

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

Port of Parenna

10000/148/1230
1000 45

NAVY'S R.A. and S.E. 000000000000

May 20th 1985

KAYMULLA, ten kilometers inland, and Porto Corralis on the Adriatic coast, are linked by a canal.

The whole port area is badly damaged.

It is possible to navigate a small coaster up to Novara.

The British Navy are still using this area.

PORTO CORRALIS

Almost all the buildings have been destroyed and the whole area is covered in many places.

There are many wrecks and obstructions have been cleared. A few still remaining, and it is a channel has been cleared and dredged to this depth from the entrance right up to Novara.

Tide A rise and fall of two feet.

Clearing Boat Basin available for fishing boats with a draft not exceeding seven feet.

There are 100 yards up the driveway on the south bank are three wharves, one of these suitable for a small coaster.

The wharves are in bad condition for a short distance after which there is a pier road. The following are details of these berths.

No.	Length	Depth	Availability	Remarks
10	210ft	11ft	Coaster	at foot of berth also extended beach and fishing boat basin
11	170ft	10ft	Coaster not more than 200ft long	located at side of beach
12	170ft	10ft	Coaster 170ft long and drawing 10ft	located on bank

Other berths to accommodate two or three small schooners can also be developed. At Porto Corralis

11 facilities are

Nil

2254

Tide

A rise and fall of

available for fishing boats with

not exceeding seven feet.

There are 500 yards up the fairway on the South Bank are three

schroeder berths, one of them suitable for a small coaster.

The adjoining road is in bad condition for a short distance of

the adjoining road is a good road. The following are details of

Remarks.

At foot of South side between

beach and fishing boat basin

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

located at site of wreck

2234

Small facilities nil

Drains and discharging gear nil

Warehouses nil

Other berths to accommodate two or three small schooners can also

be developed, at Porto Corral.

PLAN of Soundings in fathoms and feet is attached to original.

CANAL CONNECTING PORTO CORRAL WITH BAYENNA. (see page 2)

BAYENNA (see page 3)

May 9th. 1945

- 2 -

CANAL CUNNINGHAM PASSAGE FROM THE SEA AT PORTO CUNNINGHAM

LENGTH About 10 Kilometres

WIDTH About 200 feet from bank to bank

DEPTH A channel with minimum depth of fifteen feet has been cleared and dredged, from headwaters to the sea.

WATER All. Also and full of tide only about 10 feet.

CONDITION OF BANKS Away from Port Cunningham and Port Moresby, the condition of the south bank is good and a good road runs the whole length. The north bank has been damaged in many places.

CRAFT ON CANAL Several small British Navy craft in commission. Also 28 small boats, apparently loaded with stores.

BOATLIFT The Steam Bucket Hopper Dredger "S.S. ALBANY" of Traralgon is stationed here, in commission and working in the canal, under R.O.I.C. orders.

One small steam tug.

CRAPT ON CANAL Several small British Naval craft in commission.
Also 28 mines in rows, apparently loaded with stores.

BRITISH The Steam Bucket Hopper Dredger "HEM ALBANO" of Trieste
is stationed here, in commission and working in the
canal, under N.O.I.C. order.

One small steam tug.

2253

NEW BIR. 1943

SAFETY

The town of Bevenna has been badly damaged. Rail connection not yet established.

PORT Consists of a Basin, triangular in shape, each side with a length of approximately 700 feet.

The depth of water in the fairway of canal is 15 feet.

WHARVES These are damaged but several of them usable

ROADS Although the surfaces are bad, the roads are usable

RAIL No facilities.

BUILDINGS All buildings in vicinity of basin, partially or totally destroyed.

BERTHS Berths Nos 1 and 6 could be used by small coasters with a draft up to 14' 6".

Schroeder with large cranes would be discharged at other berths.

The Pilot of Soundings in 7 thousand feet.

REPAIRS AND CRANES Nil.

REMARKS

1. Berth 6 in 4 German Ferry boat of the double pontoon type, which was sunk but has been raised. The engines were salvaged.
2. 41 Port Construction Company used this as an approved Suction dredger. The suction line reaches, but the 100 h.p. Diesel suction pump which was borrowed from the R.F. has been returned to them.

3. That it could be worth while trying to get another Diesel Pump for this improved Dredger.

4. Also a small STEAM MOWER CRABBER, not a hopper, which appears to be in working order, laid up at Bevenna.

BERTH Berths Nos 1 and 6 could be used by small coasters with a draft up to 14.6'.

Shoosens with less draft could be discharged at other berths.

The PLAN of Soundings in f. those and feet.

CRANES AND PEAR 111.

DRUGS

1 Berth 6 is a German Ferry Boat of the double bottom type, which was sunk but has been raised. The engines were salvaged.
No. 41 Port Construction Company used this craft as an improved Suction Dredger. The suction pipe remains, but the 100 h.p. Diesel Suction Pump which was borrowed from the R.F. has been returned to them.

Quarant it could be worth while trying to get another Diesel Pump for this improved Dredger.

ALSO a small STEAM BUCKET DREDGER, but a hopper, which appears to be in working order, laid up at Ravenna.

Enclosed with original.
Plan of Soundings Porto Corsini
Plan of Soundings Ravenna Basin
Plan of Ravenna Town

2252


F.H. SMITH

Captain U.S.N.

APR 20 1945

INTERNAL SECURITY CASE

Ref. : 10/333/10/In 3

20 April 1945

SUBJECT : Case of Port of Havana.

TO : Port & Harbours Division.

1. Herewith for information copy of letter 10/333/10/In 3 dated 11 April 1945 received from Regional Transportation Officer, Havana Region, dealing with port clearance from Havana by road.

