives	



Italian Royal Navy Hospital Ship "Po"



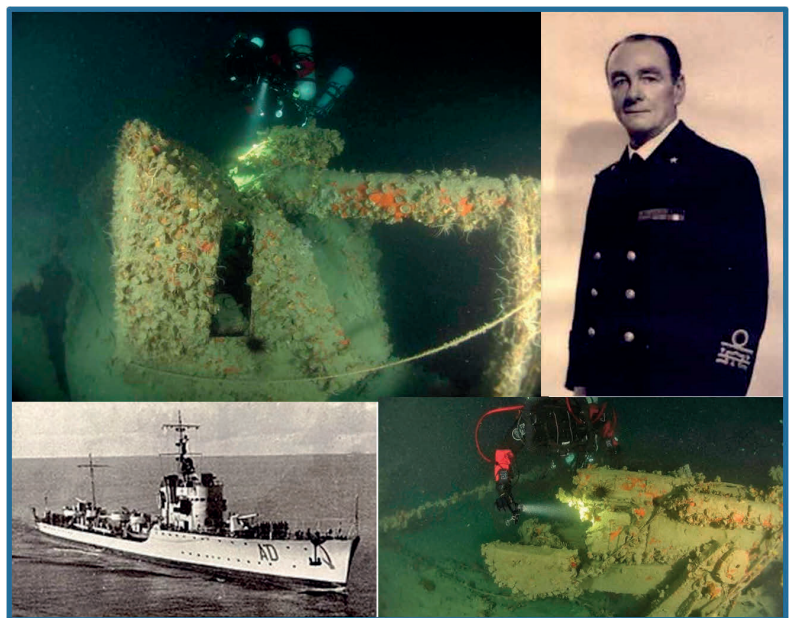
V.5. Italian Royal Navy Destroyer "Andromeda"



The position where Italian Royal Navy Destroyer "Andromeda" sank

At 05:50 of March 15, 1941 the Italian Royal Navy Destroyer "Andromeda" left Brindisi in a naval convoy with the destination Vlorë Port. The Destroyer was under the command of LCDR Corrado Villani, who took command only three months ago. On March 16, after she arrived in Vlorë Bay LCDR Villani was ordered to drop the anchor south of the bay, close to Karaburun Peninsula, where other ships were in anchorage.

At midnight on March 16, six British aircrafts "Swordfish", based in Paramithi, Greece, appeared in Vlorë Bay.



Photos above are the Italian Royal Navy Destroyer "Andromeda" in navigation and underwater, as well as her commanding Officer LCDR Corrado Villani





A joint Albanian and Italian team exploring Italian Destroyer "Andromeda"

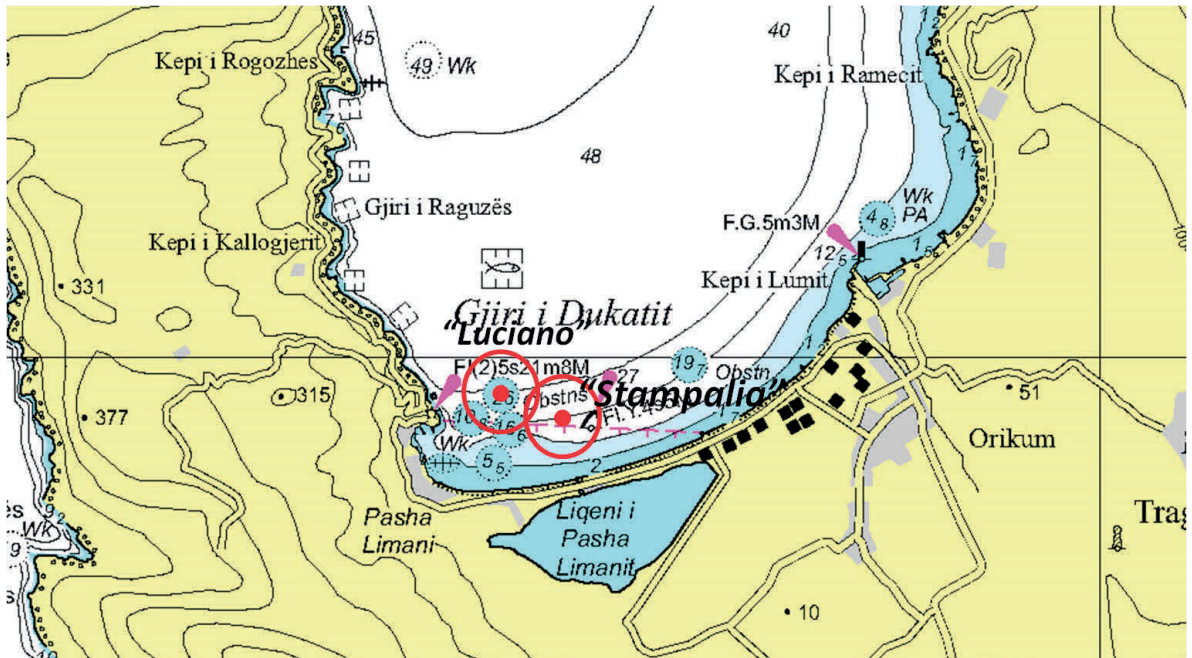
LCDR Villai ordered to lift the anchor and speed up. It was too late. British aircraft succeed to torpedo Destroyer "Andromeda", which was cut in two pieces and sank at 00:00, at the coordinates 40°24'18.23"N and 19°26'24.74"E at a depth of 45 m. "Andromeda" was identified and explored in 2016 by a joint team composed by Igli Pustina, Albanian Diver and President ADF, Cesare balzi, Italian Diver and Training Instructor, Mauro Pazzi, Italian Photographer and Diver and Eduardo Pavia, Italian Diver.

Due to the sinking of Destroyer "Andromeda" 50 members of the crew lost their lives (1 officer, 8 NCO and 41 sailors), from whom 45 disappeared. Lcdr Villani was one of the survivors. He continued his career in the Italian Navy after WWII, retired in the rank of Rear Admiral.

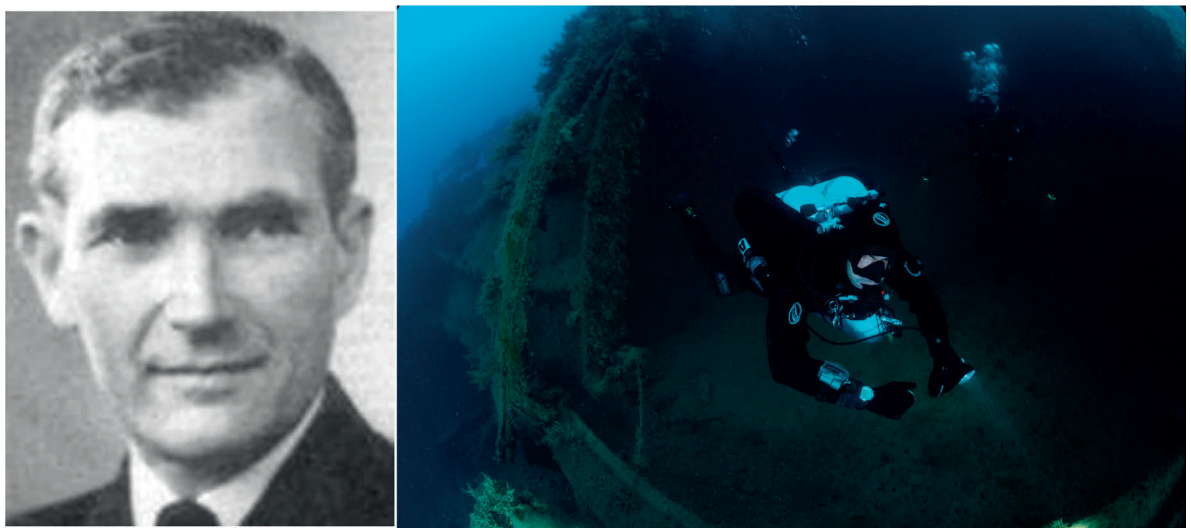
Hull Number		AD / "Andromeda"
Class		"Spica", typo "Perseo".
Type		Destroyer
Commissioned		December 4, 1936
Made in		Italy
Shipyard		Ansaldo – Genova
Laid down		1935
Launched		June 28, 1936
Full tonnage		1020 ton
Measurements	Length	81,9 m
	Bram	8,2 m
	Draft	3 m
Propulsion Engines	Type	2 c and 2 Tr
	Power	19000 hp
Speed	Cruiser	15 knots
	Max	34 knots
Endurance	In miles	1892 with 15 knots
Crew (99)	Total	99
Armament		3 x 100 mm 8x 13,2 mm 4 x torpedo tubs 21 naval mines



V. 6 & 7. Italian Royal Navy Cargo Ship "Luciano" and "Stampalia"



The position where "Luciano" and "Stampalia" sank



Lieutenant Michael Torrens-Spence, the Commander of 815th British "Swordfish" squadron and photo of "Luciano". Provided by Italian Diver Maoro Pazzi

On April 15, 1941 Italian Royal Navy Cargo Ships "Luciano" and "Stampalia" were in Dukat Bay, southern of Vlorë Bay, close to present day Pashaliman Naval Base. "Stampalia", a mixed cargo ship was pier side in Pashaliman Naval Base, while "Luciano" in anchorage. "Luciano" cargo was ammunition. Pashaliman Naval Base at that time was a logistic base of the Italian Army.



