

246/TIV.2 Ports

100

10000/148/827

From: Jan 143
Aug: 45

Ext.513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 246/2/Tn.2

4 AUGUST 1945

SUBJECT: Reconstruction of Italian Ports.

TO : Ministry of Marine
(Attn. Col. Bordoli).

1. Reference your 2456 of 23 July 1945.
2. Monograph P 081/2, Port of Taranto, mentioned in para 4 of above mentioned letter and attached to your 2301 of 16 July 1945 is satisfactory and we accept it as a model.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

1450

TRANSLATION

Ministry of Marine

23 July 1945

Ref. N° 2456 - Enclosures 2.

SUBJECT: Reconstruction of Ports in the whole of Italian Territory.

Reference your 240/8/Tn.2 of 17 July 1945.

1. We are sending you enclosures to be substituted to the list of requirements attached to letter 2253 of 12 July 1945:

- Immediate requirements (1945) for maritime works and harbor buildings.
- Immediate requirements (1945) for port equipment.

2. MOC AIRGRAM 77 (10 July 1945) from ALCOM CITE ACECO, not yet received on the 12th of July 1945, has been taken into consideration in the compilation of the new requirements.

3. On the 19th of July 1945 we received thru Capt. Tosi a request for information, covering the actual situation and requirements for motor schooners and other tramp steamers. We therefore understand why our letter of 12 July did not answer all your requests. Following this new request we have gathered statistics and studied the modifications to be made to enclosure I-G (Transports and Communications - Materials for Naval Construction) and to the tables of requirements to meet first essential help to Italian Economy in correlation with MOC AIRGRAM 77.

4. As we are compiling the monographs of other ports it is requested that you would kindly let us know your conclusions on the monograph P 061/2, Port of Taranto, attached to our letter 2301 of 16 July 1945.

For the Minister

11/9

Rome 23 July 1945

IMMEDIATE REQUIREMENTS (1945) - NAVAL WORKS AND HARBOR BUILDINGSA) Naval Works

= Materials necessary for about ml. 2.500 of quays
and concrete blocks and ml. 1.000 of caisson
quays:

- Cement	Qli	550.000
- Round iron bars for reinforced concrete...	Ton	700
- Timber (boards, thickness cm.5).....	mc.	8.000

B) Harbor Buildings

= Necessary materials for one floor warehouses
(capacity of each 10,000 mc.)

- Cement	Qli	5.000
- Round iron bars for reinforced concrete..	Ton	100
- Timber:		
board (thickness 5 cm.)	mc.	90
beams	"	80
- Tiles	ea.	80.000

Note: The materials for these works were not included in the "First help Plan" neither are they specifically mentioned in MOC AIRGRAM 77 (10 July 1945) of ALCOM CITE ACECO.

Cement, round iron bars and tiles could be manufactures in Italy if necessary fuel was supplied.

Enclosure to letter No 2436
of 23-7-45

Rome 23 July 1945

IMMEDIATE REQUIREMENTS (1945) PORT EQUIPMENT

to be substituted to Enclosure I-h "Tables of requirements to meet first essential help to Italian Economy".

+++++

Items 1 + 10 : Cranes.

Materials needed to construct 100 cranes in Italy:

iron-work materials	tons	6,000
copper	"	30

Items 11 a+d : Elevators.

Iron-work materials.....	"	1,800
copper.....	"	6

Item 12

Machinery for Grain Silos
any standard type suction or mechanical:

Ship elevators , hourly output 80 tons, weight 80 tons.....	ea.	8
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Item 13

Electric Grain Conveyor Belts made of 5 rubberized sheets, with rollers and supports- Weight:400 Kg. each ml., width 0,70 m.....

	Mt.	6,000
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Item 14

Internal Bucket Grain Elevators
hourly output 80 tons, weight 80 tons.....

	ea.	8
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Item 15

Dredging Equipment
300 HP dredges, hourly output 300 mc.; dredging capacity 13 + meters "

		3
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Item 16

Sheer legs Pontoon, Tonnage 100 Tons
(see materials for naval construction)

Item 17

Rock-breakers
not urgently needed.

1147

= 2 =

NOTES:

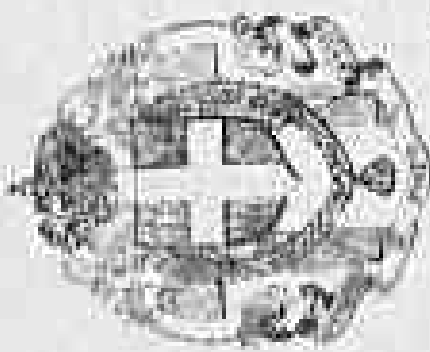
Items 1 + 11 These materials are not specifically indicated in MOC AIRGRAM 77.

Item 15 The garbage-hoppers and the tugs can be constructed in Italy with available materials. It is possible to meet 1945 requirements with a part of the 25 tugs in process of construction.

For necessary materials reference is made to materials for Naval Construction.

Item 16 Pontoons as above.