For the Director :

2251

HEADQUARTERS MILITARY DISTRICT
AND MILITARY GOVERNMENT
APO 394

13 April 1945.

REF : AM/TS/S.11

SUBJECT: Use of Port of Ravenna.

TO : Transportation Sub-Commission, E.A. A.C. APO 394.

1. Reference your AM/535/s/Tn 3 dated 6 April 1945. Your attention is drawn to this Headquarters letter AM/TS/S.11 dated 31 March 1945 attached to which is a copy of a letter written by S.A.A.O. AM 8th Army in respect of road transport in this Region.

1001 C.P. Company have now been withdrawn except for 10 vehicles on Railhead clearance at Cesena. These vehicles are likely to be drawn at any moment. The only road transport that we have in this Region is Ufficio Autotrasporti and it is considered that 25 tons of road transport furnished by autotrasporti could be made available for the port clearance of Ravenna. This form of transport is unsatisfactory for these small hauls as the truck owners naturally much prefer long distance hauls and experience has shown that considerable difficulty has been put in our way by truck owners when they are asked to do these small distance hauls.

For the Regional Commissioner:

[Signature]
A. J. HODGE
Major, P.A.
Regional Tptn. Off

ARM/19
Copy to: Ravenna Officer.

res 10

9270

TRANSPORTATION SUB-COMMISSION
100-104
Transportation Sub-Commission

Our Ref : 100-104/100-104
Date : 21 April 1945
Subject : Use of Port of Havana.
TO : Food Sub-Commission.

1. Referred paragraph 3 (a) your letter of 21-1/28/100-104 dated 17 April 1945 addressed to Emilio Legido.
2. Arrangements for this and port working are the responsibility of this sub-commission in conjunction with the shipping authorities. Information such as that required in para. 3 (a) should be sought from this sub-commission not departmentally through the Regional Food Officer. This sub-commission already has taken action with regard to the working of Havana and your letter duplicated work already done.
3. It is fully appreciated that you do not intend to take over from this sub-commission functions, but please do co-ordinate such letters with the appropriate branch of this sub-commission.

Per the Director :

W. J. Ruff

W. J. Ruff
Colonel,
Chief, Havana Div.

2240

Copy to : Economic Section.

W. J. Ruff

ASROC/ndp

(7)

NAVY
A/C 104
Transportation Sub-Commission

Our ref. : AS/555/7/2a 3

17 April 1945

SUBJECT : Port of Ravenna.

TO : Regional Command/Nav
Emilia Region.

1. Receipt is acknowledged of your 227/78/5/11 dated 9 April 45.

2. This letter has previously appeared in the press with our letter AS/555/4/2a 3 dated 6 April 45, which gave the latest position of the Port of Ravenna.

3. This letter is now being submitted by you to the Admiralty, when shipping space will be set up as soon as available.

By Command of Rear Admiral Stone :

Arthur Stone
A. E. McFARLANE, *rep. EA*
Major R.A.

Copy to : Regional Transportation Officer
Emilia Region.

224

HEADQUARTERS SHIPING DIVISION
ALLIED MILITARY GOVERNMENT
APO 394

9 April 1945

REF. : AIX/TF/S.11
SUBJECT : Sea Transport.
TO : Transportation Sub-Commission, H.Q. Allied Commission.

1. Reference letter of Movement Shipping Section 343/15/TF-3 dated 19 March 1945 it is requested that this headquarters be informed when the port of Ravenna is likely to be opened for Commercial Traffic. It is understood from the naval authorities at Ravenna that vessels of 2,000 to 2,500 tons may now use this port, and it will be appreciated from the transportation point of view of this region that the sooner this port is open for traffic the better. It is fully realized that higher authority must be consulted before this port is used, and there is also the security angle to this proposition, but it is requested that any information passed to you should be passed on here in order that we may be kept in the picture.

For the Regional Commissioner :