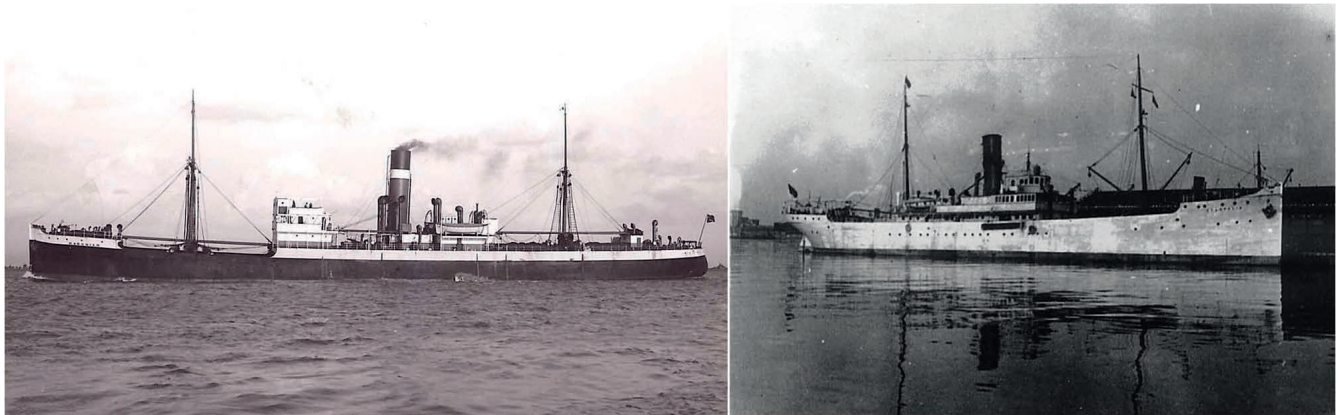


The Albanian Navy Divers NCO Sazan Pashollari and NCO Hair Velaj

On the evening of April 14, 1941 the five British aircrafts "Swordfish" squadron, based in Paramithi, Greece, conducted an attack in Vlora Bay. The British squadron was under the command of LT Michael Torrens-Spence. Visibility was poor. The first attack failed, but the second did succeed. Due to the sizes of the ships, according to the report, the first one to be hit was "Luciano" and then "Stampalia". In 2009 Albanian Navy and Dutch Navy divers identified a British torpedo in the Pashaliman Naval Base, in the shallow waters in the east of "Stampalia" wreck. The torpedo was destroyed in the summer of 2009.

The "swordfish" aircrafts took off from Paramithi at 23:50 of April 14, 1941, entering the Vlora Bay from west at an altitude of 2500 m. "Luciano" and "Stampalia" were attacked and sunk between 00:40 – 02:00 of the morning of April 15, 1941. "Luciano

sank by an explosion of cargo at the coordinates 40°19'40.00"N and 19°25'27.00"E at a depth of 23 m, while "Stampalia", got off the pier after "Luciano" explosion. Later she was hit by a torpedo too and exploded and sank at the coordinates 40°19'36.77"N and 19°25'46.53"E at a depth of 16 m. None of the sailors of both ships lost their life from the sinking of the ships. "Luciano" was identified and explored by the Albanian Navy Divers LCDR (Ret) Laçe Hila, NCO Sazan Pashollari and NCO Hair Velaj in 2007.



Photos above the Italian Royal Navy Cargo Ships "Luciano" and "Stampalia"

"Luciano" is explored also by Albanian Navy divers and Italian divers of Sportive Group "Sub Delphinus". On board the ship still is visible ammunition. Ship needs to be examined for her availability for tourism. In 1958 Albanian Navy Dragger "Adriatiku" dragged to the Pashaliman Naval Base. Many parts of "Stampalia" were removed at that time. "Stampalia" also needs an evaluation for being used for tourism. Her remains are located inside Pashaliman Naval Base.

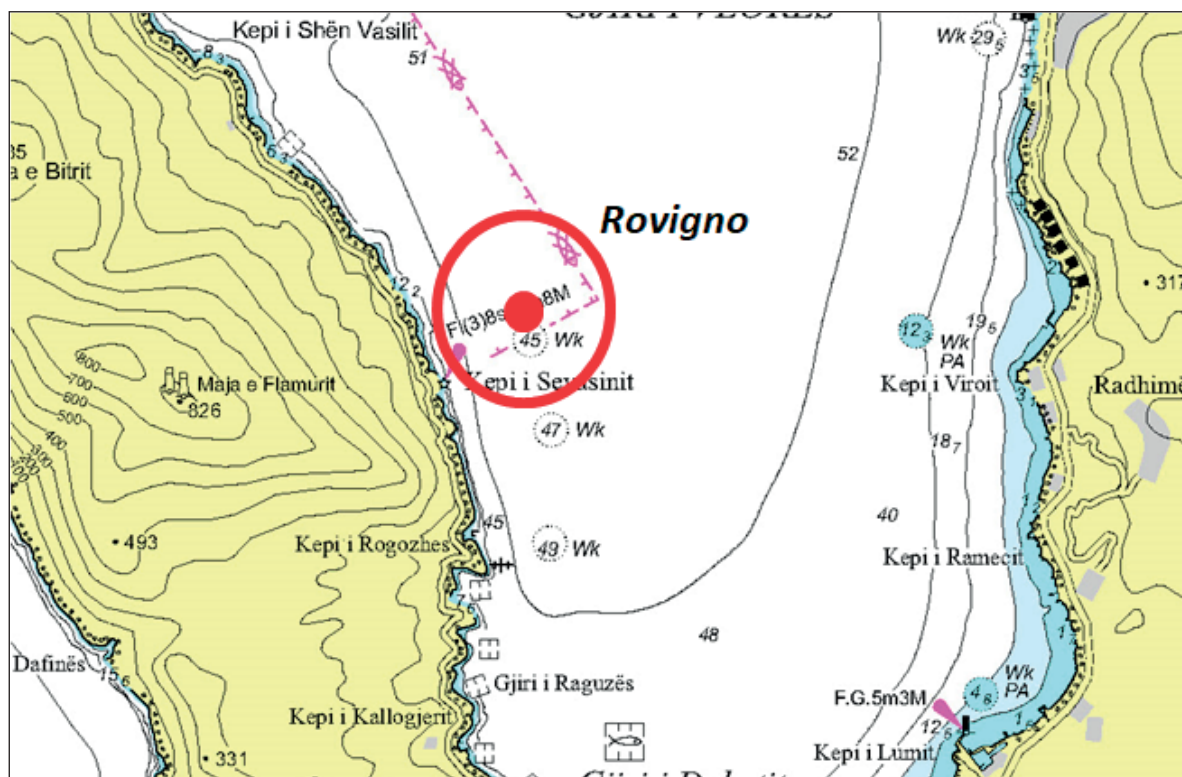


Hull Number	"Luciano"	
Build by	Shipyard Earle's Shipbuilding & Engineering Co Ltd, Hull	
Company	Maritime Eugenio Szabados, Venezia	
Type	Cargo Ship	
Commissioned	1913	
Made in	Italy	
Transferred to Italian Navy	December 25, 1940	
Decommissioned	April 15, 1941 (sink)	
Full tonnage	3329 ton	
Personnel (35)	Crew	29
	embarked	6
	Life lost	none

Hull Number	"Stampalia"	
Build by	Shipyard Fredrikstad Mck. Verksted	
Company	Società di Navigazione Adriatica, Venezia	
Type	Mix Cargo Ship	
Commissioned	1907	
Made in	Italy	
Transferred to Italian Navy	1940	
Decommissioned	April 15, 1941 (sink)	
Full tonnage	1228 ton	
Personnel (44)	Crew	34
	embarked	10
	Life lost	none

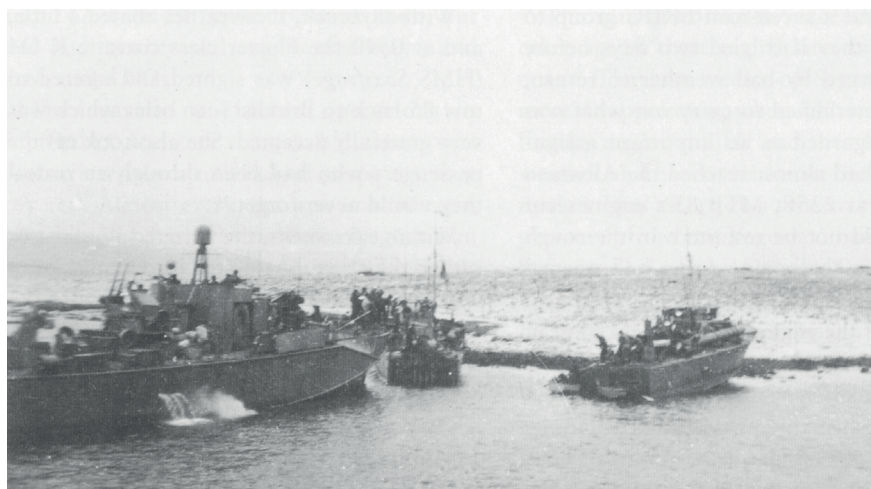


V. 8. Italian Royal Navy Auxiliary Destroyer "Rovigno"



The position where Italian Royal Navy Destroyer Auxiliary "Rovigno" sank

On the day of the Italian armistice, on September 8, 1943, the Italian Navy Auxiliary Destroyer "Rovigno" (D-29) was captured by Germans in Sazan Island. She was captured together with her twin the "Pola". "Rovigno" entered service in the Italian Royal Navy in January 1942 and was used mainly for combat and as an escort ship from Brindisi to Vlora and sometimes to Preveza (Greece). Within one year and a half in service she accomplished 277 missions, 268 escorts and only 9 logistic missions.



**British Fast Torpedo Boat MTB 287 aground in
Levrara Island (Croatia)**

"Rovigno" was commissioned in 1941 as a civilian crew ship, but in January 1942 when she entered into service in the Italian Navy she was re-commissioned as an Auxiliary Destroyer, equipped with one gun 76 mm, three machineguns 20 mm and depth charges.