For mobile equipment the assignment of materials now used by Allied Authorities has been arranged thru MEDCO-CAMBELL COMMITTEE - (See Minutes of Meeting held in ROME on 13th July, 1945 : "Provision of equipment, gear, etc.").



Ministero della Marina
DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 23 luglio 1945 A

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

R O M A

Divisione U.T. 12
Prot. N. 2436 Allegato 2

Risposta al Foglio del
Dir. Soc. N. 2436

OGGETTO Ricostruzione dei porti in tutto il territorio italiano

Riferimento vostro 240/8/Tn.2 in data 17 luglio 1945.

- 1) - Si inviano allegati, in sostituzione dei fabbisogni inviati col foglio 2253 del 12 corrente :
 - Fabbisogno immediato (1945) per lavori marittimi e fabbricati portuali
 - Fabbisogno immediato (1945) per le attrezzature portuali.
- 2) - Nella nuova compilazione dei fabbisogni si è tenuto conto del documento MCC AIRGR 77 (10 luglio 1945) del ALCOM CITE ACECO, non ancora pervenuto alla data del 12 luglio.
- 3) - Del Capitano Tosi è stata consegnata il 19 corr. una nota di informazioni che voi richiedete circa la situazione attuale e il fabbisogno di Motori e altro naviglio di cabotaggio. Si è così chiarito perchè la precedente lettera del 12 luglio non rispondesse interamente alle vostre richieste.

In seguito a tale nuova richiesta si sono raccolte

Divisione U.T. 12
 Prot. N. 2436 Allegato 2

Proposta al Foglio del
 Div. Soc. N. 1

OCCORRENZA Ricostruzione dei porti in tutto il territorio italiano

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 - Fabbisogno immediato (1945) per lavori marittimi e fabbricati portuali
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- 2) -- Nella nuova compilazione dei fabbisogni si è tenuto conto del documento MOC AIRGR 77 (10 luglio 1945) del ALCOM CITE ACECO, non ancora pervenuto alla data del 12 luglio.
- 3) -- Dal Capitano Tosi è stata consegnata il 19 corr. una nota di informazioni che voi richiedete circa la situazione attuale e il fabbisogno di Motori e altro naviglio di cabotaggio. Si è così chiarito perchè la precedente lettera del 12 luglio non rispondesse interamente alle vostre richieste.

In seguito a tale nuova richiesta si sono raccolti gli elementi statistici e si sono studiate le modifiche da apportare all'allegato I - g (tra-

.. /..

sporti e comunicazioni - materiali per costruzioni navali) alle tabelle di fabbisogni corrispondenti al piano di primo aiuto all'economia italiana, in correzione anche col documento MOC AIRGR. 77.

- 4) - Poichè si sta procedendo alla compilazione delle monografie di altri porti, si prega di voler comunicare le eventuali osservazioni circa la monografia P 061/2 del porto di Taranto inviata col foglio 2301 del 16 corr.

d'ordine

P. IL MINISTRO

IL COLONNELLO DEL G.N.

(Gianguido Bordoli)



Roma, 23 luglio 1945

FABBISOGNO IMMEDIATO (1945) PER LAVORI MARITTIMI E FABBRICATI

PORTUALI

A) Per lavori marittimi

= Materiali occorrenti per circa ml. 2.500 di
banchine e massi e ml. 1.000 di banchine
e cassoni:

- Cemento	Qli	550.000
- Ferro tondino per cemento armato	tonn.	700
- Legname (in tavole, spess.cm.5)	mc.	8.000

B) Per fabbricati portuali

= Materiali, occorrenti per magazzini a un piano
no (capacità complessiva ca. 10.000 mc.) .

- Cemento	Qli	5.000
- Ferro tondino per cemento armato	tonn.	100
- Legname :		
in tavole, spess.cm.5	mc.	1.111
in travi	"	80
- Tegole	n°	80.000

Nota : I materiali per questi lavori non erano stati compresi nel " Piano di primo aiuto" nè risultano specificamente nel documento MOC AIRGR. 77 (10 luglio 45) del ALCOM CITE ACECO.

Cemento, ferro tondino e tegole potrebbero essere prodotti in Italia qualora vi fosse sufficiente disponibilità di combustibili.

PORTUALI

A) Per lavori marittimi

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banchine e massi e ml. 1.000 di banchine
a cassoni :

- Cemento	Qli	550.000
- Ferro tondino per cemento armato	tonn.	700
- Legname (in tavole, spess.cm.5)	mc.	8.000

B) Per fabbricati portuali

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- Cemento	Qli	5.000
- Ferro tondino per cemento armato	tonn.	100
- Legname :		
in tavole, spess.cm.5	mc.	1.111
in travi	"	80
- Tegole	n°	80.000

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Allegato al foglio N. 2436

del 23 - 7 - '45

MINISTERO DELLA MARINA
DIREZIONE GENERALE
DELLA MARINA MERCANTILE
UFFICIO TECNICO

Roma, 23 luglio 1945

FABBISOGNO IMMEDIATO (1945) PER LE ATTREZZATURE PORTUALI

in sostituzione dell'allegato I-h delle "Tabelle dei fabbisogni corrispondenti al piano di primo aiuto all'economia italiana").

