

Declassified E.O. 12336 Section 3.3/NSD No. 785021

Port meetings Castellammare

10000 / 148 / 124

Apr '45

are

94 RN/14

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our ref.: AC/B44/31/Yn 3

20 April 1945

SUBJECT : Ports Committee
Castellammare, Torre Annunziata
& Salerno

TO : Senior Transportation Officer
AMS Naples Commune

1. Attached is copy of Minutes of meeting of the above committee held on Thursday 12 April 1945.

2. It is requested that you keep in close touch with the activities of these ports and suggest that arrangements should be made for you to be represented at any Port Committee Meetings where it is considered that the advice or assistance of Transportation Sub-Commission might be required.

By Command of Rear Admiral STONE:

[Signature]
M. B. THOMAS, Colonel
Deputy Director

Copy to : Ports & Warehouse Div.

2015

Encl. Copy of Minutes
[Signature]

PORTS COMMISSION

/14

minutes of the meeting held at the offices of
 Marietta A. Coscolino, Castellammare on Thursday 12 April 1940.

1. Repairs to Quay at Torre Annunziata.
 Sig. Siringo reported that
 repairs to the quay were being carried out, but the question of the
 diver has not yet been settled.

2. Port Engineering.
 Capt. Palmer reported that two more barges had
 been sent to Castellammare, bringing the total now available to 18.
 The Port Commandant of Torre Annunziata asked if
 he could borrow barges from Castellammare when Bulk Sulphates had
 to be discharged.

Capt. Palmer said that he could see no objection
 to two barges being loaned providing that there was no ship with
 bagged grain at Castellammare, and on the understanding that they
 were returned immediately the work was finished, or if they were
 needed at Castellammare.

Mr. Mearns of E.M.P. asked Sig. Coscolino what
 steps he had taken to get the feeders made for the elevator pier
 at Castellammare.

Sig. Coscolino said he had approached the Naval
 Dockyard but was informed that they could not take them as they
 were unable to obtain the necessary materials.

A discussion then took place regarding feeders
 for Torre Annunziata. Sig. Coscolino said he would make them
 providing materials such as wood, old tyres and steel wire, were
 made available.

Lt. Davies and Sig. Siringo are preparing a
 report as to exactly what is required.

The question of the handling of rail cars and
 the repair of the damaged truck at Salerno was again raised and Lt.
 Davies reported that, as the port of Salerno was not under military
 control, it was not possible to make any arrangements through Movements.

he could borrow cranes from Castellammare
to be discharged.

Capt. Palmer said that he could see no objection to two barges being loaned providing that there was no ship with bagged grain at Castellammare, and on the understanding that they were returned immediately the work was finished, or if they were needed at Castellammare.

Mr. Fleury of M.E.V. asked Sig. Consolino what steps he had taken to get the fenders made for the elevator pier at Castellammare.

Sig. Consolino said he had approached the Naval Dockyard but was informed that they could not make them as they were unable to obtain the necessary materials.

A discussion then took place regarding fenders for Torre Annunziata. Sig. Consolino said he would make them providing materials such as wood, old Tyres and steel wire, were made available.

Lt. Davies and Sig. Birringo are preparing a report as to exactly what is required.

The question of the handling of rail cars and the repair of the damaged truck at Salerno was again raised and Lt. Davies reported that, as the port of Salerno was not under military control, it was not possible to make any arrangements through movements.

Capt. Palmer said that as the port equipment required at Torre Annunziata was urgent, and no report had yet been received with regard to its availability, he thought it would be to advantage if some of the motor tractors, fork lifts and trolleys at Castellammare could be transferred to Torre Annunziata. Up to the present time there had not been sufficient work at Castellammare to keep all the equipment in use.

This was agreed upon and arrangements were made to move the equipment during the week.

2. Misère Viare.

The figures for Torre Annunziata for improvement, but were such, that at the moment no need for concern.

The discharge figures for

were as follows:-

Date	Port	Commodity	Tons Discharged
April			
5th	Castellammare	Bulk Wheat	308
"	"	" Salt	81
6th	"	" "	81
7th	Torre Annunziata	Bulk Wheat	689.3
8th	"	" "	734.7
9th	"	" "	713
10th	"	" "	617.8
"	"	" "	471.8
11th	"	" "	206.4
"	"	" (U.S.R.N.A.)	187
12th	"	" "	163.2
"	"	" "	423.7

4. Port Security.

Lt. Davies reported that the Guardia di Finanza at Torre Annunziata were useless and there appeared to be no supervision and no control over them.