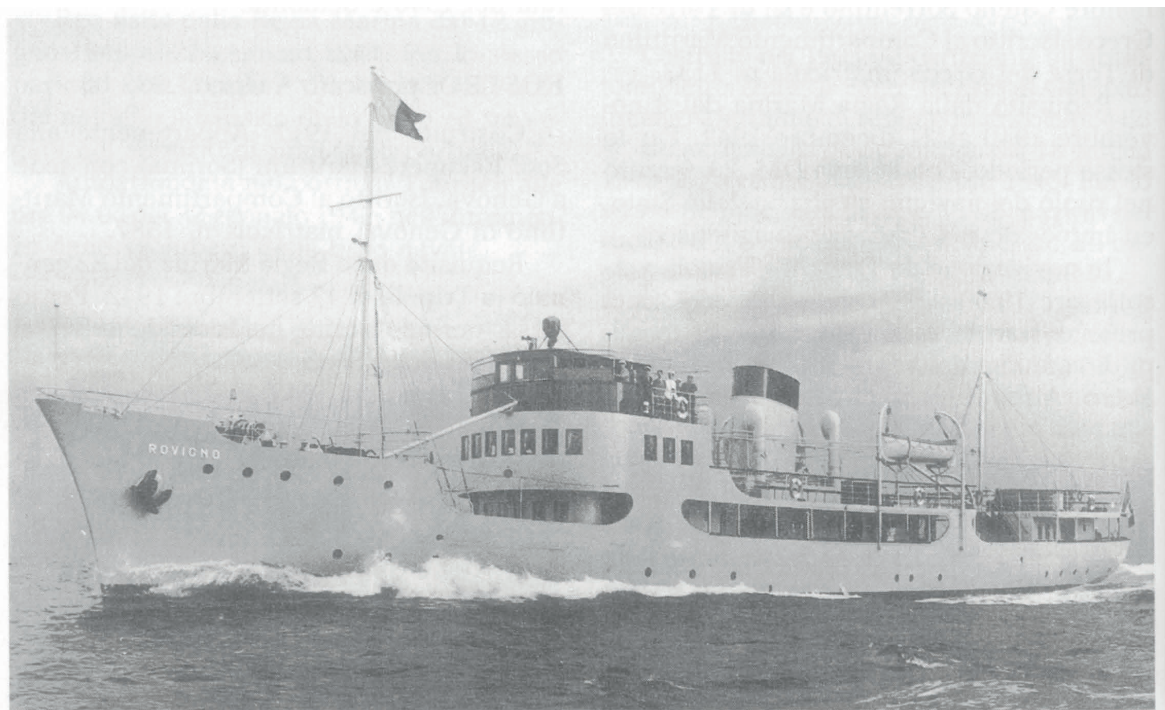
On September 8, 1943, when captured by Germans, "Rovigno" was based in Sazan Island, together with "Pola". While the crew of "Pola" was able to escape from Sazan and arrived in Brindisi with "Pola", the crew of "Rovigno" didn't. A few days later she was ordered to go to Vlora. For the security reasons, ships dropped the anchor in the southern part of Vlora Bay. On the evening of September 21, 1943 "Rovigno" was in anchorage in southern Vlora Bay.



**Italian Diver Trainer Instructor
Cesare Balzi and Albanian PhD.
Diver Adrian Anastsis**

At 02.10 of September 23, 1943 four British Fast Torpedo Boat (MTB 287, MTB 290 and MTB 295) entered into Vlora Bay and launched torpedoes toward "Rovigno". One or two torpedoes hit "Rovigno" and sank her. "Rovigno" sank at the coordinates 40°22'51.27"N and 19°24'59.86" E at a depth of 53 m

The wreck of "Rovigno" was identified in 2006 by a joint expedition between IANTD led by Italian Diver Trainer Instructor Cesare Balzi and Underwater Department of Albanian Academy of Albanology led by Albanian PhD and diver Adrian Anastsis.



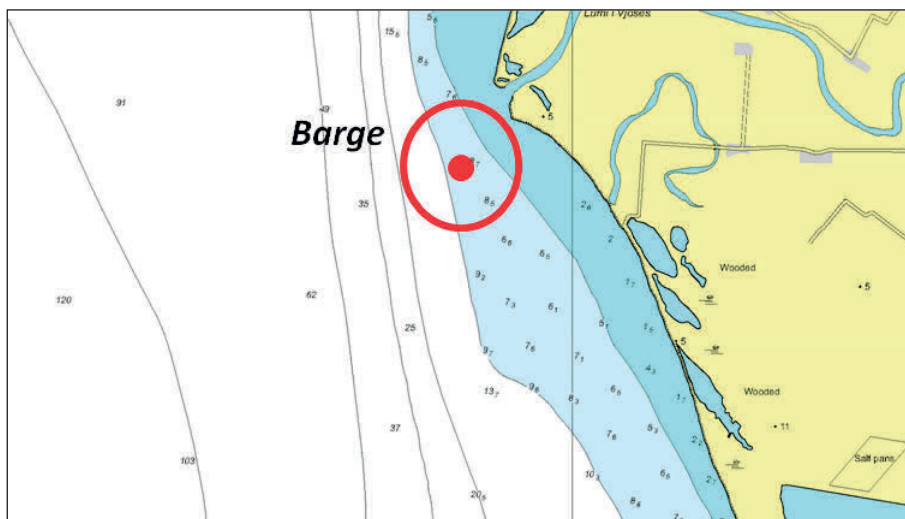
Italian Navy Auxiliary Destroyer "Rovigno" (D-29)

Hull Number	"Rovigno" D-29
Type	Crew Ship / Auxiliary Destroyer
Laid down	March 6, 1940
Launched	January 1, 1941



Commissioned		August 23, 1941
Made in		CRDA San Marco, Trieste. Italy
Part of Italian Navy		January 9, 1942
Enter in service		January 9, 1942
Decommissioned		September 23, 1943
Full tonnage		451 ton
Measurements	Length	63 m
	Breadth	7,9 m
	Draft	3,72 m
Propulsion Engines	Type	2
	Propellers	2
Speed	Cruiser	14 knots
	Max	20 knots
Endurance	In miles	3100 miles
	In hours	7 days (168 hours)
Crew (38)	Officers	4
	NCO	4
	Sailors	30
Armament		1 x 76 mm gun 3 x 20 mm machineguns deep charges

V. 9. Albanian barge

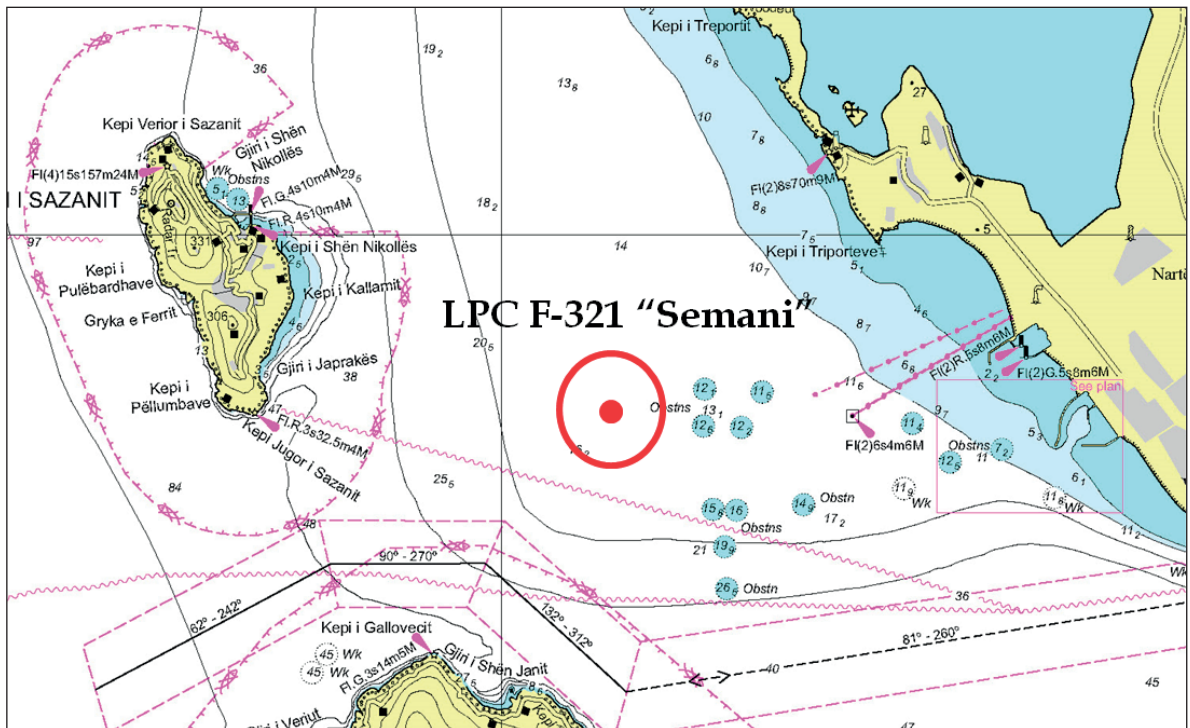


**The position
where the barge
sank**



At the Delta of Vjosa River, northern coast of Vlora Bay, many years ago an Albanian barge while sailing (being tagged) from Vlora to Durres, sank. It is uncertain when it happened and what was the name of the barge. So far, it is only identified as a wreck. There haven't been any explorations. The shipwreck is at the coordinates 40°35'49.09"N and 19°17'53.29"E.

V. 10. Albanian Navy Large Patrol Craft F-321

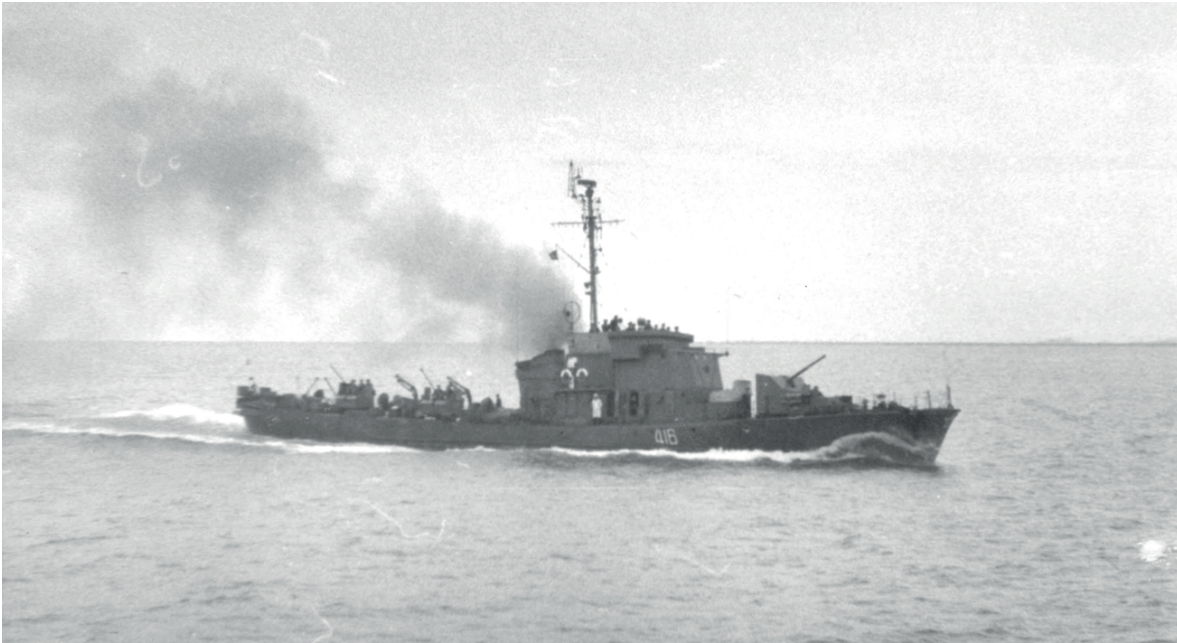


The position where LPC F-321 "Semani" sank

In March 1997 Large Patrol Craft "Semani" F-321 was under capital maintenance in Navy Pashaliman Shipyard. The weapon systems on board and the ammunition had been removed long time ago. Ship was also unmanned, had no documentation and was clean of fuel. One night, not identified so far, in March 1997, while Albania was in civil riot, ship got off the pier out of control and under the wind south drifted and sank in Northern Channel of Vlora Bay, 9,5 NM off Pashaliman Naval Base, at coordinates 40°28'39.13"N and 19°21'59.64"E at a depth of 18 m. The bridge of the ship, an alloy of aluminum, has been removed and looted. The ship was identified and explored by the Albanian Navy Diver LCDR (Ret) Laçe Hila in 2007.