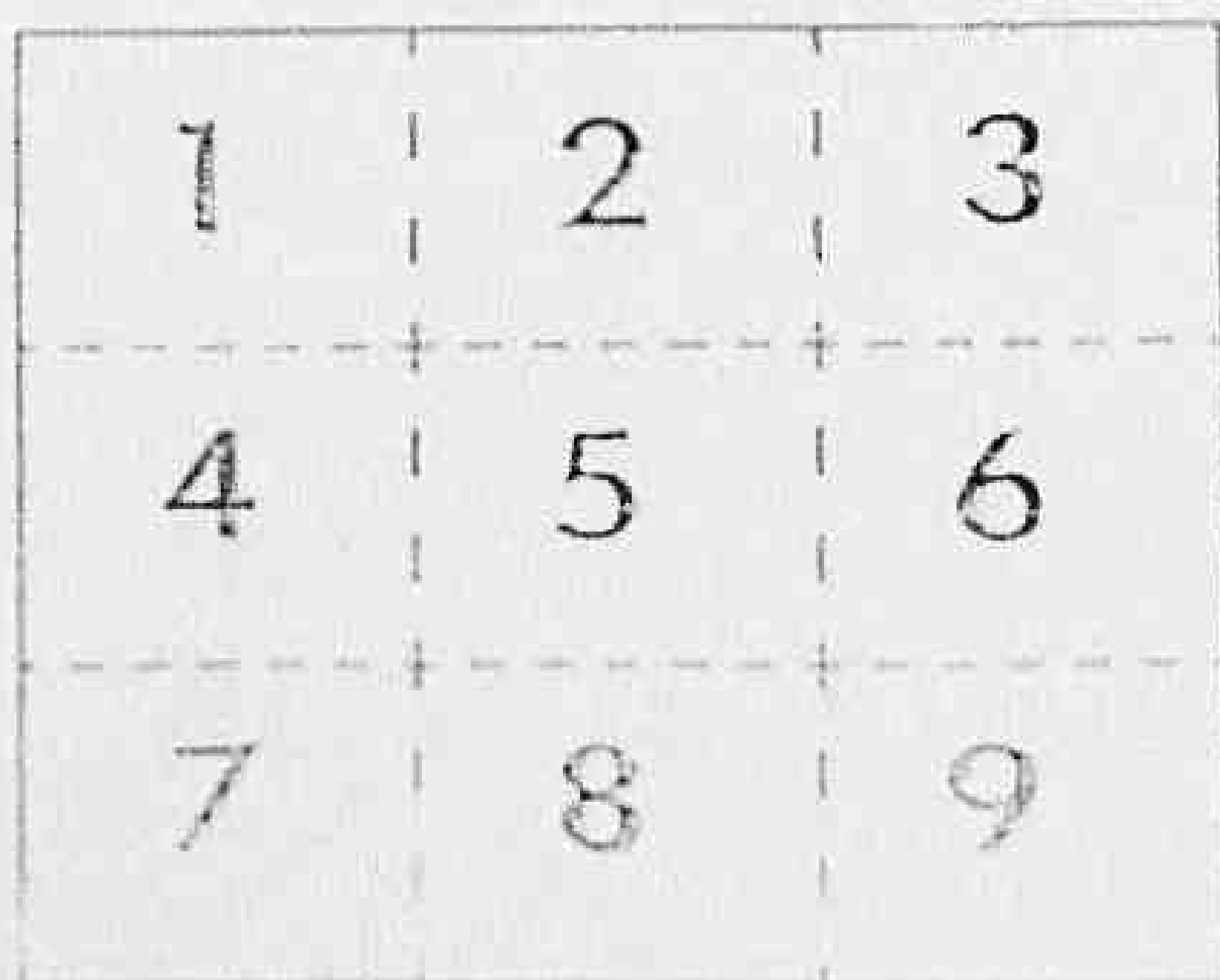
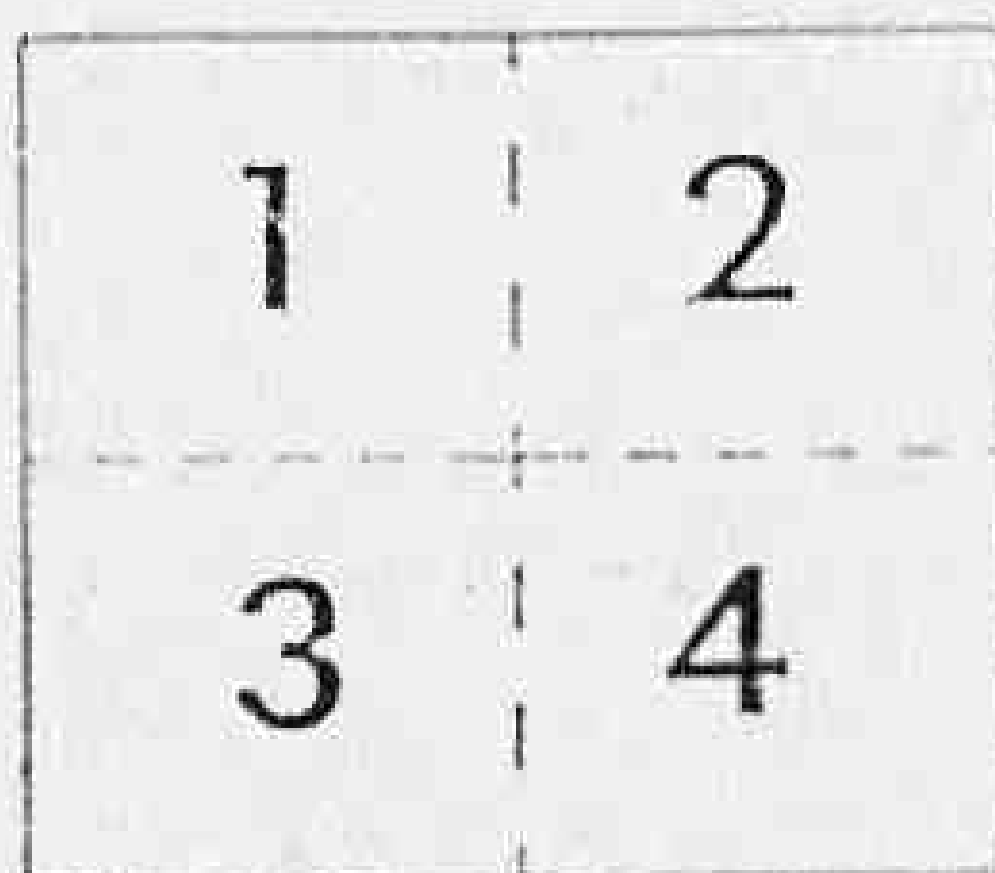
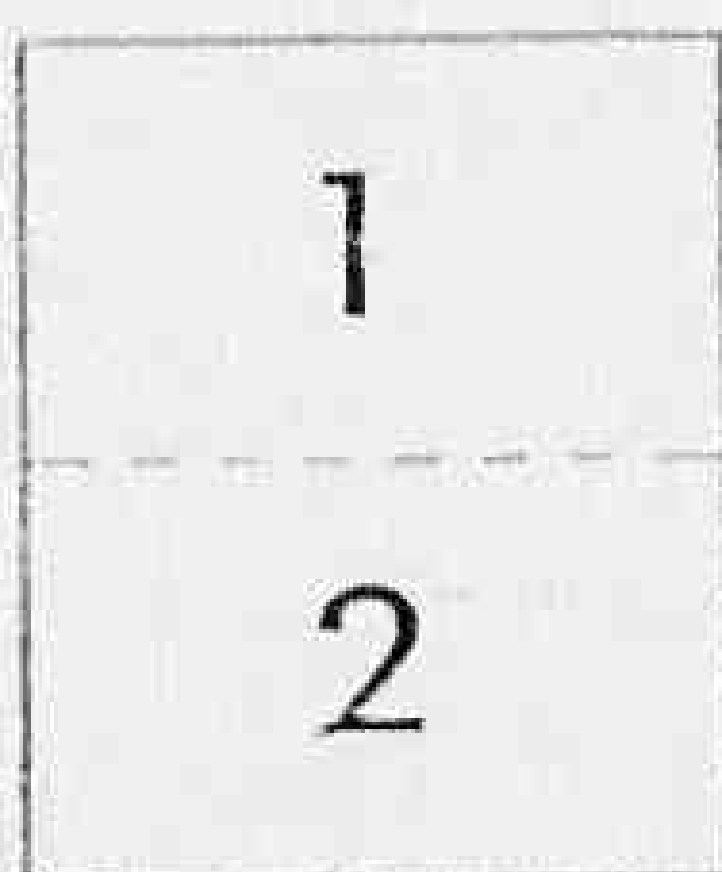
AIR/as

