

Declassified S.O. 12356 Section 3.3/HND No. 785021

Port of Vada

10000/148/1223

REPORT OF THE MAINTENANCE OF IL PORTILE DI YADU.

Copy

MAP REFERENCEItaly Road Map, 1: 200,000. Sheet 13.
Reference: C 1225.INDEX

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GENERAL INFORMATION OF IL PORTULI IN V. 124.

IL PORTULI IN V. 124 is a jetty of reinforced cement built into the open sea from the coast, one mile south of the mouth of the RIVER V. 124, Map Reference: Italy Road Map, Sheet 13, Ref. Q 1227.

It is owned and operated by the SOCIETA SUIFAY & CO. CHEMICAL WORKS, established at STAZIONE DI MONTEMARE, Map Reference: Italy Road Map, Sheet 13, Ref. Q 1228.

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BERTHING OF SHIPS AT IL WORTH IN YAKA.

(a) APPROACH.

Approach from the open sea is made through a dredged channel, 150 feet wide and 14 feet deep. The channel is reported not to have silted up.

(b) PILOTAGE.

A capable pilot is available.

(c) MOORING.

Ships can be berthed at points "1", "2", and "3" shown on Map, Appendix "A" to this Report.

Berth "1" has a depth of approximately 9 feet. Berth "2" of 10 feet, and Berth "3" of 8 feet 6 inches.

(d) TIDES.

The rise and fall of tide is of one foot only.

(e) WIND.

Prevailing winds are from the North West. Berth "1" is usually sheltered, and is the berth more regularly used.

(b) WATER.

A capable pilot is available.

(c) DEPTH.

Ships can be berthed at points "I", "Y" and "Z" shown on Map, Appendix "I" to this Report.

Berth "I" has a depth of approximately 9 feet.
Berth "Y" of 10 feet, and
Berth "Z" of 8 feet 6 inches.

(d) TIDE.

The rise and fall of tide is of one foot only.

(e) WIND.

Prevailing winds are from the North West.
Berth "Y" is normally sheltered, and is the berth most regularly used.

(f) ANCHORING.

The berths have not been dredged for three years.
Sitting up is taking place at approximately one foot each year.

The Berth has a former depth as follows:-

Berth "I".....	12 feet.
Berth "Y".....	13 feet 6 inches.
Berth "Z".....	11 feet.

Dredging is normally carried out once in each year.

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NUMBER OF SHIPS AT 12 MONTHS IN YADA.

(a) MOORING BUOYS.

Six buoys are available, but have to be placed. They are around the jetty.

Mooring apparatus is required in order to place and secure these buoys. They are usually used three on either side of the jetty for holding ships off the jetty during rough weather.

(b) EFFECT OF WEATHER ON OPERATIONS.

Ships can usually be worked from March until October. During the winter months, suspension of operations is often made necessary by rough weather.

(c) SIZE OF SHIPS WHICH COULD BE BERTHED.

Coasters of 500 - 600 ton capacity and smaller craft such as schooners and barges could be berthed under present conditions.

If the berths are enlarged to their former depth, coasters from 1,000 to 1,200 ton capacity could be berthed.

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DEMOLITION OF B. MARSHALL D. VIDE.

(a) DESCRIPTION.

The Jetty is built on piers. The whole construction is of reinforced cement and is 450 feet long, 40 feet wide and has a base 50 feet square. The Jetty rises 10 feet above water-level. For Sectional Plan, see Appendix "B" to this Report.

At a distance of 150 feet from the shore end, the Jetty has been demolished by heavy action. The jet is 105 feet wide and the demolition is complete, except for the piers, which are broken at water-level.

The demolished portion is shaded in red on Plans, Appendices "A" and "B".

The gap is now being bridged, the reconstruction being carried out by an engineer and employees of the Bolesta Solway & Co.

It is planned to build a bridge of timber and iron, 15 feet wide, supported on the original piers, which are now being rebuilt to their former height.

This bridge will take road transport and a single Deesville track.

All materials are available for this work, except for timber, of which 600 cub. feet are required.

It is estimated that it will be completed by the middle of February.