The LPC F-321 "Semani" and her sisters F-322 "Vjosa", F-323 "Buna" and F-324 "Drini" arrived in Albania from ex-USSR at the beginning of March 1958. LPC "Semani" F-321 is of the class "122 BIS" \ known by NATO as "Kronshtadt". The Albanian Navy Flag was raised on board four LPCs on 15 March 1958. At that time they had the respective Hull Numbers: 131 "VJOSA", 132 "SEMANI", 295 "BUNA" and 237 "DRINI". Four ships ended in Sazan Island Naval Base on March 26, 1958.





Large Patrol Craft "Semani" F-321 in Vlora Bay on in early 80'

LPC F-321 "Semani" was commissioned as antisubmarine warfare (ASW) in 1954 in Ex-USSR in Black Sea and served under the ex-USSR Navy Flag until 1958. From 1958 until 1988 the LPC F-321 "Semani" served in Sazan Island Naval Base. During this period she participated in two ASW live operations: April 10, 1959 and October 13, 1983. In 1986 in the inventory of the Albanian Navy LPC "Semani" had the Tactical



Albanian Navy Diver LCDR (Ret) Laçe Hila, former Commandant of Albanian Diving Center

Number 232 and Hull Number 251⁸. In 1988 LPC "Semani" was transferred to Pashaliman Naval Base and in 1993 got the permanent Hull Number F-322. LPC "Semani" F-322 served under the Albanian Navy Flag for 39 years. The last her sister serving in the Albanian Navy was LPC "Vjosa" F-322 decommissioned in 2012 and serving for 54 years under the Albanian Navy Flag.

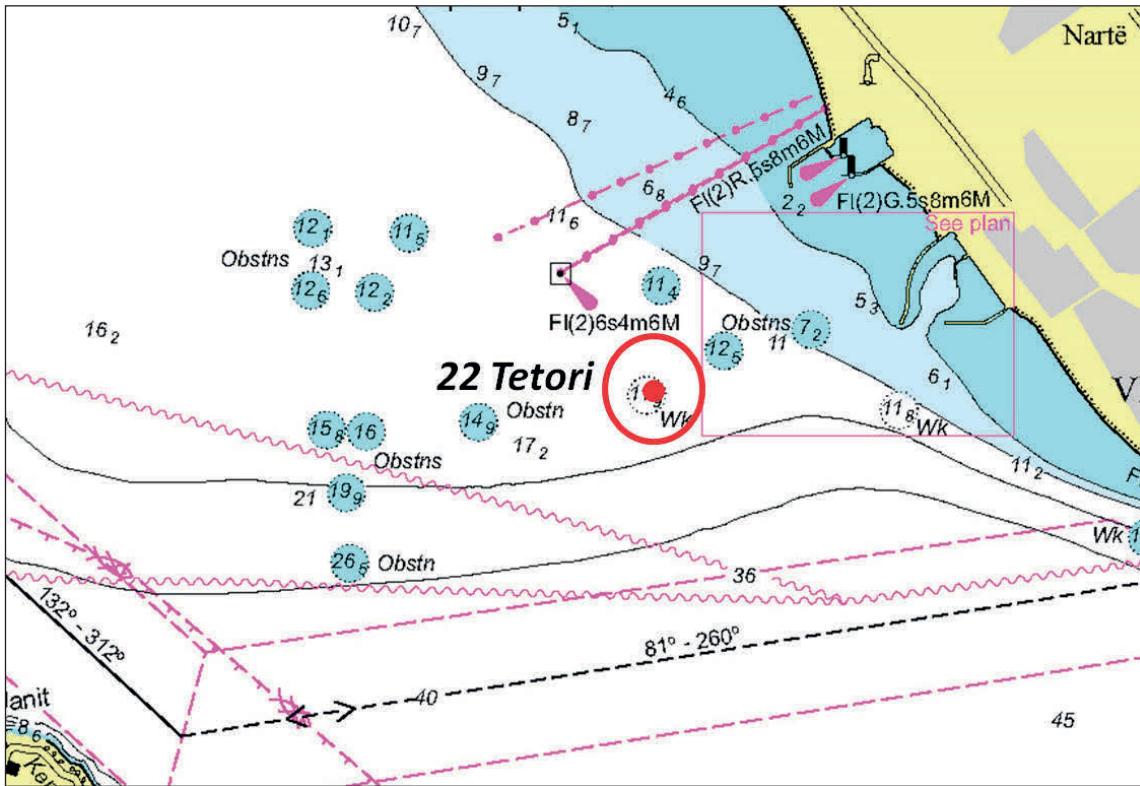
⁸ The data are taken from the Albanian Navy inventory of 1986. The number represents the tactical one. While the hull number of Albanian Navy Ships until 1993 have been changed every year. In parentheses is the hull number for the year 1986.



Hull Number	F-321 / "Semani"	
Class	122 BIS or KRONSHADT (NATO)	
Type	Large Patrol Craft	
Commissioned	1954	
Made in	Ex-USSR	
Arrived in Albania	1958	
Enter in service	1958	
Decommissioned	1997 (sink)	
Full tonnage	350 ton	
Measurements	Length	52,24 m
	Bram	6,48 m
	Draft	2,35 m
Propulsion Engines	Type	2X9DM
	Power	2X1100 hp
	Fuel consumption	2X96 lit / hours
	Propellers	3
Power Engines	Type	1 x 7D6 and 1x 4Ç
	Power	1x150 hp and 1x40 hp
	Fuel consumption	1x27 lit / hours and 1x7,5 lit / hours
Speed	Cruiser	11 knots
	Max	18 knots
Endurance	In miles	3100 miles
	In hours	7 days (168 hours)
Crew (38)	Officers	4
	NCO	4
	Sailors	30
Armament	3x 12,7mm (dual can) 2x 37mm (single can) 1 x 85 mm (single can) ASW Deep Charges	
Radar	Navigational and air surveillance	



V. 11. Albanian Navy Crew Ship "22 Tetori"



The position where Crew Ship "22 Tetori" sank



The Albanian Navy Crew Ship "22 Tetori"

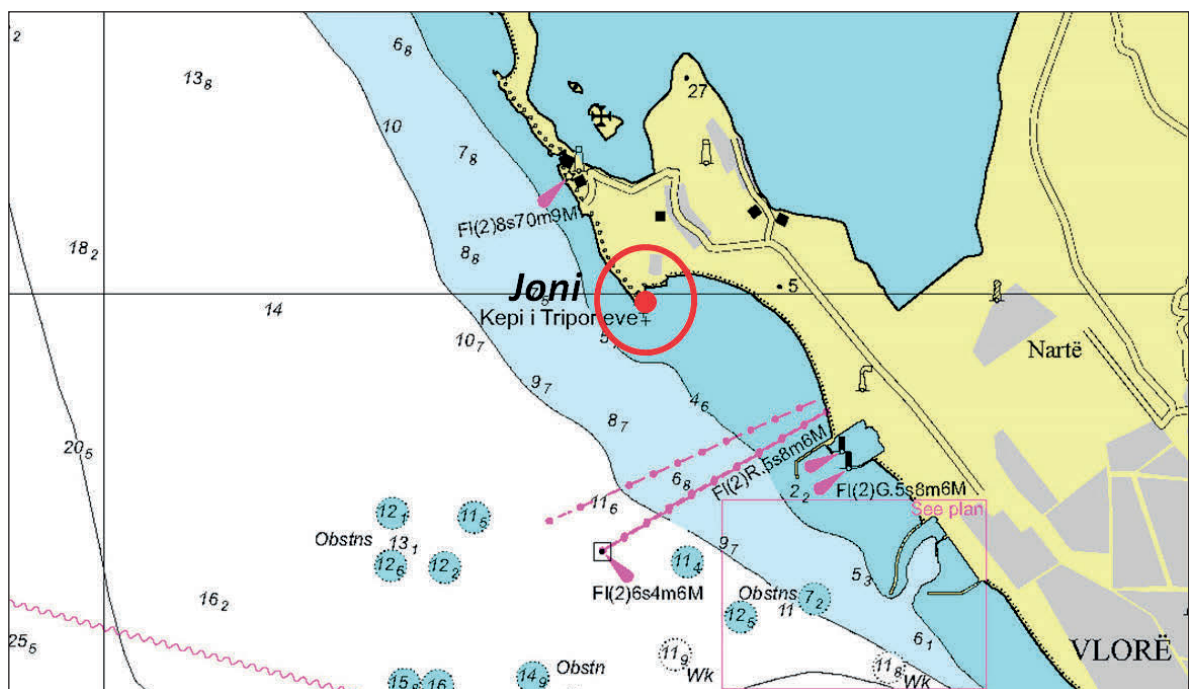


In March 1997 Albanian Navy Crew Ship “22 Tetori” got out of control off Sazan Island Naval Base, and under the wind drifted and sank 6,2 NM west of Sazan, south of Triport at the coordinates 40°27'47.00"N and 19°24'38.00"E, at the depth of 12 m.

The Albanian Navy Crew Ship “22 Tetori” was built by Durres Shipyard in the years 1976-78 with the Hull Number P-100. Ship was named after 22 October, of 1944, the day of Sazan Island Liberation in WWII. She was designed to facilitate the logistic support of Sazan Island, which at that time was a military bastion with about more than 5000 military and civilians. At that time Sazan Island had more than 400 families and most of the inhabitants were Albanian Army personnel and their families. Until 1978 the logistics from and to Sazan Island was made with logistic support ships and sometimes with combat ships, not designated for personnel transport. Crew Ship “22 Tetori” has also limited cargo transport capacities.