A. R. HUGHES
Major, R.A.
Regional Tptn. Officer

2247

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



ITALY

GRID PROVISIO

1:50,000 M.E.

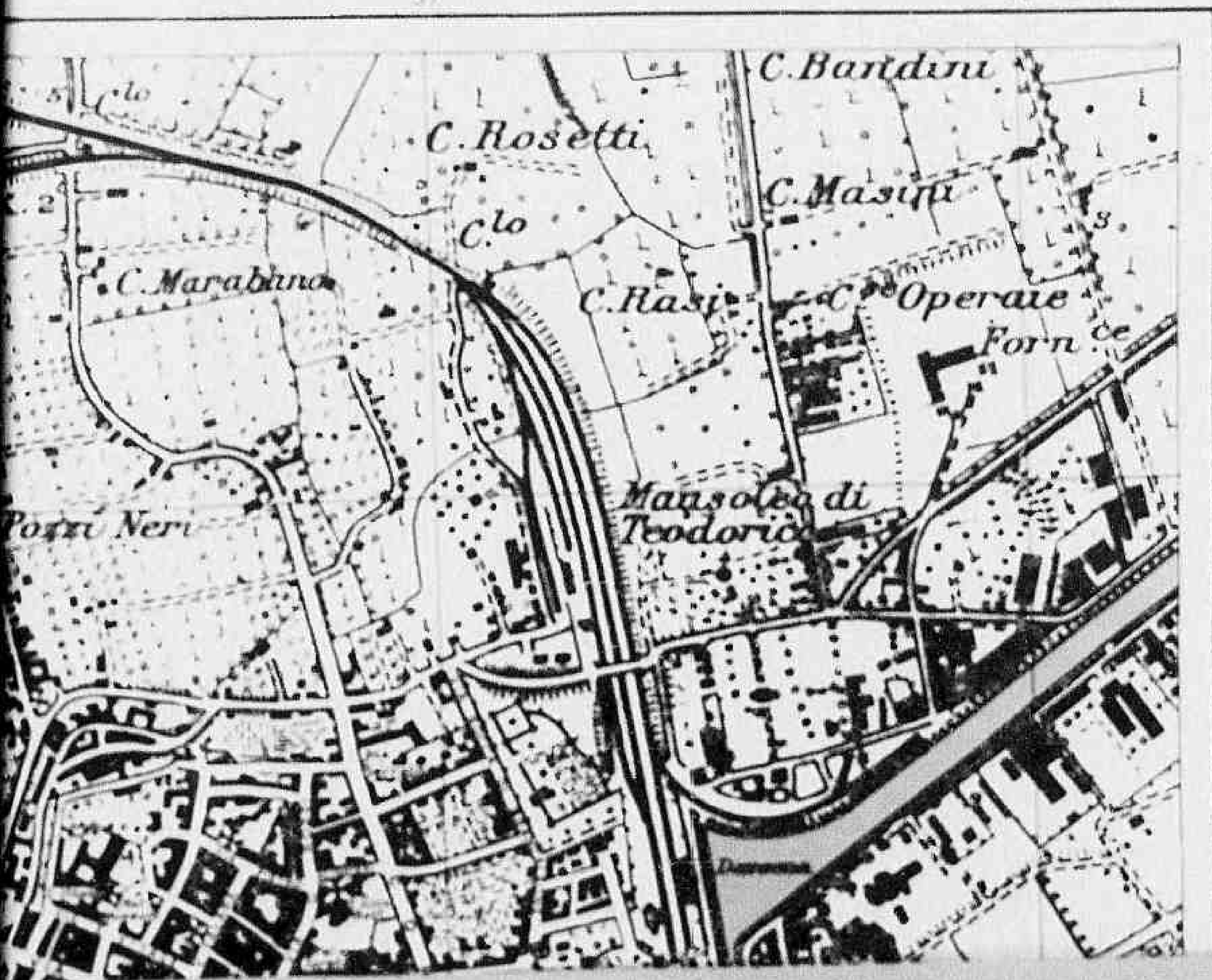


GRID PROVISIONAL

FIRST EDITION

REFER TO THIS MAP AS
ITALY 1:100,000 TOWN PLAN OF RAVENNA

ST. 147 658,000 M.E.