= Voci 1 + 10 : Gru.

Materiali occorrenti per la costruzione in Italia di 100 grue:

materiali siderurgici	tonn.	6.000
rame	"	30

= Voci 11 e +d Elevatori.

materiali siderurgici	"	1.800
rame	"	6

= Voce 12

Macchinari per Silos (per grano)
di qualunque tipo Standard pneumatici o meccanici:

Elevatori da navi con rendimento orario di tonn. 80, del peso di tonn. 80	n°	8
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= Voce 13

Nastri trasportatori (solo per grano, a manovra elettrica) di 5 tele multiple gommate, con rulli e sostegni del peso di Kg. 400 a ml. della larghezza di m. 0,70

mt.	11.3
16.800	

= Voce 14

Elevatori interni a tazze per grano con rendimento orario di tonn. 80, del peso di tonn. 50

n°	8
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= Voce 15

Convogli effossori
Draghe da 300 HP con capacità di produzione oraria di 300 mc.; dragaggio fino alla profondità di 13 + metri

"	3
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= Voce 16

Pontoni e bige della portata di T. 100 (vedi materiali per costruzioni

in sostituzione dell'allegato I-h delle "Tabelle dei fabbi-
sogni corrispondenti al piano di primo aiuto all'economia
italiana").

= Voci 1 + 10 : Grue.

Materiali occorrenti per la costruzione in
Italia di 100 grue:

materiali siderurgici	tonn.	6.000
rame	"	30

= Voci 11 e + d Elevatori.

materiali siderurgici	"	1.800
rame	"	6

= Voce 12 Macchinari per Silos (per grano)
di qualunque tipo Standard pneumatici
ci o meccanici:

Elevatori da navi con rendimento
orario di tonn. 80, del peso di
tonn. 80 n° 8

= Voce 13 Nastri trasportatori (solo per grano,
a manovra elettrica) di 5 tele mul-
tipie gommate, con rulli e sostegni
del peso di Kg. 400 a ml. della lar-
ghezza di m. 0,70 mt. 13.400

= Voce 14 Elevatori interni a tazze per grano
con rendimento orario di tonn. 80,
del peso di tonn. 50 n° 8

= Voce 15 Convogli effossori

Draghe da 300 HP con capacità di
produzione oraria di 300 mc.; dra-
gaggio fino alla profondità di
13 + metri " 3

= Voce 16 Pontoni e biga della portata di T. 100
(vedi materiali per costruzioni
navali)

= Voce 17 Frangiroccie
non immediatamente necessari.

(Attr. portuali)

== 2 ==

NOTE :

- Voci 1 + 11 Questi materiali non sono specificamente indicati nel documento MOC AIRGR.77
- Voce 15 Le Bette e i Rimorchiatori possono essere costruiti in Italia con materiali disponibile. Per il 1945 si potrà provvedere con alcuni dei 25 Rimorchiatori già in costruzione.
Per i materiali occorrenti vedi materiali per costruzioni navali.
- Voce 16 Pontoni come sopra.
- Per le attrezzature mobili sono stati presi accordi col MEDBO - CAMPBELL COMMITTEE - per la cessione di materiali di risulta attualmente impiegati dalle Autorità Alleate (vedi Minutes of Meeting held in ROME on 13th July, 1945 : "Provision of equipment, gear etc."

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TRANSLATION

MINISTRY OF MARINE
GENERAL DIRECTORATE OF THE
MERCHANT MARINE TECHNICAL OFFICE

P.061/2
VII/45

MERCHANTILE PORT OF TARANTO

A. Port and Harbour Conditions.

1) General Description.

To the north of the one gulf which opens to the south between the coasts of Calabria, Basilicata & Terra d'Otranto, there is the port of Taranto, which consists of an ample roadstead called Mar Grande & an inner bay called Mar Piccolo. To the north of the Mar Grande, to the west of the town, is a small bay is the mercantile port.

The Mar Grande is almost elliptical in shape with its largest diameter Klm. 7.9 in direction for east-south-east to west north-west & its smallest diameter of Klm. 5.9 in almost normal direction to the above, north-north-east to south-south west.

The Mar Piccolo is crescent shaped with its chief length of Klm. 6.3 running from east to west & its chief width of about Klm. 3.5 from north to south. On the west side it communicates by means of two canals, with the Mar Grande, it is essentially a naval port & is partly given over to the cultivation of shell fish.

Of the two canals, only the one with the drawbridge is navigable the other one, (in the mercantile port) is only accessible under the vaults of Ports Napoli, to boats without masts & of small draft. This bridge is built of masonry.

III

2) Tides & Currents :-

There is very little tides.

Current

The current coming into the Mar Piccolo (it is shown by the Castle Signal Station with the T flag.)

The current going out of the Mar Piccolo (it is shown by the Castle Signal Station with the C flag. The Signal Station by day always flies one of the two flags.) The currents in the canal between the Mar Grande & Mar Piccolo both as to force & direction.