The Crew Ship “22 Tetori” entered for the first time in Sazan Naval Base on August 15, 1978 and served for logistic and personnel transport until the end of 1996. In 1986 it was also the Hull Number 271. By the beginning of 1997 in Albania started the turmoil and the movement from Sazan Island to the mainland was dangerous. It is still unclear the circumstances and the date that Crew Ship “22 Tetori” sank in Vlora Bay.

V. 12. Albanian Navy Torpedo Recovery “Joni”

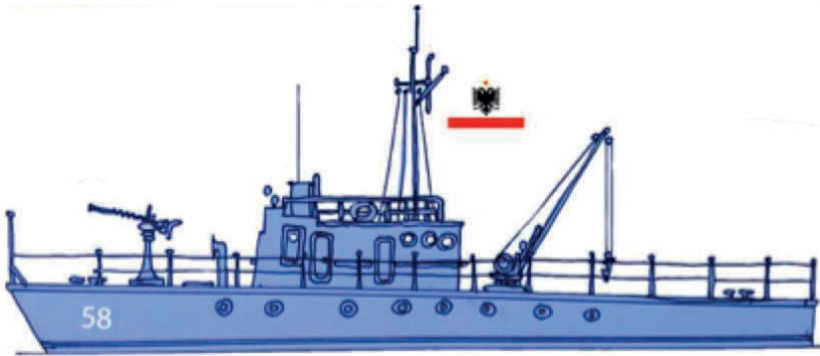


The position where Torpedo Recovery “Joni” run ashore

Torpedo Recovery ship “Joni” arrived in Albania on September 16, 1957. It was commissioned ex-USSR in 1956. Her class is “POLUCHAT I”. She served in Pashaliman until she ran ashore and sank in 1997. One night, not unidentified so far, in March 1997, while Albania was in civil riot, the ship got off the pier in Pashaliman Naval Base, out of control and under the wind



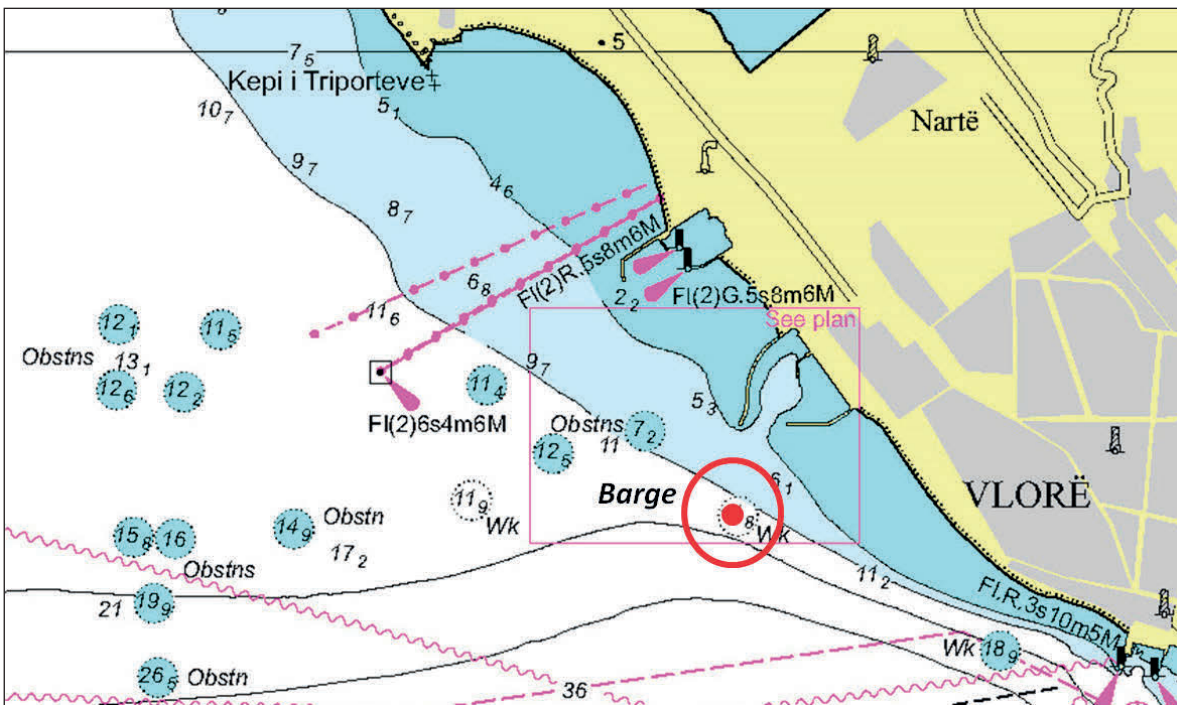
south drifted and run ashore in Zvërnec, 9 NM of Pashaliman Naval Base, in coordinates at the coordinates 40°29'59.83"N and 19°24'26.60"E. The ship is looted and nowadays there are not remains. Torpedo Recovery "Joni" has one sister ship "Adriatiku", which scuttled by the Albanian Navy on September 30, 2020 in Radhima, Vlora Bay.



The Albanian Navy Torpedo Recovery "Joni". Drawn by Zamir Abdi Mati

V. 13. Albanian Barge

It is unclear when the barge sank in 1997. It was used mainly for stone transportation from Radhima to the New Port in Zvërnec, when work was going on. Barge sank at the coordinates 40°27'42.00"N and 19°26'11.00"E, at a depth of 12 m. Needs to be explored.



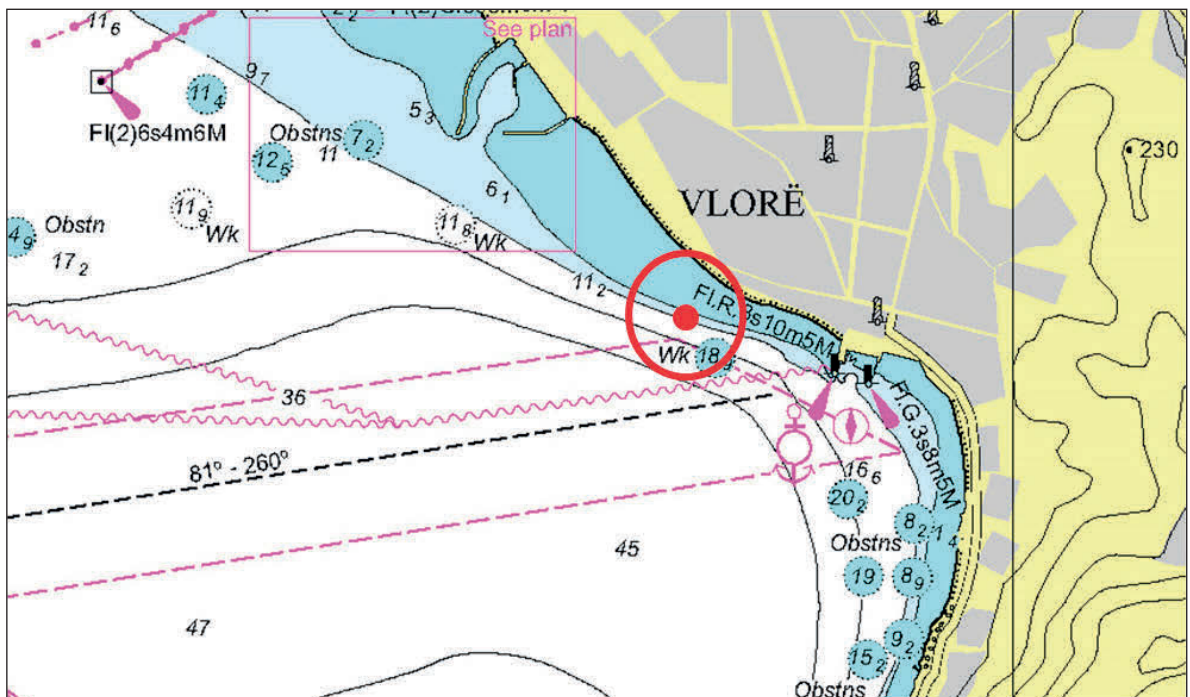
The position where the barge sank



V. 14. Albanian Navy Cargo Ship “Shkumbini”

It is unclear when Albanian Navy Cargo Ship “Shkumbini” sank. It is believed it happened in March 1997, during the Albanian civil riot. Cargo Ship “Shkumbini” ran ashore and sank at coordinates 40°27'17.92"N and 19°27'49.67"E, at a depth of 6 m. Need to be explored.

The Albanian Navy Cargo Ship “Shkumbini” arrived in Albania on September 16, 1957. Initially it was used in Pashaliman Naval Base, but few years later were deployed to Sazan Island Naval Base. She was used to logistically support Sazan Island mainly from Vlora Port. She was used for that purpose until 1997, when she ran ashore and sank. She was close to the shore in front of a Children’s Summer Residence in Vlora. For many years have been seen from shore her crane above the water. It is believed the ship has been looted and there are only few remains.