38

N 11 000 000



TOWN PLAN OF RAVENNA

AUTHORITIES

Scale of Map 1:100,000

Not to scale

K.216

C. Serena



Declassified E.O. 12356 Section 3.3/SND

No. 785021



A U T H O R I T Y

2006-07-01 10:00 AM

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

542,000 ml. E

Copyright © 2004, Cambridge University Press
Published by the Cambridge University Press

4 5 6 7 8 9 10 11 12

[illegible]

REFER TO THIS MAP AS:
ITALY - 192000 TOWN PLAN OF RAVENNA

1994



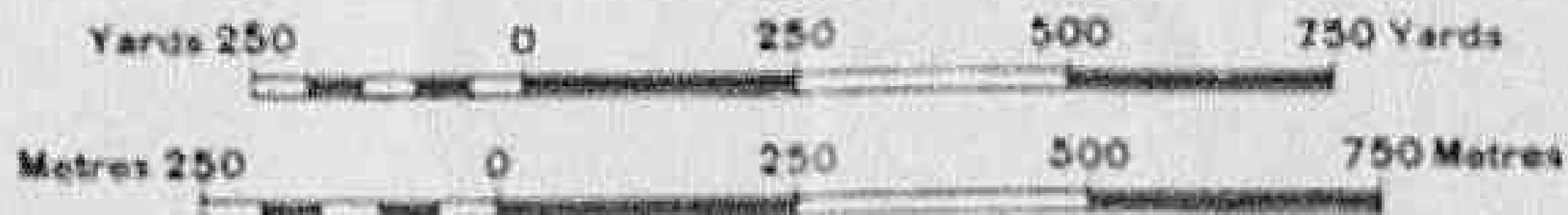
57

Photoreproduced by War Office 1942
 Revised by I.M. Reproduction
 Jan 72 (Oct 74) 24.10.346

Northern Italy Grid CONVERGENCE

Grid North is 117°W of True North on this sheet

Scale 1:10,000



Church, Chapel, Cemetery	1	32
Light house	8	
Water, Spring, Stream	7	
Railway	1	
Farmhouse	1	1
Power station	1	1
Water, pond, lake	1	1
Highway, main road	1	1
Highway, minor road	1	1
Canal	1	1
Road, gravel	1	1

HEADQUARTERS ALLIED COMMISSION
APR 1945
Transportation Sub-Commission

AMMO/1r

AC/755/1/In.)

5 April 1945

SUBJECT : Use of Port of Ravenna.

TO : See distribution.

The following signal dated 4 April 45 has been received from 3-4 (May & Col. A.P.O.Q.), and is passed to you for information: -

"Port of Ravenna can now take vessels drawing not more than 14 feet. It is not intended to use this port for military purposes. It will probably be used later for civilian traffic under Allied occupation arrangements."

By Command of Rear Admiral SPENCE :

M.A. THOMAS, Colonel,
Deputy Director

DISTRIBUTION

Economic Section
Agriculture Sub-Commission
Commerce
Communications
Eastern Region Rear Headquarters
Food Sub-Commission
Industry Sub-Commission
Navy Sub-Commission
Public Health Sub-Commission
Public Works & Utilities Sub-Commission
Shipping Sub-Commission
A.P.O.
A.L.A.

2248

SECRET

TX 5139
A/N 092012

075031
A/N 090906
PRIORITY

AFHQ, BUREAU, ALLIED COMMISSION CITY FREEDOM
FROM 5TH ARMY INFO PERAL, 15 ARMY GROUP, ALLIED COMMISSION

SECRET.

Port of SAVANNA can now take vessels drawing not more than 12 feet. It is not intended to use this port for military purposes. It will probably be used later for civilian traffic under Allied Commission arrangements.

1000
INFORMATION TO HQ (3)
INFO A. FROST
CHIEF COMMISSION
HQS JMC
NAVY DC
FILE

2244

SECRET

555/105

2

ALLIED FORCE HEADQUARTERS

Subject : Use of the Port of
RAVENNA.

C-4 (Mov & Tr) 5/218/SEM

6 Mar 43

To : HQ Allied Commission.

Tele : PREVION 302

Ref your SIC/3/Tr 3 of 1 Mar. It is anticipated that shipment can be effected by coaster from RAVENNA to VENICE and TRINTE. Shipment to TRINTE would, however, be preferable.

If ultimate delivery of part of this grain is intended for small inland towns in the VENICE area, on receipt of your detailed requirements, arrangements might be made to ship small quantities by schooner type of vessel to such shallow draft ports as CHIOGGIA.

King Maj.
V. KING, Major,
For Brigadier,
D.C.E.C. (Mov & Tr).

VK/Re.

~~SECRET~~

HEADQUARTERS ALLIED COMMISSION
APO 134
Transportation Sub-Commission
(Movements Division)

AFB/vb

Tel: Ext. 313

1st March, 1945.

Slc/3/In.3.

SUBJECT: Use of the Port of Ravenna.

TO : AFMC, G-4 (Mov. & In.)

1. There is an estimated surplus quantity of grain amassed in the Ravenna area totalling 20,000 tons.
2. It is proposed that this grain should be made available for meeting demands in North-East Italy.
3. To do this it will be necessary either to move the grain internally by road or rail transport, if available, or by a sea shuttle service to Venice or Trieste, or some suitable port along the coast.
4. The utilization of this grain in areas where it is required will enable an equivalent ~~reduction~~ of imports from extra Italian sources to be made, with a consequent saving in shipping, etc.
5. Would you, therefore, please inform us what is the possibility of moving this grain by sea should operational conditions enable it to be moved into North-East Italy.