(b) QUAY APPLICANCES.

(1) Bollards are placed at intervals, as shown in Appendix "C".

(11) The Quay is served with triple

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For Sectional Plan, see Appendix "B" to this Report.

At a distance of 160 feet from the shore end, the Jetty has been demolished by enemy action.

The gap is 100 feet wide and the demolition is complete, except for the piers, which are broken at water-level.

The demolished portion is sketched in red on Plans, Appendixes "A" and "B".

The gap is now being bridged, the reconstruction being carried out by an engineer and employees of the Macleata Railway & Co.

It is planned to build a bridge of timber and iron, 15 feet wide, supported on the original piers, which are now being rebuilt to their former height.

This bridge will take road transport and a single Decaturville truck.

All materials are available for this work, except for timber, of which 600 cub. feet are required.

It is estimated that it will be completed by the middle of February.

(b) QUAY APPLIANCES.

(1) Rollers are placed at intervals, as shown in Appendix "A".

(ii) The Quay is served with triple Decaturville track lay out, being as shown in Appendix "A".

(iii) A dismantled coal-bopper of 100 ton capacity is at position "B".

This is slightly damaged only and can be reassembled.

(iv) Two 3 ton travelling cranes were dismantled by the enemy.

The parts to these cranes are in the transit area and are complete and in good condition, with one exception:-

the cable-drum and gear of one crane is damaged, and a new casting is necessary.

These cranes are electrically driven and have fixed jibs with a drawing radius of 40 feet.

The engineer in charge of the reconstruction estimates that he can reassemble one crane and the coal-bopper on the seaward side of the demolished portion in

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OPERATION OF U. PORTLE IN V.I.A. (continued).

(b) CRANE APPLICATIONS (continued).

20 Goya following the completion of the bridge.

(v) An Italian Mobile Fixed-Jib crane of one ton 5 cwt. capacity is under repair at the Chasleau Works.

It is electrically driven and will be in use in two weeks.

This Crane is similar in design to the Ramon Repler 5 ton Mobile Crane.

(c) POWER AND WATER.

(i) Electric power is carried from the powerhouse in the Chasleau Works. It has been taken across the gap in the jetty and tested satisfactorily. Lighting and power for cranes is, therefore, available.

(ii) The water main is now under reconstruction.

It will be available in the transit area, but the supply is not adequate for supplying ships.

(d) CRANE HANDLING CRANES.

Cranes for Quay Cranes are available and there is also an adequate stock of sulphur trays. There is no supply of handling gear for general cargoes.

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TRANSIT AREA NO. 11, FORT LEE, N.J.

(a) GENERAL.

The plan of the Transit Area is shown in Appendix "A" to this Report.
The general condition of this Area is good. Surfaces are of firm gravel and are level. Bomb damage has been cleared.

(b) ACCESS.

Access to the area is by road and by Pennsylvanian track, the layout being complete and as shown in Appendix "A".

The only particular exit road is that to Route 1.

(c) INTER AREAS.

These are marked "Q", "R" and "S" in Appendix "A".

(i) Area "Q" is 1,500 square yards in area, and has a good gravel surface.

(ii) Area "R" is 600 square yards in area, and has a brick rubble surface.

(iii) Area "S" is 200 square yards in area, and has a raised cement floor.

(d) WAREHOUSES.

There is one warehouse in this area (marked "1" in Appendix "A") of about construction. It is not estimated to contain more than 100 square feet.

(b) ADDITION.

Access to the area is by road and by Denerville track, the layout being complete and is shown in Appendix "A".

The only particular exit road is that to Route 1.

(c) NEW AREAS.

These are marked "Q", "R" and "S" in Appendix "A".

(i) Area "Q" is 1,500 square yards in area, and has a good gravel surface.

(ii) Area "R" is 600 square yards in area, and has a brick rubble surface.

(iii) Area "S" is 200 square yards in area, and has a raised cement floor.

(d) WAREHOUSE.

There is one warehouse in the area (marked "A" on Appendix "A") of stone construction. It is not extensively damaged, has a floor area of 5,400 square feet and an estimated capacity of 135,000 cwt. feet.