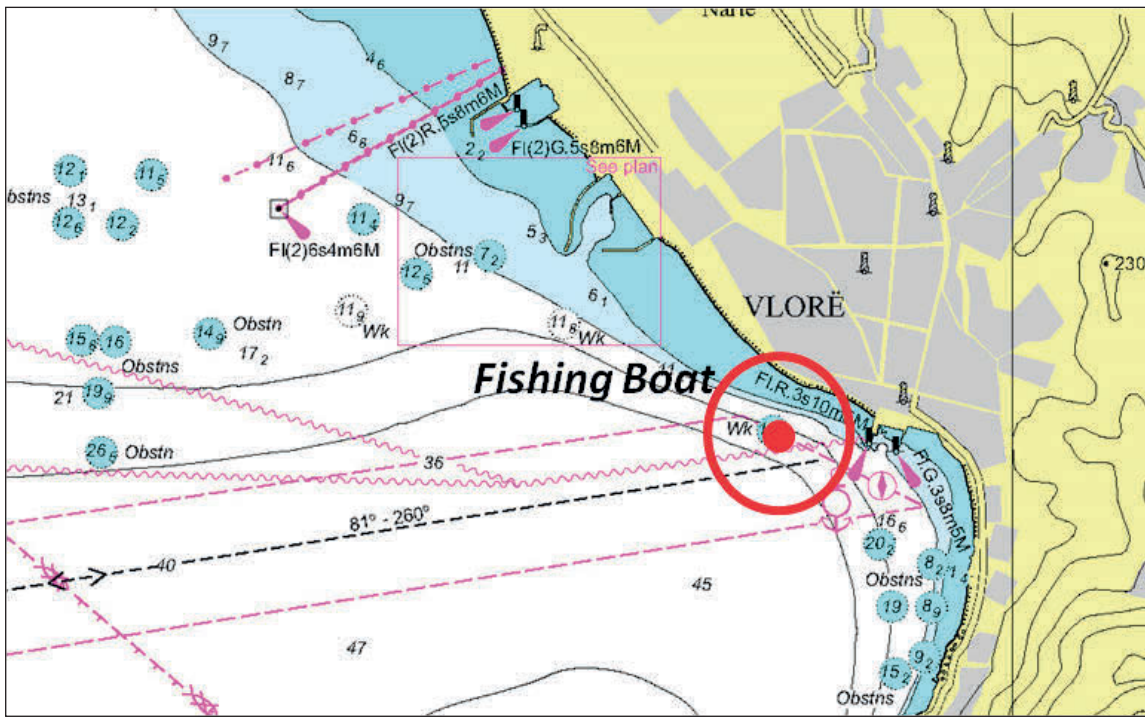


The position where fishing boat sank

V. 15. Albanian fishing boat

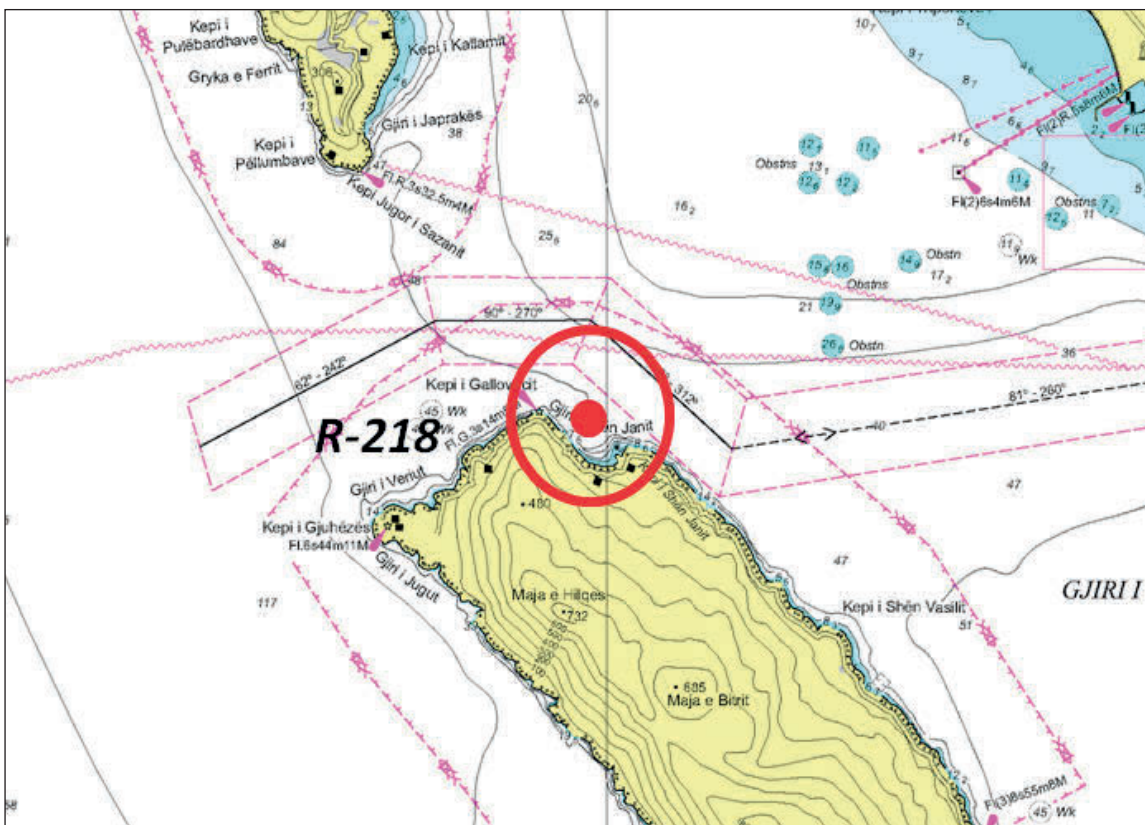
It is unclear when the fishing boat sank. The most probable is year 1997. So far it is not explored, but many materials from the fishing boat are looted. Fishing boat is at coordinates 40°27'42.00"N and 19°26'11.00"E, at a depth of 12 m. Need to be explored.





The position where fishing boat sank

V. 16. Albanian Navy Diving Tender R-218 "Butrinti"



The position where Diving Tender R-218 was scuttled



At 09:30 of July 27, 2020 Albanian Navy sank in a control way the Albanian Diving Tender "Butrinti" R-218 in Bay of Shën Jan (Bay of Vlora) at the coordinates 40°26'2.58"N and 19°19'52.98"E at a depth of 29 m. The operation was directed by Captain Festim Derraj, Commandant of Albanian Diving Center.



Albanian Diving Tender "Butrinti" R-218 while sinking and underwater

The Albanian Diving Tender "Butrinti" R-218 was produced in former USSR in 1954 and served under the ex-USSR Navy Flag for three years. She arrived in Albania on September 16, 1957, a date which is celebrated as the Albanian Navy Diving Service. Initially she was named "Shqiptari" and later "Butrinti". In 1986 Diving Tender "Butrinti" had the Tactical Number 550 and the Hull number 171. In 2002 Diving Tender "Butrinti" took the Hull Number R-218 until she was decommissioned in 2012. The Albanian Diving Tender "Butrinti" R-218 served under the Albanian Flag for 55 years.



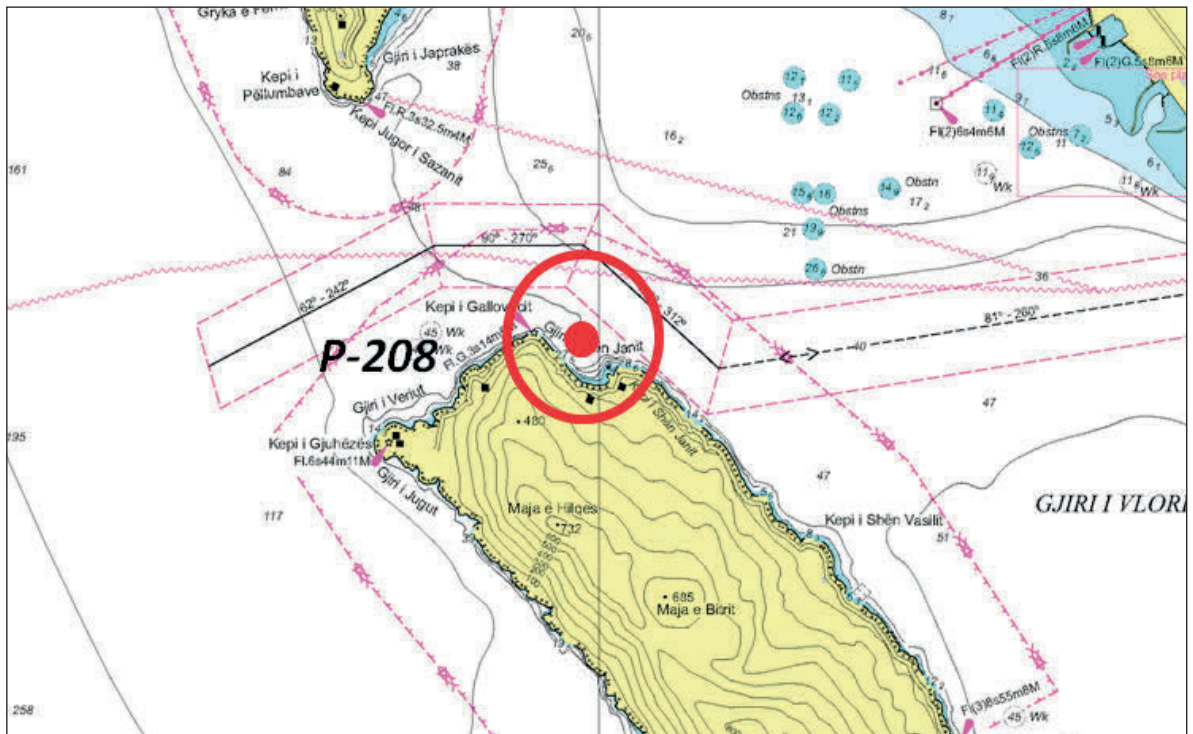
Diving Tender Y-21 (ex R-218) in Pashaliman Naval Base



Hull Number	R-218 / "Butrinti"	
Class		
Type	Diving Tender	
Commissioned	1954 (USSR Flag)	
Made in	USSR	
Arrived in Albania	September 16, 1957	
Enter in service	1957	
Decommissioned	2012	
Full tonnage	139 ton	
Measurements	Length	28,5 m
	Bram	5,5 m
	Draft	1,29 m
Propulsion Engines	Type	1xBukavolt
	Power	1x300 hp
	Propellers	1
Speed	cruiser	9 knots
Endurance	In miles	800 miles
	In hours	7 days
Crew (13)	Officers	1
	NCO	6
	Sailors	6
Armament	1 x 12,7mm	



V. 17. Albanian Navy Fast Patrol Boat "Trebeshina" P-208



The position where P-208 was scuttled

At 10:45 of August 7, 2020 Albanian Navy sank in a control way the Albanian Fast Patrol Boat "Trebeshina" P-208 in Bay of Shën Jan (Bay of Vlora) at coordinates $40^{\circ}25'58.98''\text{N}$ and $19^{\circ}19'52.62''\text{E}$ at a depth of 26 m. The operation was directed by Captain Festim Derraj, Commandant of Albanian Diving Center.



Fast Patrol Boat "Trebeshina" P-208 while scuttling



Fast Patrol Boat "Treeshina" P-108 is patrol boat of "Shanghai II" class, build in China in 1974. It came in Albania in May 1974 together with 5 other sister boats. From 1974 until 1998 six fast patrol boats of "Shanghai II" Class were deployed, three to Saranda Naval Base: "Treeshina" 281 (451), "Çajupi" 282 (452) and "Shiragu" 283 (453), while three others to Shëngjin Naval Base: "Çakalli" 271 (350), "Marrtaneshi" 272(351) and "Tomorri" 273 (352). After the Navy reorganization in 1998 Fast Patrol Boat "Treeshina" P-108 was transferred to Pashaliman Naval Base. Two other ships sank in 1997 in Saranda, recovered and scuttled in Ksamil in 2010.