For the Chief Commissioner.

W. H. H. 61
for ARTHUR M. TAYLOR,
Director,
Transportation Sub-Commission.

Copy 101

AFMC, G-5.
Food Sub-Commission.

HEADQUARTERS ALLIED COMMISSION

APC 194

Transportation Sub-Commission

Ref : 470704

143/15/73.3

12 March 1945

SUBJECT : Report of Tour of Northern Territory. 14-17 March 1945

TO : See Distribution

1. Preamble

(a) Rail Shipping Procedure

The new Rail Shipping Procedure was set out in Memorandum No 4 was generally understood by all concerned. The Economic & Supply Officer (E.S.) took was, however, a little concerned regarding earlier movements out of the region to connect with ships that had brought stores in for the region. It was agreed that a very close working would have to be maintained between the Rail and Shipping branches and to this end it was arranged that for any application for movement by Sea, copy of the bid would also be sent to the Rail Branch for joint consideration. The new bidding procedure for movement by Sea was explained to Capt. Long, and it was agreed that Movements (Shipping) would notify him immediately when ships were set up for Pictou or any other port under his jurisdiction. This would enable him to make the necessary arrangements for rail and shipping movement of stores for export. Accordingly Sea of ships will also have to be signalled to Pictou. In order that the arrival of agents containing stores for shipment at Pictou can be signalled as nearly as possible with ships arrivals. This is particularly necessary at Pictou where there is no warehouse or storage accommodation available. It is generally thought that the language for export, because of the nature of the goods, will be considerably smaller than the imports and will therefore in most cases have to be moved by rail. The National Commissioner (Economic Region) has said that this

for food and fuel will be secured by the National Supply Officer

The new rail bidding procedure is generally understood by all concerned. The Economic & Supply Officer Capt. Lobb was, however, a little concerned regarding the fact that movement out of the region to connect with ships that had brought stores in for the region. It was agreed that a very close working relationship would have to be maintained between the rail and shipping branches and to this end it was arranged that for any application for movement by Sea, copy of the bid would also be sent to the Rail Branch for joint consideration. The new bidding procedure for movement by Sea was explained to Capt. Lobb, and it was agreed that Movement (Shipping) would notify him immediately when ships were set up for piling or any other port under his jurisdiction. This would enable him to make the necessary arrangements for rail and shipping movement of stores for export. Accurate BSA of ships will also have to be signalled to Tonsona Region, in order that the arrival of wagons containing stores for shipment at ports can be synchronized as nearly as possible with ships arrivals. This is particularly necessary at piling where there is no warehouse or storage accommodation available. It is generally thought that the tonnage for export, because of the nature of the goods, will be considerably smaller than the imports and will therefore in most cases have to be moved by rail. The Regional Commissioner Tonsona Region has laid down that bids for food and P.O.L. will be processed by the Regional Supply Officer and that all other bids will be processed by the Industry and Commerce Division. When processed the bids will be passed to the Regional Transportation Officer, who in turn will submit them to the AC HQ, where it will be decided whether the movement is to be carried out by Sea or Rail.

Action.

Movements Rail 2241
Movements Seaborne

(b) Processing of Rail Movements

Some difficulty was being experienced regarding clearance of AC or LMS stores from Railheads as the first intimation of arrival of wagons was usually by phone from the B.I.O. stating that certain wagons had arrived and must be cleared immediately.

People: Port of Tarenna (p. 4)

335/43

A request has been made for copies of loading programmes to be sent each week by the various Transportation Officers to Transportation Officer Florence.

Motion Movements Null

(a) Re-opening of Lines 219 and 215. - Leghorn to Florence via Rimini and via Pisa.

It was stated that Line 219 Leghorn to Florence via Rimini would be open by the end of March 1949 and that Line 215 Leghorn to Florence via Pisa would be opened very soon afterwards.

Information

(d) Port clearance from Piacenza.

Following discussions on how stores would have to be cleared by Rail ex Piacenza, it was stated that the policy was to allow 1000 tons per day Northbound on Line 50 for clearance of traffic ex Piacenza Port. It was agreed that this arrangement would cover once any difficulties likely to arise.

Information

(e) Sugar Beet Plant at Grimsby.

The question of the proposed reactivation of this plant and the freezing of existing Coal Stocks was discussed. Information was given that only about 1/10th of the beet crop could be transported as suggested by more and more and that the balance, which was likely to be about 60% would need the allocation of approx 10 x 3 Tonnage for a period of about 12 days.

It was possible that this might create a difficult problem, but the matter was actively in hand. It is suggested that question of allocation of Road transport is being dealt by the Road Haulage Branch in conjunction with Industry Sub-Committee at HQ and Capt. Iain Beattie & Supply Officer Leghorn. With regard to the possibility of the existing stocks of Coal being freed for the reactivation of a Power Plant nearby, it is understood that the report was referred to it likely to be the Director's view should

(d) Port clearance from Pionbino

Following discussions on how stores would have to be cleared by Rail ex Pionbino, it was stated that the policy was to allow 1000 tons per day Northbound on Line 50 for clearance of traffic ex Pionbino Port. It was agreed that this arrangement would over come any difficulties likely to arise.