1) General Description.

To the north of the one gulf which opens to the south between the coasts of Calabria, Basilicata & Terra d'Otranto, there is the port of Taranto, which consists of an ample roadstead called Mar Grande & an inner bay called Mar Piccolo. To the north of the Mar Grande, to the west of the town, is a small bay is the mercantile port.

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Of the two canals, only the one with the drawbridge is navigable the other one, (in the mercantile port) is only accessible under the vaults of Porta Napoli, to boats without masts & of small draft. This bridge is built of masonry.

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The current going out of the Mar Piccolo (it is shown by the Castle Signal Station with the C flag. The Signal Station by day always flies one of the two flags.) The currents in the canal between the Mar Grande & Mar Piccolo both as to force & direction.

Especially at both ends, they very often enter with a different angle in respect to the axis of the canal. This phenomenon must be taken into account by big ships as it is not improbable that, coming in or going out, transversal currents may be met.

The studies carried out up to date have not managed to discover the law that governs the changes in the currents. They depend, without a doubt, on the intensity & variation of the winds & tides.

In entering the canal it is necessary to have close command of the manoeuvre a speed of 6/8 knots has been agreed on as the best speed for big ships; however, the port regulations forbid a speed higher than 6 knots.

(iii) Safe Anchorages

The anchorage, both in the Mar Grande & the Mar Piccolo is safe in all weathers.

(iv) Local Weathers Conditions

From September to March north-west & north-east winds alternately are most frequent. The N.E. wind, coming from the Adriatic & crossing without any obstacle the wide Salentina plain, sometimes blows with extraordinary violence, making communication with the land difficult even in the Mar Piccolo. Generally, the north winds last several days, diminishes in intensity or falls during the night & the early morning hours, to blow with violence during the other hours of the day.

The S.W. wind causes a rough sea & causes big floods in the Mar Grande.

The S.E. wind, especially in the winter, is violent & disturbs the anchored vessels in the mercantile port, but does not raise a sea in the roadstead; it also brings with it mist & rain, especially between May & June.

In the Spring the roadstead is struck by gusts of wind called "calabresi" coming from the west; usually these signals don't last long & fall away towards sunset.

The E. & S winds bring fog.

Gusts of wind from the N.E. & E.N.E. are foretold by a mass of cloud on the hills to the north of the Mar Piccolo which remains as long as the gusts last. During these periods the calabrese coast is very distinct.

(v) Bridges

In the port of Taranto there are two bridges, one of which is a drawbridge. The bridge of Porta Napoli is of masonry, bridges the canal which joins the Mercantile Port to the Mar Piccolo, & has three arches which can only be passed by small drafts boats without masts. The drawbridge is of steel & bridges the canal which joins the Mar Grande with the Mar Piccolo.

(vi) Channels Lights and Buoys.Channels Lights

The valignment to follow to go up the navigable channels is shown by four signals, two of which are in the Mar Grande and two in the Mar Piccolo. The signals in the Mar Grande are: a) a square masonry pillar, painted in vertical black

nuishes in intensity or falls during the night & the early morning hours, to blow with violence during the other hours of the day.

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(vi) Channels Lights and Buoys.

Channels Lights

The valignment to follow to go up the navigable channels is shown by four signals, two of which are in the Mar Grande and two in the Mar Piccolo. The signals in the Mar Grande are: a) a square masonry, pillar, painted in vertical black & white stripes, surmounted by an iron staff with a small flag, on the beach about one mile to the N.E. of Cape S.Vito on it is lighted a fixed light 15 metres above the sea when any ship has to pass the canal during the night; b) a square beacon shaped like a pyramids, built on the Tarantola shoal, on this MEDA there is always an intermittent green light 10 metres above the sea.

The signals in the Mar Piccolo are:- a masonry pillar with a square base painted in vertical black & white stripes, with the top in black, surmounted by a small flag. This signal is on a

rise on the mainland, near the house of Troilo, at 2,500 metres from the entrance to the canal; there is a fixed white light lit on it 21 metres above the sea level when it is necessary for the nocturnal passage of some ship; b) a pyramid-shaped iron Beacon, white-striped signated about 1,600 meters from the north end of the canal in 10 metres of water; on this beacon there is always an intermittent red light 10 metres above the sea level.

At night along the canal, there are the following channel lights: when the draw-bridge is shut a small red light is lit at the head of each of the four quays & a small green light on each of the lateral sides of the four pillars that hold up the bridge.

These eight small lights are darkened behind, so that both the banks are outlined by a near red light & a far green one, both for craft coming from the Mar Grande as well as those coming from the Mar Piccolo.

When the bridge is open these lights are put out & in their stead is lit: an intense red light at the head of each of the four quays, without any side being darkened, a blue light on the side flanking the canal on each of the two bridge piers. The ships that are directed towards the mouth of the canal, in either sense, must be in alignment with the beacons & see each bank of the canal shewn by two red lights, at the ends, & by a blue light in the centre.

Marking of the Tarantola shoal

The Tarantola shoal is marking by the same square pyramidal beacon that is one of the four points showing the passage of the canal.