It contains a travelling overhead electric crane of 1 ton 5 cwt. capacity, which is in good condition and will be in operation as soon as power leads are repaired.

The warehouse is served by double Denerville track.

(e) OFFICE ACCOMMODATION.

This is available in buildings marked "A" and "B" in Appendix "A".

(f) EXCAVATION.

The machinery to this is damaged, but will be repaired.

The weighing platform is in good condition.

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(a) ROADS.

A 20 foot road, 1 1/2 miles in length, connects the
Trenton Area with Route 1. The surface is firm but uneven.
It would not stand up to excessive heavy traffic.

(b) RAILS.

Double Decaturville track connects IN PORTLAND with
the Chemical Works at STATIONS IN WASHINGTON. This track has
been operated for one week only, viz: at the Pine River
Crossing. The PINE River is bridged by Route 1 and by a narrow
road over a bridge privately owned by the Bondele Solway & Co.
This road is used as a one-way road for south bound traffic along
Route 1. In order to carry the Decaturville across the River PINE,
it would be necessary to close this bridge and the one-way road.
The track has been laid up, to each side of the bridge and permission
is being sought through the A.C.C. to complete its construction.

(c) ROLLING STOCK FOR DECATURVILLE TRACK.

The gasoline locomotives and 60, 1 ton tipping wagons
are available.

Case Notes

LABOR UNION FOR OPERATION OF IL POWER PLANTS

The Societa Dabney & Co. employed a high percentage of the labor in the industry and this is available for hire at IL POWER PLANTS. Adequate housing accommodation is also available.

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RECOMMENDATIONS FOR RECONSTRUCTION OF IL PORTLAND CEMENT PLANT.

Assistance is required towards the more speedy reconstruction and operational development of IL PORTLAND CEMENT PLANT in the following respects :-

- (a) Permission is required to utilize timber now stacked in the warehouse for the construction of the bridge across the gap in the jetty. The timber is the property of the U.S. Army and would be sufficient and of the right quality for the work.
- (b) The second Quay Crane can be reconstructed if a new casting for the drum and gear can be made. It is claimed that the Foundry at BIRMINGHAM could produce this.
- (c) Reconstruction of the pier could be speeded up if a cement mixer were available. All cement is being hand-mixed at the present time.
- (d) The loan of a diving suit and apparatus is required for three weeks so that barges can be placed and the condition of the seabed be examined.
- (e) Authority is required for the closing of the River FIFTY one-way bridge to road traffic and the return of its control to Societa Salvey & Co. so that the Decaturville track may be linked up.

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(a) Permission is required to utilize timber now stacked in the warehouse for the construction of the bridge across the gap in the jetty. The timber is the property of the U.S. Army and would be sufficient and of the right quality for the work.

(b) The second Quay Crane can be reconstructed if a new casting for the frame and gear can be made. It is claimed that the Foundry at FIMMIND could produce this.

(c) Reconstruction of the pier could be speeded up if a cement mixer were available. All cement is being hand-mixed at the present time.

(d) The loan of a diving suit and apparatus is required for three weeks so that bays can be placed and the condition of the seabed be examined.

(e) Authority is required for the closing of the River PINE one-way bridge to road traffic and the return of its control to Societa Salvage & Co. so that the Decaturville track may be linked up.

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It is claimed by the General Manager of the Company that, with fair weather conditions, reconstruction of the jetty and quay appliances will be completed by the end of February and that operations could commence early in March.

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GENERAL REMARKS.

EL PORTILLO DE VALLE is equipped with specialized gear for handling bulk cargoes. Ships drawing not more than 9 feet and of a maximum length of 180 feet can be berthed. Having only Quay Cranes and the Coal Hooper, it is estimated that up to 150 tons of coal could be discharged and cleared in a ten hour day. The General Manager of the Societa Solway and Co. claims that, under these conditions, a daily average of 200 tons of coal could be cleared to the Channel Works by Decaturville track.

With adequate road transport, and by utilizing dump areas, the daily output of 150 tons could be increased.

General cargoes, such as rations, could be discharged from Quarters, Schooners and smaller craft, but cargo handling gear would be required.

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