Information

(e) Sugar Beet Plant at Granaiolo

The question of the proposed reactivation of this plant and the freezing of existing Coal Stocks was discussed. Information was given that only about 1/10th of the best crop could be transported as suggested by horse and cart and that the balance, which was likely to be about 60% would mean the allocation of approx 30 x 3 Tonnage for a period of about 40 days.

It was possible that this might create a difficult problem, but the matter was actively in hand. It is suggested that question of allocation of Road transport is gone into by the Honda Movement Branch in conjunction with Industry Sub-Commission AD HQ and Capt. Iosh Domenico & Supply Officer Florence. With regard to the possibility of the existing stocks of Coal being frozen for the reactivation of a Cement Plant nearby, it is understood that the cement works referred to is likely to be the Marching works at Calenzano on the Leghorn - Florence via Pisa line. Should this prove to be correct Coal supplies for the cement works would be brought in through Leghorn and railed direct to Calenzano, and the stocks at Granaiolo should be frozen for the sugar beet plant.

Action

Novembre Rail
Novembre Shipping
Industry Sub-Commission

(f) Rebuilding Arona - Florence Line

Major Drake, Regional Industry and Commerce Officer stated that the demands for materials for the rebuilding of this line had been received but it was very doubtful if the demands could be met. He is taking the matter up with Rail Division.

Action

Rail Division

2. Port - Warehouse Accommodation

- (a) Conversations were held with Major Kennedy, AMB Supply Officer Port, regarding warehouse accommodation and rail connections. It is understood that Army will definitely not release the Second Factory to AC which means that there now only remains about 1500 tons of covered space for AC flour.
- (b) With regard to the repair of siding connecting the main line with the Commercial Warehouse a recommendation is being made by Messrs. 5th Army Rear and AMB 5th Army and a joint report will be forwarded as soon as possible.
- (c) Under existing conditions 150 tons can be cleared daily from Port. However, should the siding be repaired this figure would be increased to 500 tons per day.

Action

Messrs. 5th Army Rear
AMB 5th Army
Messrs. 5th Army

3. Cebu - Warehouse Accommodation

- (a) It was ascertained from the 5th Army AMB Supply Officer (Lt. Porter) that there was a likelihood of the arrival warehouse, capacity 50,000 tons, being allocated for storing all stores from AMB. This warehouse is well served although certain minor repairs to the track are necessary. The arrangements for staffing and working of this warehouse are, it is understood, in the hands of the Warehouse Division at HQ.

Action

Warehouse Division

(b) Sugar Boat Plant Layout

Contact was made with Major Fleming of Cebu regarding arrangements which it was understood he had made regarding movement of Coal and Limestone by Sea to the area and discussion for the above plant. It was stated that no arrangements had been made but that the various alternatives for transferring materials had been discussed with the District Dr. and Mr. Dr. Chamberlain. Subsequent conversation with Dr. Chamberlain indicated that the limestone could be obtained from the 5th Army units close to the

3. General - Warehouse Accommodation

(a) It was ascertained from the 8th Army Air Supply Officer (Lt. Pender) that there was a likelihood of the Arrigon warehouse, capacity 50,000 tons, being allocated for storing AC stores from Ansoona. This warehouse is well served although certain minor repairs to the track are necessary. The arrangements for staffing and working of this warehouse are, it is understood, in the hands of the Warehouse Division AC HQ.

Action Warehouse Division

22.11

(b) Barter Boat Plant Tons

Continued with Major Fleming at Caden regarding arrangements which it was understood he had made regarding movement of Coal and Limestone by Sea through Ansoona and Comenatico for the above Plant. It was stated that no arrangements had been made but that the various alternatives for transporting materials had been discussed with the Directors Dr. Xani and Dr. Chamberle. Subsequent conversation with Dr. Chamberle disclosed that the Limestone could be obtained from Porto Novo quite close to Ansoona or from Torre B. Quirico and that due to the conditions of the port at Comenatico it was almost certain that both the Limestone and Coal could not be transported by Sea but would have to be moved by Rail. Major Fleming and Dr. Chamberle were informed that the matter would be further examined with Industry Sub-Commission and a decision would be reached with the minimum of delay.

Action

Movements Mail
Movements Shipping
Industry Sub-Commission

4. Revenue

As a result of a post reconnaissance, and conversations with the Naval Surveyor and A. J. H. (M) Eighth Army Rear HQ the following information was obtained:-

(a) The sea channel at the entrance of the canal has not yet been cleared of drift.

The mole at the entrance to the canal is damaged but is under repair. The draft at present is 16'. But it is understood that the dredger S. Albion, at present idle in harbor, is to be moved up to start dredging here.

(b) There are two wrecks in the canal. These are being removed. The canal runs for about five miles to the natural port of Havenham and its depth varied considerably. The general figure is about 10' but there is one stretch of 900 yards where it varies from 13' to 14' and another stretch of 2000 yards where it is 14' to 15'. The bottom is soft mud and can easily be sucked out, but dredging would probably have to be continuous. There are still a few mines in the canal, but these are being cleared.

(c) In the port itself the quays are badly damaged but are under repair. There are no docks.

There are two berths for masters stern on and the following alongside berth is:-

One 200' x 10'
Two 300' x 10'
One 910' x 10'
One 240' x 10'

There is also berthing space for a number of gunners. There is no warehouse accommodation and necessary full facilities are not available. The tariff rate for the reopening of both ports in the end of April, but this should not be taken as definite.

Information

5. Point

This is a small natural port, considerably damaged. The quays run along the sides of the canal, and there is berthing space for a number of gunners. There are no docks.

The entrance depth is 13' but the canal has silted up considerably, and in places is not more than 5'.