Marking of the Sirena bank.

The bank of the Sirena is marked by a cylindrical lighted red buoy surmounted by a small column.

Marking of a wreck.

In front of Castel S. Angelo a trellis buoy with a white intermittent light shows a wreck.

The head of the moles S. Vito & S. Paul are supplied with lights.

The heads of the east mole and the west mole of the mercantile port are supplied with lights.

In the Mar Piccolo the marking of the passage between the west basin & the east one consists of a) a beacon situated on the shoal which goes round Penna Point, & consists of a group of poles supporting a rectangular platform from the center of which there

the Mar Piccolo.

When the bridge is open these lights are put out & in their stead is lit : an intense red light at the head of each of the four quays, without any side being darkened, a blue light on the side flanking the canal on each of the two bridge piers. The ships that are directed towards the mouth of the canal, in either sense, must be in alignment with the beacons & see each bank of the canal shewn by two red lights, at the ends, & by a blue light in the centre.

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Marking of a wreck.

In front of Castel S. Angelo a trellis buoy with a white intermittent light shows a wreck.

The head of the moles S. Vito & S. Paul are supplied with lights.

The heads of the east mole and the west mole of the mercantile port are supplied with lights.

In the Mar Piccolo the marking of the passage between the west basin & the east one consist of a) a beacon situated on the shoal which goes round Penna Point, & consists of a group of poles supporting a rectangular platform from the center of which there rises a vertical iron staff surmounted by a cylindrical red structure; b) a black buoy, surmounted by a cone top up anchored about 385 metres to the W.S.W. of the above mentioned beacon.

The Penna Point shoal is also shewn by buoy the same as that described and situated about 700 metres by 70° from it.

1139

7) Navigable channels & buoys.

There is only one navigable canal in the port of Taranto, and

artificial one, which joins the Mar Grande with the Mar Piccolo. This canal is 375 metres long, 73 metres wide between the shore quays & 58 metres between the pillary of the bridge, & is 12 metres deep along its centre. The draw-bridge crosses it.

There are a lot of anchorage buoys in the Mar Grande & Mar Piccolo.

In the Mar Piccolo there are several stock.

In the Mar Piccolo there are also two anchors groups of five buoys each for the verification of compasses.

8) Characteristics of the coast

The coast is low and mostly covered in vegetation with some sandy tracts.

9) Type of Bottom.

The mud bottom is fair holding ground.

N.B.

The actual situation in the same as that of 1938. There are no immediate requirements.

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VII/'45.

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The mud bottom is fair holding ground.

N.B.

The actual situation in the same as that of 1938. There are no immediate requirements.

P.061/2

VII/'45.

1138

MERCANTILE PORT OF TARANTO

B. FUEL AND SUPPLIES

Electrical power.

In the mercantile Port there are two CONVERTITORI situated one on the east mole & one on the west.

These are connected with the military network which has its power station in the Arsenal & supplies power to the mercantile port network, which includes the east, west & north moles.

2). Water plant

The water is supplied by the Pugliese acquaduct; ships can water both by day & night.

On the west quay there are seven water points; on the north mole there are four water points; on the east mole & on the S. Eligio quay there are eleven water points.

The water installations of the west & north moles can distribute 145 cubic meters of water per hour one water point gives 75 cubic meters per hour; a complete opened together give 132 cubic meters per hour.

The water installations of the east mole & the S. Eligio quay can distribute 120 cubic per hours.

3) Installations & depots for liquid fuel supplies.

There are no reservoirs.

There is a depot for barrels, belonging to the firm Giuseppe Buono situated near the north mole. Its capacity is about 200 tons.

4. Installations & depot for supplying coal

Actual there are no stocks of coal.

Normally (1938) there were stocks of coal near the west mole of about 4,000 tons, belonging to the firms 'Salerno & Prati' & 'Zingari'.

N.13

- 1) 2), 3), situation in 1938 the same as today.
- 3), 4) There are several stocks of nafta, petrol mineral oil, & coal belonging to the Navy, situated in the naval port zone.

The water is supplied by the Pugliese aqueduct; ships can water both by day & night.

On the west quay there are seven water points; on the north mole there are four water points; on the east mole & on the S. Eligio quay there are eleven water points.

The water installations of the west & north moles can distribute 145 cubic meters of water per hour; one water point gives 75 cubic meters per hour; a couple opened together give 132 cubic meters per hour.

The water installations of the east mole & the S. Eligio quay can distribute 120 cubic per hours.

3) Installations & depots for liquid fuel supplies.

There are no reservoirs.

There is a depot for barrels, belonging to the firm Giuseppe Buono situated near the north mole. Its capacity is about 200 tons.

4. Installations & depot for supplying coal

Actual there are no stocks of coal.

Normally (1938) there were stocks of coal near the west mole of about 4,000 tons, belonging to the firms 'Salerno & Prati' & 'Zingari'.

N.13

- 1) 2), 3), situation in 1938 the same as today.
- 3), 4) There are several stocks of nafta, petrol mineral oil, & coal belonging to the Navy, situated in the naval port zone.