The Fast Patrol Boat "Treeshina" P-208 transferred to Pashaliman Naval Base in 1998 the hull number was changed permanently to P-208. In 2012 she was decommissioned. The Fast Patrol Boat "Treeshina" P-208 served with the Albanian Navy flag for 38 years.

Hull Number		P-208
Class		SHANGHAI II
Type		Fast Patrol Boat
Commissioned		1974
Made in		Chine
Arrived in Albania		May 1974
Enter in service		July 1975
Decommissioned		2012
Full tonnage		140 ton
Measurements	Length	38,78 m
	Bram	5,41 m
	Draft	1,5 m
Propulsion Engines	Type	2xZC and 2xM50
	Power	2x1200 hp and 2x 1000 hp
	Fuel consumption	2x108 lit /hours 2x102 lit /hours
	Propellers	4
Power Engines	Type	2 x 4Ç
	Power	2 x 40 hp
	Fuel consumption	2 x 7,5 lit/hours
Speed	Cruiser	16 knots
	Max	28 knots
Endurance	In miles	1800 miles
	In hours	7 days (168 hours)
Crew	Officers	3
	NCO	9
	Sailors	6

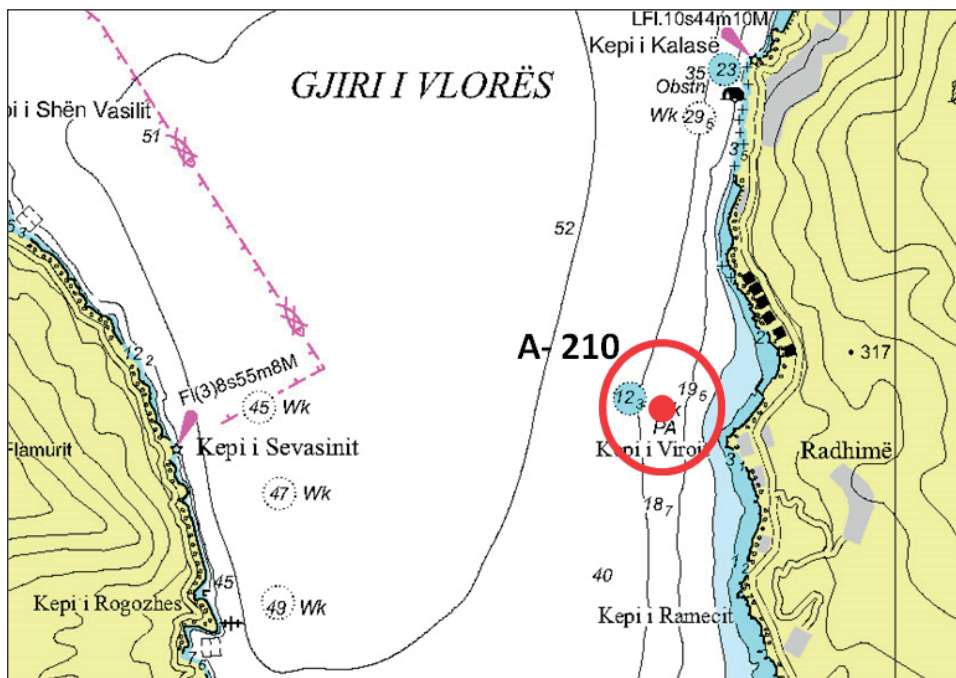


Armament	2 x 37mm (dual canes) 2 x 20mm (dual canes) Deep Charges
Radar	JRC



Fast Patrol Boat "Trebeshina" P-208 in Pashaliman Naval Base on September 9, 2009

V. 18. Albanian Navy Cargo Ship A- 210



The scuttling position of Cargo Ship A-210



At 09:50 of September 8, 2020 Albanian Navy sunk in a control way the Cargo Ship A-210, so called "Refrigerator", in Radhima (Bay of Vlora) at coordinates $40^{\circ}22'48.06''N$ and $19^{\circ}28'4.50''E$ at a depth of 24 m. The operation was directed by Captain Festim Derraj, Commandant of Albanian Diving Center.

Albanian Cargo Ship A-210 arrived in Albania on September 16, 1957. She was commissioned as a cargo ship (non self-propelled and partly refrigerator) in ex-USSR in 1957. Her class is "Project 431". First years after entering in service in the Albanian Navy, she served in Pashaliman and later in Sazan Island Naval Base. By 80', the Albanian Navy modernized her as a self-propeller ship and re-commissioned as Cargo Ship. In 1986 Cargo Ship A-210 had the Hull Number 276 and by 2002 she changed it permanently to A-210. Cargo Ship A-210 served in the Albanian Navy for 55 years until she was decommissioned in 2012.



While the Albanian Cargo Ship A-210 scuttled



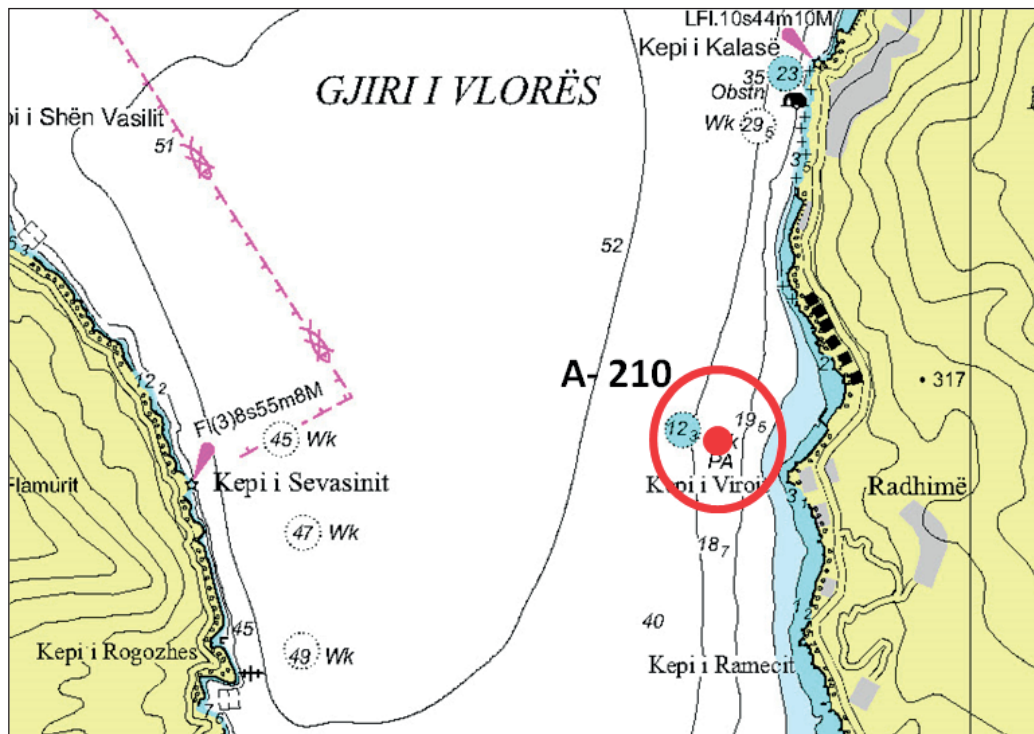
Albanian Cargo Ship A-210 in Pashaliman Naval Base



Hull Number		A-210 "Refrigerator"
Class		Project 431
Type		Cargo
Commissioned		1955
Made in		Ex USSR
Arrived in Albania		1957
Enter in service		1975
Decommissioned		2012
Full tonnage		200 Ton
Measurements	Length	41 m
	Bram	7,4 m
	Draft	2,7 m
Propulsion Engines	Type	2 x 3D-12
	Power	2 x 300 hp
	Fuel consumption	2 x 34 lit / hour
	Propellers	2
Power Engines	Type	1 x 7D-6 and 1 x 4C
	Power	1 x 150 hp and 1 x 40 hp
	Fuel consumption	1 x 28 lit / hour 1 x 7,5 lit / hour
Speed	Cruiser	10 knot
	Max	14 knot
Endurance	In miles	1600 miles
	In hours	156 hours
Crew	Officers	2
	NCO	4
	Sailors	4
Armament		No



V. 19. Albanian Navy Water Tank A- 211



*The scuttling
position of
Water Tank
A-211*



*Water Tank A-211 scuttling
on September 1, 2020 and
underwater*



At 10:50 of September 1, 2020 Albanian Navy sank in a control way the Albanian Water Tank “Marinza” A-211 in Radhima (Bay of Vlora) at coordinates 40°22’30.3”N and 19°28’3.36”E at a depth of 24,2 m. The operation was directed by Captain Festim Derraj, Commandant of Albanian Diving Center.

Albanian Water Tank “Marinza” A-211 arrived in Albania on September 16, 1957. She was commissioned as a water tank (not self-propelled) in Bulgaria 1956. Her class is “Project 415C”. First years after entering service in the Albanian Navy, she served in Pashaliman and later by mid 60’ was transferred to Durres. By 80’ Water Tank “Sazani” A-211 face a modernization by becoming self-propeller and was transferred to Sazan Island Naval Base. In 1986 Water Tank “Marinza” A-211 had the Hull Number 575 and by 2002 she changed it permanently to A-211. Water Tank “Marinza” A-211 served in the Albanian Navy for 55 years until she was decommissioned in 2012.