The sea channel to the entrance has not been cleared of mines, and it

probably have to be continuous. There are still a few mines in the canal, but these are being cleared.

(c) In the port itself the quays are badly damaged but are under repair. There are no cranes. There are two berths for coasters stern on and the following alongside berths :-

One 280' x 16'
Two 300' x 16'
One 310' x 16'
One 240' x 12'

There is also berthing space for a number of schooners. There is no warehouse accommodation and necessary rail facilities are not available. The target rate for the reopening of both ports is the end of April, but this should not be taken as definite.

Information

5. Ricini

This is a small canal port, considerably damaged. The quay runs along the sides of the canal, and there is berthing space for a number of schooners. There are no cranes.

The entrance depth is 13', but the canal has silted up considerably, and is places is not more than 5'.

The sea channel to the entrance has not been cleared of mines, and it is understood that the Navy are not prepared to cut at present, on account of the shallow draft, and siltage. It is believed that if a special request for sweeping were made, it would be considered. The necessary rail facilities are available.

Information

6. Ricione

Headquarters Emilia Region was visited and contact was made with Lt. Col. Mack, Chief of the Economics & Supply Division, and Major Hughes, Regional Transportation Officer.

Lt. Col. Mack asked that recommendations be made to the Navy to keep channels into Ravenna and Ricini. He was also concerned about the slow rate of movement of flour from Ancona to forward depots. He was assured that this matter was actively in hand and that increased tonnage for movement by rail could be expected towards the end of the month, when the line Ancona to Forlì had been worked. The new billing procedure for movement by sea was explained, and the importance of shipping Nitro was stressed.

Major Bagley fully understood the revised rail bidding procedure set out in Movementa Division. He had Memorandum No 4, but said that at the moment they would not be greatly affected. Reference was made to the fact that if road vehicles, it was stated that at Fort 102 vehicles had already been registered, and at Havana 104 vehicles. Arrangements had been made that work carried out by the 1001 G.F. Company in civilian account would in future be charged at the normal civilian rates.

Station Movementa Shipping
Movementa Rail
Administration Movementa Road

7. Ancona

- (a) There is no Port Liaison Officer at Ancona. These duties are at present being carried out by Capt. Boyd, the Warehouse Officer, with the assistance of Capt. Smith on rail matters. Capt. Boyd was therefore asked to submit the daily shipping list to Transportation Sub-Commission Movementa Division, in addition to the returns which he now sends to Ports and Warehouse Division. Close liaison is maintained between the AO officers and the Port Commandant.
- (b) Capt. Smith said he had been appointed Regional Rail Transportation Officer for Abruzzo-Milano Region. This means that the boundaries will not coincide with the railway compartments. In order that the new rail bidding procedure be set out in Memorandum No 4 can be properly carried out, it is recommended that when Regional boundaries are redrawn, Capt. Smith be made responsible for the Ancona Compartment. There were no queries regarding the policy of the new bidding procedure, but unfortunately, due to incorrect information having been sent out by the IRR the Ancona Compartment was not included. This has been rectified and Capt. Smith advised.

Station Movementa Rail

(c) Re-opening of the abandoned lines

MR Ancona states that the lines are likely to be open as for traffic by the beginning of May 1945, but there is still a lot of work to

2224

was therefore asked to submit the daily shipping slips to transportation Sub-Committee Movement Division, in addition to the returns which he now renders to Ports and Warehouse Division.

Close liaison is maintained between the AO officers and the Port Commandant.

(b) Capt. Smith said he had been appointed Regional Rail Transportation Officer for Abruzzo-Morino Region. This means that the boundaries will not coincide with the railway compartments. In order that the new rail bidding procedure be not set in Memorandum No 4 can be properly carried out, it is recommended that when Regional boundaries are redrawn, Capt. Smith is also responsible for the Abruzzo Compartment. There were no queries regarding the policy of the new bidding procedure, but unfortunately, due to incorrect information having been sent out by the IIR the Abruzzo Compartment was not included. This has been rectified and Capt. Smith advised.

Movements Rail

Activity

22/9

(c) Re-opening of the Abruzzo/Morino line

MA3 Abruzzo state that the line is likely to be open as for traffic by the beginning of May 1945, but there is still a lot of work to be done in the reconstruction of bridges north of Ancona, which may delay the opening date.

MA3 state that as far as loading or off loading stations have been indicated by Army or AO and therefore no provision for sidings has been made. In effect most stations will have a running loop which can be used for loading or off loading if necessary. But a list of definite loading or off loading stations is required.

Activity

Movements Rail

8. Military Transport

Large numbers of all types of army transport were observed at Poligno Vehicle Pt. 2 apparently for re-equipping purposes. It is suggested that some of this transport could very usefully be released on an immediate withdrawal basis for movement of certain AO traffic.

Activity

Ronde Branch

C. R. Northington

A.M. MacLURE,

Major R.E.
Movements Div Shipping

Major R.E.
Movements Div. Rail

DISTRIBUTION

Deputy Director, Transportation Sub-Commission
Movements Shipping (8)
Movements Mail (5)
Movements Road (2)
AMS 15 Army Group
AMS Rear 8th Army
AMS Rear 5th Army
Regional Commissioner, Abruzzi Marche Region
Regional Commissioner, Toscana Region
Regional Commissioner Emilia Region
Regional Transportation Officer, Abruzzi Marche Region
Regional Transportation Officer, Toscana Region
Regional Transportation Officer, Emilia Region
Provincial Commissioner, Ancona (2)
Ports & Warehouse Division
Road Division
Rail Division
Shipping Sub-Commission
M.A.T.
W.S.A.

0904

5 10 15