It was pointed out to the Italian Port Commandants that it was their responsibility to see that the security measures of their ports was carried out efficiently. To do this it was agreed that where possible, the office of the Port Commandants should be in the ports and not outside as at the moment.

The Commanders of the Guardia di Finanza at Castellammare and Torre Annunziata are being invited to the next meeting so that their obligations can be clearly defined, and to arrange for improvements and changing around of personnel.

The Italian Port Commandants were told that if the Commanders of the local Guardia di Finanza did not carry out their duties, they should take steps to bring this to the notice of higher authorities.

5. Castellammare Elevators.

Sig. Consolino reported that the third at Castellammare's elevators was now repaired and all three could be working on the next ship.

2013

Lt. Davies reported that the Guardia di Finanza at Torre Annunziata were useless and there appeared to be no supervision and no control over them.

It was pointed out to the Italian Port Commandante that it was their responsibility to see that the security measures of their ports were carried out efficiently. To do this it was agreed that where possible, the offices of the Port Commandante should be in the ports and not outside as at the moment.

The Commanders of the Guardia di Finanza at Castellammare and Torre Annunziata are being invited to the next meeting so that their obligations can be clearly defined, and to arrange for improvements and changing around of personnel.

The Italian Port Commandante was told that if the Commanders of the local Guardia di Finanza did not carry out their duties, they should take steps to bring this to the notice of higher authorities.

5. Castellammare Elevators.

Sig. Consolino reported that the third at Castellammare's elevators was now repaired and all three would be working on the next ship.

6. Dredging.

The Port Commandant of Torre Annunziata asked if there was any news about the dredging.

Mr. Fleury said that he had heard that Salerno harbour was being dredged in the near future but had heard nothing regarding Castellammare and Torre Annunziata.

PORT EQUIPMENT

Minutes of the meeting held at the offices of Marietta & Consolino, Castellammare on Thursday 12 April 1945.

1. Repairs to Quay at Torre Annunziata.

Sig. Biringo reported that repairs to the quay were being carried out, but the question of the diver has not yet been settled.

2. Port Equipment.

Capt. Palmer reported that two more barges had been sent to Castellammare, bringing the total now available to 12.

The Port Commandant of Torre Annunziata asked if he could borrow barges from Castellammare when bulk shipmates had to be discharged.

Capt. Palmer said that he could see no objection to two barges being loaned providing that there was no ship with bagged grain at Castellammare, and on the understanding that they were returned immediately the work was finished, or if they were needed at Castellammare.

Mr. Fleury of M.S.I. asked Sig. Consolino what steps he had taken to get the fenders made for the elevator pier at Castellammare.

Sig. Consolino said he had approached the Naval Dockyard but was informed that they could not make them as they were unable to obtain the necessary materials.

A discussion then took place regarding fenders for Torre Annunziata. Sig. Consolino said he would make them providing materials such as wood, old tyres and steel wire, were made available.

Lt. Davies and Sig. Biringo are preparing a report as to exactly what is required.

The question of the handling of rail cars and the repair of the damaged truck at Salerno was again raised and Lt. Davies reported that, as the port of Salerno was not under military control, it was not possible to make any arrangements through movements.

Capt. Palmer said that as the port equipment required at Torre Annunziata was urgent, and no report had yet been received with regard to its availability, he thought it would be to

to two barges being loaned providing that there was no ship with bagged grain at Castellammare, and on the understanding that they were returned immediately the work was finished, or if they were needed at Castellammare.

Mr. Fleury of M.S.T. asked Sig. Consolino what steps he had taken to get the fenders made for the elevator pier at Castellammare.

Sig. Consolino said he had approached the Naval Dockyard but was informed that they could not make them as they were unable to obtain the necessary materials.

A discussion then took place regarding fenders for Torre Annunziata. Sig. Consolino said he would make them providing materials such as wood, old tyres and steel wire, were made available.

Lt. Davies and Big Siringo are preparing a report as to exactly what is required.

The question of the handling of rail cars and the repair of the damaged truck at Salerno was again raised and Lt. Davies reported that, as the port of Salerno was not under military control, it was not possible to make any arrangements through movements.

Capt. Palmer said that as the port equipment required at Torre Annunziata was urgent, and no report had yet been received with regard to its availability, he thought it would be to advantage if some of the motor tractors, fork lifts and trolleys at Castellammare could be transferred to Torre Annunziata. Up to the present time there had not been sufficient work at Castellammare to keep all the equipment in use.

This was agreed upon and arrangements were made to move the equipment during the week.

3. Discharge Figures.

The figures for Torre Annunziata still show room for improvement, but were such, that at the moment there was no need for concern.