MERCANTILE PORT OF PARANAO

C. Port Installations

1) Wharves, quay, basins

The mercantile port is protected from the west by a mole situated in direction 18° S.E. & having a length of 401 meters, called the west mole or S. Cataldo mole this mole is provided with broad quay 330 metres long with.

18 bollards & steps leading to the sea, large spaces 40 metres wide.

roads & clearance roads.

4 sidings connected to the State Railways.

2 large sheds in masonry, belonging to the State, for merchandise.

water & electric installations finishing in water points & extensions laid out along the quay (see B para 1 & 2) 8 meters of water there are mechanical means for moving merchandise (1938 there existed two tractors belonging to the firm Portuale Neptunia, one of which is unusable as it is damaged & the other is requisitioned by the Allies).

At this quay there is room for 2 big ships or 3 medium sized ones.

At the base of the west mole there is a quay 138 metres long.

With roads of access.

With 6 bollards

Supplied with water & electric installations, similar to those of the west mole.

With about 8 m of water.

With out mobile mechanical means for bundling merchandise a medium sized ship can come alongside.

To the N.E. of the port there is a quay (S. Eligio) with 100 meters which can be used to berth a ship, alongside which the depth varies from 2,50 m to 4,50 m & supplied with two slips for loading casks-with 9 bollard- without electrical connection - Is used for sailing vessels and motor schooners.

On the east side, the inside harbour is protected by the east mole, 200 metres long, with quays 169 metres long, 8 metres wide, for a length of 97 metres & for the remaining section towards the land end with widths varying from 5 to 2 metres. The widths measured at the wider sections varies from 12 to 10.50 metres.

This mole has 9 bollards.

Water & electric installations similar to the west mole. At its end a m shaped prolongation, towards the west

large spaces 40 metres wide.

roads & clearance roads.

4 sidings connected to the State Railways.

2 large sheds in masonry, belonging to the State, for merchandise.

water & electric installations finishing in water points

& extensions laid out along the quay (see B para 1 & 2)

8 meters of water there are mechanical means for

moving merchandise (1938 there existed two tractors

belonging to the firm Portuale Neptunia, one of which

is unusable as it is damaged & the other is requisitioned by the Allies).

At this quay there is room for 2 big ships or 3 medium sized ones.

At the base of the west mole there is a quay 138 metres long.

With roads of access.

With 6 bollards

Supplied with water & electric installations, similar to those of the west mole.

With about 8 m of water.

With out mobile mechanical means for handling merchandise a medium sized ship can come alongside.

To the N.E. of the port there is a quay (S. Eligio) with

100 meters which can be used to berth a ship, alongside which

the depth varies from 2,50 m to 4,50 m & supplied with two slips

for loading casks-with 9 bollard-without electrical connection

- Is used for sailing vessels and motor schooners.

On the east side, the inside harbour is protected by the east mole, 200 metres long, with quays 169 metres long, 8 metres wide, for a length of 97 metres & for the remaining section towards the land end with widths varying from 5 to 2 metres. The widths measured at the wider sections varies from 12 to 10.50 metres.

This mole has 9 bollards.

Water & electric installations similar to the west mole.

& at its end a T shaped prolongation, towards the west

30 metres long.

There is berthing space for two small vessels or one medium sized one.

The length of the two way traffic roads in the port zone is 860 metres.

There are four open spaces at the back of the quays of the quays, with a total area of 13,500 square metres.

The Mercantile Port a total area of 180,000 square metres with 8 metres of water in the centre, on the west, & south

& from 7 metres to 1 metre elsewhere the first zone (152,000 square metres) serve for ordinary loading & unloading operations; the rest for smaller craft.

At anchor (or at the buoys) 2 ships of medium tonnage can load or unload at the same time.

The ports freight capacity in a month was, in 1938, of 50,000 tons & 20,000 tons of P.O.L (in short tons & per 8 hours working day)

Actually the freight handling capacity of the Mercantile Port is slightly increased in consequence of mobile mechanical handling facilities brought by the Allies & numerous vehicles which serve for marshalling the freight.

The wharves are numbered as follows :-

West Mole	: berth No S 1 & 2
North Mole	: berth No 3
East Mole	: berth No 4
S. Eligio Mole:	berth No 4A

Beside the mooring places already described, there exists in the Mar Piccolo a landing stage, called of the GENIO MARINA (berth No 12) 230,50 metres long, with a platform of 13 metres & with depth varying from the land end to the centre of 0 metres to 4,35 metres & from the centre to the end from 4.35 metres to 9 metres; the line which runs on this mole is connected to the State Railways.

This landing stage belong to the R. Navy & is usually lent to merchant ships when landing in the port is impossible owing to intense traffic, or under special circumstances.