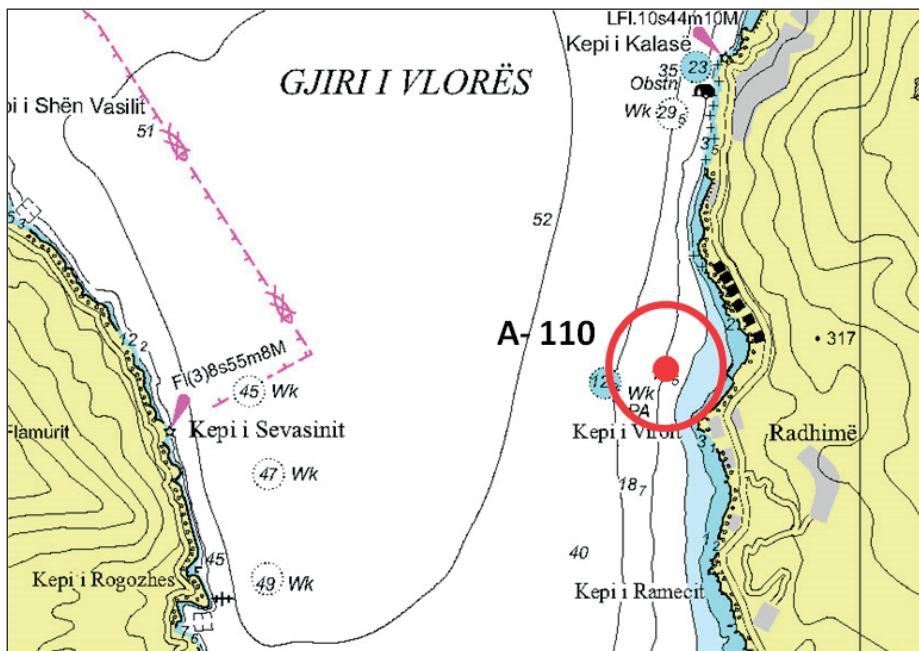
Albanian Water Tank A-211 in Pashaliman Naval Base

Hull Number	A-211 / “Marinza”
Class	Project 415C
Type	Water Tank
Commissioned	1956
Made in	Bulgaria
Arrived in Albania	1957
Enter in service	1957
Decommissioned	2012



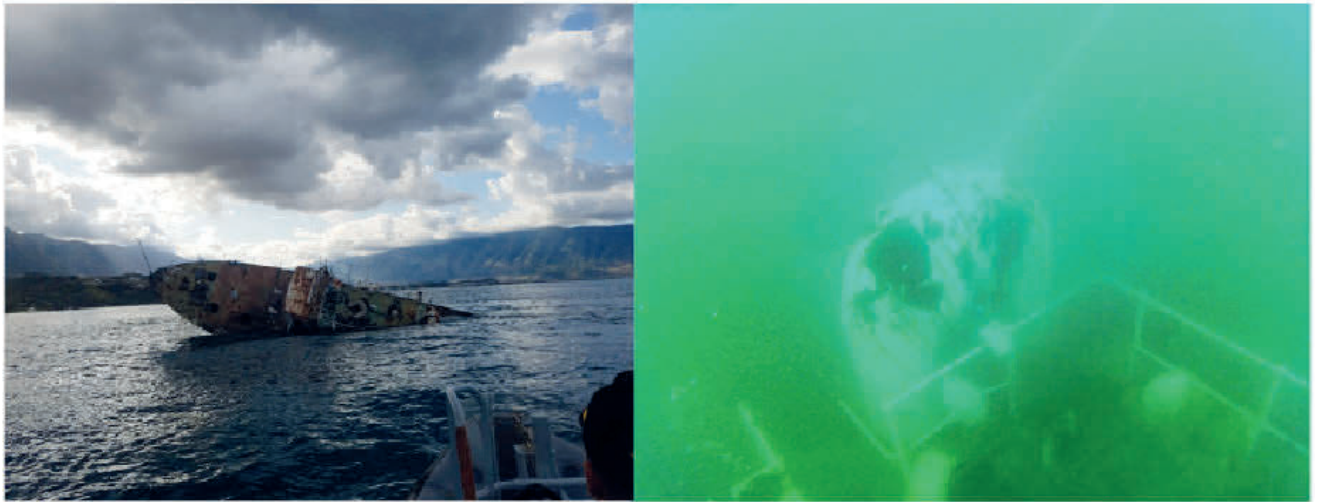
Full tonnage		148 Ton
Measurements	Length	39,85 m
	Bram	6,4 m
	Draft	2,5 m
Propulsion Engines	Type	2 x 3D-12
	Power	2 x 300 hp
	Fuel consumption	2 x 34 lit / hour
	Propellers	2
Power Engines	Type	2 x 4C
	Power	2 x 40 hp
	Fuel consumption	2 x 7,5 lit / hour
Speed	Cruiser	8 knots
	Max	12 knots
Endurance	In miles	576 miles
	In hours	66 hours
Crew	Officers	2
	NCO	4
	Sailors	4
Armament		NO

V. 20. Albanian Navy Torpedo Recovery A- 110



**Torpedo
Recovery A-110
while scuttling**





Albanian Navy Torpedo Recovery A-110 while scuttling

At 10:00 of September 30, 2020 Albanian Navy sank in a control way the Albanian Torpedo Recovery A-110 “Adriatiku” in Radhima (Bay of Vlora) at coordinates 40°22’57.01”N and 19°28’27.50”E at a depth of 21 m with a clearance 16,2 m. The operation was directed by Captain Festim Derraj, Commandant of Albanian Diving Center.

Albanian Torpedo Recovery A-110 “Adriatiku” arrived in Albania in 1958. She was commissioned in ex-USSR in 1956. Her class is “POLUCHAT I”. First years after entering service in the Albanian Navy, she served in Pashaliman and later by mid 60’ was transferred to Durres.



Albanian Torpedo Recovery A-110 “Adriatiku” in the Movie “The Silence Duel (1967) and sunk in Pashaliman Naval Base (2008)

In 1967 Torpedo Recovery A-110 “Adriatiku” was used for the movie “The silence duel”, a thriller espionage story in Albanian Navy in 1946, connected to the Corfu Channel Incident with the British Navy. In 1986 Torpedo Recovery A-110 “Adriatiku” had the Tactical Number 525 and the Hull Number 570. In 2002 she took the permanent Hull Number A-110.

On December 22, 2008, while Torpedo Recovery A-110 “Adriatiku” was under maintenance in the Pashaliman Navy Shipyard sank at the pier side. Early in the morning of September 30, 2020 the Albanian divers recovered the Torpedo Recovery A-110 “Adriatiku” and scuttled her in Radhima, Vlora Bay.



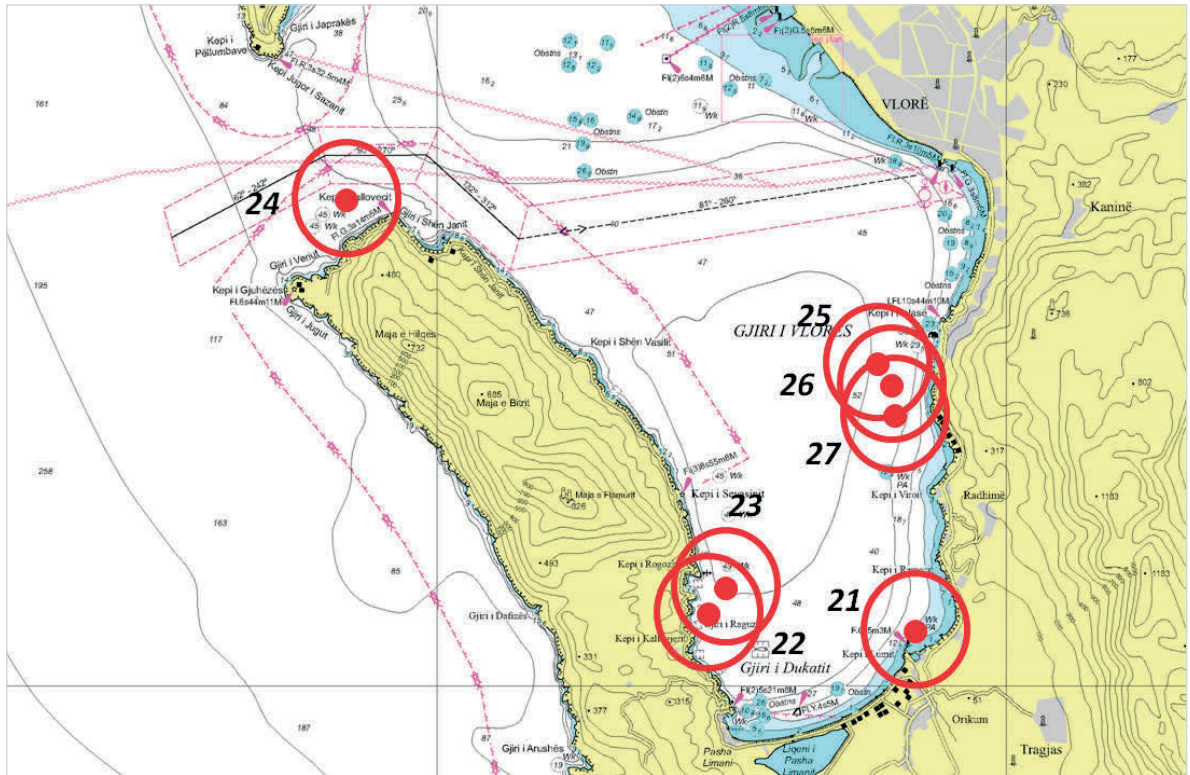


Albanian Torpedo Recovery A-110 "Adriatiku" in Kepi i Palit Naval Base, Durres

Hull Number		A-110 / "Adriatiku"
Class		POLUCHAT I
Type		Torpedo Recovery
Commissioned		1956
Made in		Ex-USSR
Arrived in Albania		1957
Enter in service		1957
Decommissioned		2012
Full tonnage		110 Ton
Measurements	Length	29,6 m
	Bram	5,8 m
	Draft	1,5 m
Propulsion Engines	Type	2 x M50
	Power	2 x 2200hp
	Propellers	2
Speed	Cruiser	10 knots
Endurance	In miles	1500 miles
Crew (15)	Officers	1
	NCO	7
	Sailors	7
Armament		NO



V. 21-28. 7 unidentified objects



In Bay of Vlora are positively identified by scanning at least seven objects in the sea bed. Two of them there have been identified. Object no. 21 is an Italian Cargo ship of WWII and object 24 is an Albanian fishing boat. All the objects listed need more identification and exploration.

No	Name	Flag	Type	Depth / Clearance	Coordinates		Fives lost
					Longitude	Latitude	
21					40°20'45.93"N	19°28'23.5"E	Unknown
22	Unknown	Albanian	Possible Floating Pier		40°21'36.20"N	19°25'5.79"E	Unknown
23	Unknown	Albanian	Possible Floating Pier		40°21'29.10"N	19°24'44.66"E	Unknown
24	Unknown	Albanian	Possible Fishing Boat	61	40°26'26.22"N	19°18'2.83"E	Unknown
25	Unknown	Unknown	Unknown		40°24'51.48"N	19°28'12.42"E	Unknown
26	Unknown	Unknown	Unknown		40°24'53.04"N	19°28'12.12"E	Unknown
27	Unknown	Unknown	Unknown		40°24'48.32"N	19°28'11.82"E	Unknown



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