The discharge figures for the previous week

were as follows :-

2.		Commodities	Value Discharged	
5th	Castellammare	Bulk wheat	308	
	"	" Salt	81	
6th	"	"	51	
5th	Torre Annunziata	Bulk wheat	559.1	
	"	"	734.7	
	"	"	713	
	"	"	517.8	
	"	"	471.8	
	"	" (U.S.S.R.A.)	205.4	
	"	bagged "	127	
	"	"	163.2	
	"	Bulk "	523.7	
	"	"	"	"
	"	"	"	"

4. Port Security.

Lt. Davies reported that the Guardia di Finanza at Torre Annunziata were useless and there appeared to be no supervision and no control over them.

It was pointed out to the Italian Port Commandants that it was their responsibility to see that the security measures of their ports was carried out efficiently. To do this it was agreed that where possible, the officers of the Port Commandants should be in the ports and not outside as at the moment.

The Commanders of the Guardia di Finanza at Castellammare and Torre Annunziata are being invited to the next meeting so that their obligations can be clearly defined, and to arrange for improvements and changing around of personnel.

The Italian Port Commandants were told that if the Commanders of the local Guardia di Finanza did not carry out their duties, they should take steps to bring this to the notice of higher authorities.

5. Castellammare Elevators.

Sig. Comacino reported that the third at Castellammare's elevators was now repaired and all three would be working on the next ship.

6. Breeding.

The Port Commandant of Torre Annunziata asked if there

supervision and no control over them.

It was pointed out to the Italian Port Commandants that it was their responsibility to see that the security measures of their ports was carried out efficiently. To do this it was agreed that where possible, the offices of the Port Commandants should be in the ports and not outside as at the moment.

The Commanders of the Guardia di Finanza at Castellammare and Torre Annunziata are being invited to the next meeting so that their obligations can be clearly defined, and to arrange for improvements and changing around of personnel.

The Italian Port Commandants were told that if the Commanders of the local Guardia di Finanza did not carry out their duties, they should take steps to bring this to the notice of higher authorities.

5. Castellammare Elevators.

Sig. Cosentino reported that the third of Castellammare's elevators was now repaired and all three would be working on the next ship.

6. Dredging.

The Port Commandant of Torre Annunziata asked if there was any news about the dredging.

Mr. Fleury said that he had heard that Salerno harbour was being dredging in the near future but had heard nothing regarding Castellammare and Torre Annunziata.

201

NORTH COMMITTEE

Minutes of the meeting held at the offices of Marietta A. Gonsolino, Castellammare on Monday 5 March 1943.

1. Uniformity of wages.

The N.W.U. asked what developments had taken place regarding the uniformity of wages for the three ports.

Mr. Fleury said that the Compagnia Portuali had submitted a scale of wages for discharge of ships but the rate was far too high, and the proposal had been rejected by the N.S.A. and M.W.T.

The scale submitted was as follows:

- (a) 7 Lire per Quintal for bagged grain
- (b) Plus 30% per Quintal for bulk grain bagged in hold
- (c) 7 Lire plus 25% per Quintal for bagged Barley & Oats
- (d) Plus 5% per Quintal if bagged in hold.

Mr. Fleury went on to say that the N.S.A. and M.W.T. were drawing up a scale of wages which would show approximately a 50% increase on the present scale, but 25% less than the scale submitted by the Compagnia Portuale. The reason for the proposed increase was due to the fact, that there were only a few ships with bagged grain, or with bulk grain which had to be bagged; therefore a scale of wages had to be fixed considerably higher than the usual daily rate, when a stevedore could work every day. By this means the Compagnia Portuali could continue to operate and the permanent roll of stevedores would, in the course of a month earn an average wage, in relation to those who worked every day in other ports.

The scale submitted was as follows :

- (a) 7 Lire per Quintal for bagged grain
- (b) Plus 50% per Quintal for bulk grain bagged in hold
- (c) 7 Lire plus 25% per Quintal for bagged Barley & Oats
- (d) Plus 5% per Quintal if bagged in hold.

Mr. Fleury went on to say that the U.S.A. and M.W.T. were drawing up a scale of wages which would show approximately a 50% increase on the present scale, but 25% less than the scale submitted by the Compagnia Portuali. The reason for the proposed increase was due to the fact, that there were only a few ships with bagged grain, or with bulk grain which had to be bagged; therefore a scale of wages had to be fixed considerably higher than the usual daily rate, when a stevedore could work every day. By this means the Compagnia Portuali could continue to operate and the permanent roll of stevedores would, in the course of a month earn an average wage, in relation to those who worked every day in other ports, such as Naples. Mr. Fleury said that he hoped to be able to submit these new rates to the head office of the U.S.A. for approval, this week. 2110

2. Port Labour.

This remains the same at Torre Annunziata and Salerno, but at Castellammare the position now is :

76 Permanent 86 Casual

In the near future the best of the 86 will be chosen to bring the permanent list up to 100.