N.B. The following mooring points are also used by Italian

At present the following mooring points are also used by Italian vessels of medium & large tonnage :-

- a) three on the mole at the west door of the Navy Yard Arsenal in Mar Piccolo (berths No 5 5/A, 5/B)
- b) five points in the Navy Yard in Mar Piccolo, (berths No 6, 6/A, 7, 8, 9)
- c) two points at the landing stage of the Tosi Yards in Mar Piccolo (berths No 10 & 11)
- d) one point at the Punta Penna wharf in Mar Piccolo.
- e) one point at the Pizzone wharf in Mar Piccolo.
- f) one point at the 54° Air Force Depot in the 2nd creek of Mar Piccolo, called "Il fronte".
- g) four points at the Buifoluto wharves in the 2nd creek of Mar

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M.B.

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 - d) one point at the Punta Penna wharf in Mar Piccolo.
 - e) one point at the Pizzone wharf in Mar Piccolo.
 - f) one point at the 54° Air Force Depot in the 2nd creek of Mar Piccolo, called "Il fronte".
 - g) four points at the Buffoluto wharves in the 2nd creek of Mar Piccolo.
 - h) ten moorings at the bank of the Città Vecchia in Mar Piccolo.
- There is also a bunkering point, called Carrieri wharf, in the Navy Yard (berth 15 where two due vessels can berth.

2) Mechanical handling facilities

Nil

3) Silos

On the west mole of the merchantile port there is a wine silos,

consisting of 4 cylindrical reservoirs of a total capacity of 4,000 tons, belonging to the firm of Pietro Occhetti of Turin. In August 1943 this wine silos was damaged in an air raid; acutally the firm of Occhetti is repairing it.

4. Storage Warehouses for General Cargo.

See C. para 1.

5. Bulk Freight Storage.

See C. para 1.

6. Dry-dock & slipways.

7. Marine repair plant.

There are 30 repair shops for hulls, boilers motor apparatus etc, as well as the building yards (see C para II).

8. Floating equipment.

a) Floating pontoons	Nº 7
b) Tugs	" 8 from 60 -330 HP
c) Lighters	" 8 (3 mudcarring 1 garbage hopped)
d) floating cranes sheer legs.	" 1 of 60 Tons.
e) tank vessels for supplying to ships	Nil
f) pilot boats	Nº 6
g) dredgers	Nil

A good number of the above mentioned floating equipment are being repaired or are awaiting repair. The Navy, on payment, allows the merchant traffic to use its numerous floating equipment.

9. Total monthly cargo handling possibilities.

The present total capacity of general cargo handled per month is 20,000 short tons, with two working ships, using all specialised port workers & military personnel with an eight hour day the total capacity is 100,000 short tons per month. 250,000 short tons of P.O.L. can be handled per month, using all R. Navy and R. Air Forces Depots, reckoning an eight hour day. 100 freight cars and about 500 vehicles can be loaded daily at the technical Port and at the Genio Pontoon berth Nº 12) about 3,000 freight cars and 15,000 vehicles monthly (eight hours working day) 3,000 freight cars can be loaded monthly (eight hours working day) at the Navy Yard. The Navy Yard banchs are connected with the rail

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10. Food Warehouses in the port and its vicinity.

In the port : Nil

Near the port there are

several cargo privately owned food warehouses.

Almost all the warehouses were damaged by the air raids which took place at the end of August 1943 and are only factly repaired to date.

They are now used for storage of rationed or controlled foodstuffs disposal of the Civilian Authorities, for the population.

1132

11) Shipyard and Marine repairing plant & Franco Tosi S/A

No 11 shipwards (4 for ships up to 150 metres).
Daily production capacity, of steel for hulls, 35,50 tons.
Workers (monthly average) : 1938 about 2,000
; 1945 " 3,000

Suitable for naval and merchant vessels repairs of any type.

Other shipwards :-

C.M. Tarantino
C.N. Puglia
C.N. Italia
C.N. Tagariello
C.N. Fuggetti.

Their production is limited, because of was damages and the number of workers employed is 150-200 (instead of 500) They work for the R.Navy and Allied Navy.

PORT MERCANTILE OF TARANTO

D. Communications

1. Roads.

Litoranea Jonica (Taranto-Metaponto-Reggio)
Via Appia (from Bari per Brindisi)
To North - East interland (Taranto Marina Franca ecc.)
South - East (Taranto - Talsano ecc.)
From Via Appia between Taranto Brindisi, from Giorgio Jonico
village, road for Sava; Manduria, Lecce.
From Taranto, Talsano road, at locality Torre D'Aiala, bifurcation
for Cape S.Vito.

2. Rails

I.S.R.

- a) Taranto Bari, Foggia, Benevento, Aversa, Roma, or Napoli.
- b) Taranto, Metaponto, Reggio Calabria.
- c) Taranto, Metaponto, Potenza, Battipaglia, Napoli.
- d) Taranto, Bari, Foggia, Pescara, Ancona, Bologna.
- e) Taranto, Brindisi.

South - East Rails.

Taranto, Marina Franca, Bari.

C.M. Tagariello
C.M. Fuggetti.

Their production is limited, because of was damages and the number of workers employed is 150-200 (instead of 500) They work for the R.Navy and Allied Navy.