It was pointed out to the Compagnia Portuali that when the next ship arrived with bagged grain, then would be the time for them to prove their worth, and keep to the many promises they had made.

2.

3. Discharge Figures.

The K.M.O. said that the discharge figures for Torre Annunziata were still unsatisfactory. It was explained by the Port Commandant that the cranes were still under repair, but would be finished shortly.

Sig. Branda said he was not satisfied with the present figures at Castellammare, where there had been an average discharge of 750 tons per day on the present ship. It was explained that the third elevator was still being reconditioned and that one of the others had broken down shortly after the ship arrived and was still not working properly.

4. Storage of Bagged Grain.

The Italian Port Commandant of Castellammare asked where the next lot of bagged grain would be stored.

Capt. Palmer said that it was the responsibility of Federazione Italiana dei Consorzi Agrari to arrange rail cars and sufficient road trucks to clear the maximum per day. By this means only a small amount would be left over for the Dock pile.

5. Port Equipment.

The Compagnia Portuali asked if there had been any further news of the extra barges, as they would be required for the discharge of the next ship, due in shortly.

Capt. Palmer said there was no further news on

4. Storage of Bagged Grain.

The Italian Port Commandant of Castellammare asked where the next lot of bagged grain would be stored.

Capt. Palmer said that it was the responsibility of Federazione Italiana dei Consorzi Agrari to arrange rail cars and sufficient road trucks to clear the maximum per day. By this means only a small amount would be left over for the Black pile.

2009

5. Port Equipment.

The Compagnia Portuali asked if there had been any further news of the extra barges, as they would be required for the discharge of the next ship, due in shortly.

Capt. Palmer said there was no further news on the question. The R.N.O. said that he might be in a position to lead two barges for a short period, providing they were launched before the ship came in.

6. Port Security.

The Italian Port Commandant of Castellammare said that he had made arrangements with Guardia di Finanza for a boat to be used at night in the Port. This would always be manned and should help considerably in cutting down thefts, which were mostly done by sea. The Italian Port Commandant of Torre Annunziata said that he had made the same arrangements there. He also asked the R.N.O. to have notices put up on all gangways to ships, stating that no one was allowed on board without an authorized pass. The R.N.O. said that he would have this done.

1.
7. Berthing of ships.

286
The R.N.O. was requested by all three Italian Port Commandants to see if it was possible to make arrangements for dredging.

Salerno stated that there was a depth of 24 feet alongside, but a ship of 22 feet draft could only come so far into the harbour.

Torre A. stated that, in 1937, when the harbour was last dredged, there was a depth of 27 feet at the entrance to the harbour and 23 feet alongside the Silos. The present depths were, 24 feet at the entrance to the harbour, and 22 feet 6 inches alongside providing breasting barges were used.

Castellammare asked if it would be possible to increase the depth alongside the elevators to 27 or 28 feet, so that a ship of 26 feet draft would have ample depth to avoid touching the bottom.

The R.N.O. replied that at Castellammare he thought it would undermine the elevator piers, while at Torre A. the Navy took soundings in Nov. 1943 and the depth was exactly the same as now. He also thought that dredging alongside the Silos would undermine the quay. Both the Port Commandants said it was mainly a question of removing the deposit caused by the eruption of Vesuvius last year.

In the case of Salerno, Capt. Palmer said he thought that arrangements were in hand to carry out the dredging, so that ships of 24 feet draft could enter the harbour.

2008

were, 24 feet at the entrance to the harbour, and 22 feet 6 inches alongside providing breasting barges were used.

Castellammare asked if it would be possible to increase the depth alongside the elevators to 27 or 28 feet, so that a ship of 26 feet draft would have ample depth to avoid touching the bottom.

The R.H.O. replied that at Castellammare he thought it would undermine the elevator piers, while at Torre A. the Navy took soundings in Nov. 1943 and the depth was exactly the same as now. He also thought that dredging alongside the piers would undermine the quay. Both the Port Commandants said it was mainly a question of removing the deposit caused by the eruption of Vesuvius last year.

In the case of Salerno, Capt. Palmer said he thought that arrangements were in hand to carry out the dredging, so that ships of 24 feet draft could enter the harbour.

2008

B. Next Meeting.

It was decided to hold the meetings in future on Wednesdays at 1030 hrs, the next meeting to be held on Wednesday, 14th March 1945.

0524

1978