FORT MERCANTILE OF TARANTO

D. Communications

1. Roads.

Litoranea Jonica (Taranto-Metaponto-Reggio)
Via Appia (from Bari per Brindisi)
To North - East interland (Tranto Marina Franca ecc.)
South - East (Taranto - Talsano ecc.)
From Via Appia between Taranto Brindisi, from Giorgio Jonico
village, road for Sava; Manduria, Lecce.
From Taranto, Tolsano road, at locality Torre D'Aiala, bifurcation
for Cape S.Vito.

2. Rails

I.S.R.

- a) Taranto Bari, Foggia, Benevento, Aversa, Roma, or Napoli.
- b) Taranto, Metaponto, Reggio Calabria.
- c) Taranto, Metaponto, Potenza, Battipaglia, Napoli.
- d) Taranto, Bari, Foggia, Pescara, Ancona, Bologna.
- e) Taranto, Brindisi.

South - East Rails.

Taranto, Marina Franca, Bari.

3. Radio

There is no R.A.I. (esc EIAR) broadcasting station radio but, a radio installation had been projected.
There are several military stations.

4. Telephone Telegraph.

Telephones administered by S.E.T. Uninterrupted long distance service. Telephone station and long distance exchange : Lungomare.

Telegraph : State Telegraph. All type telegrams, including international.

5. Airport

No civilian airports. There is a military seaplane port at Mar Piccolo and a military airport at Grottaglie.

Classified E.O. 12356 Section 3.3/NND No. 785021

2011

E.

PORT MERCHANTILE OF TARANTO

Damage suffered since 1940.

1) Port equipment

In August 1943, due to aerial bombardment, about 50 metres of open quay of the west mole of the Port has been damaged. Actually the above mentioned quay is in working order and it is not urgent to repair it.

Wrecks.

In Mar Grande, near Castel S. Angelo, there is the wreck of an English destroyer. It does not prevent navigation.

F.

PORT MERCHANTILE OF TARANTO

New Constructions.

1) Proposed.

New large Navy Yard at Mar Grande. East side.

Quays of the hedge of Città Vecchia in Mar Piccolo.

2) Commenced.

Both constructions as per No 1.

The construction of the quays in Città Vecchia, at Mar Piccolo suspended because of the War. It is foreseen that the works will soon be restaited although in order to use available may power.

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1054

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
IACIC AREA REGION
(Engineering Division)
APO 394

18 January 1945

LIST OF MATERIALS REQUIRED FOR TIMBER PLATFORMS AT CIVILAVICOLA

<u>Timber Piles</u> - Length not less than 16'-0" of 15" dia or 14"x14" or 12"x12"	20 Pumber
<u>Timber Columns</u> - Length 16'-0" to 20'-0" assorted 12" x 12" or 14"x14"	10 Number
<u>ditto</u> - Length 8'-0" - 10'-0"	20 Number
<u>Bracing</u> - Length 15'-0" approx 9"x3"	150 Number
<u>Transverse Beams</u> - Length not less than 14'-0" longer if possible of 12" x 12" or 14" x 8"	1000' Total length
<u>Joists</u> - Length not less than 10'-0" - If possible of 12" x 6" or equal.	3500' Total length
<u>Decking</u> 3" thick Any lengths available 12'-0"-14'-0" good size	2000 Square feet Super
<u>Coping</u> 9" x 4" - Any lengths	500' Total length
<u>Folts</u> 2 Boxes a 115 each 20" long x 1 1/2" dia with nuts for both ends 1 Box a 115 " 24" to 26" long	" " " " " "
<u>6" Nails</u> 700 lbs.	1030

C. F. S. GILSON
Major

Approved
C. F. S. Gilson

Copies for:
Maj. Goldson
Geno Civile
J. F. S.
File

18 January 1945

LIST OF MATERIALS REQUIRED FOR TIMBER PLATFORMS AT CITRAVECOPIA

<u>Timber Piles</u> - Length not less than 36'-0" of 15" dia or 14"x14" or 12"x12"	20 Number
<u>Timber Columns</u> - Length 15'-0" to 20'-0" assorted 12" x 12" or 14"x14"	30 Number
<u>ditto</u> - length 8'-0" - 10'-0"	20 Number
<u>Bracings</u> - Length 15'-0" approx 3"x3"	150 Number
<u>Transverse Beams</u> - Length not less than 14'-0" longer if possible of 12" x 12" or 14" x 8"	1000' Total length
<u>Joints</u> - length not less than 10'-0" - if possible 18'-0" of 12" x 6" or equal.	3500' Total length
<u>Decking</u> 3" thick Any lengths available 12'-0"-14'-0" good size	8000 Square Feet Super
<u>Coping</u> 9" x 4" - Any lengths	500' Total length
<u>Folts</u> 2 Boxes a 115 each 20" long x 1 1/2" dia with nuts for both ends 1 Box a 115 " 24" to 26" long " " "	" " "

6" Nails 700 lbs.

S.D. C.P.E. COLPSON Major

Copies For:
 Maj. Colpason & I
 Genio Civile # I
 T.P.S.
 File # I
 HQAC(TN)

Approved by
Colpason
Required Expense

1055