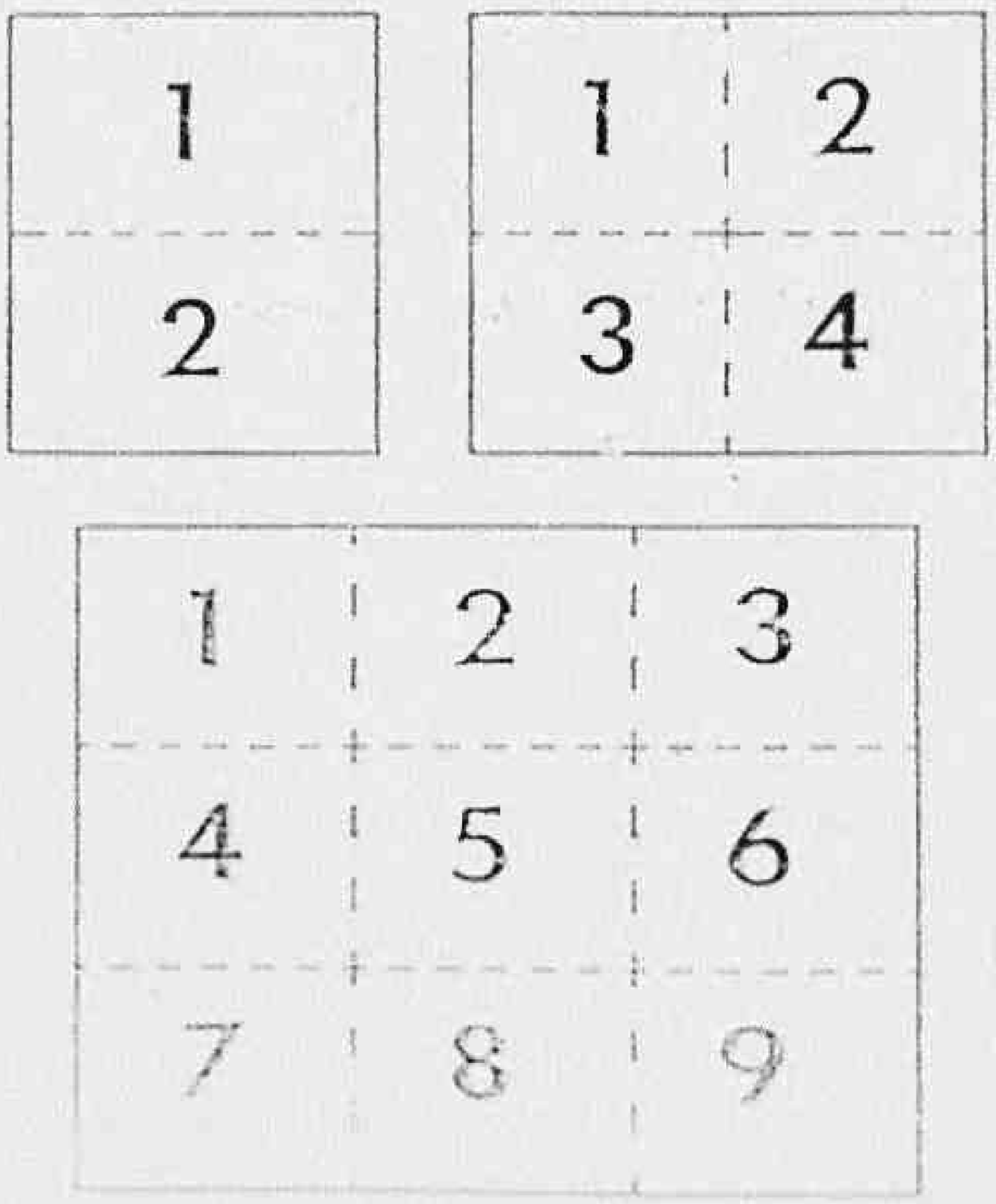
Port Report
Brindisi

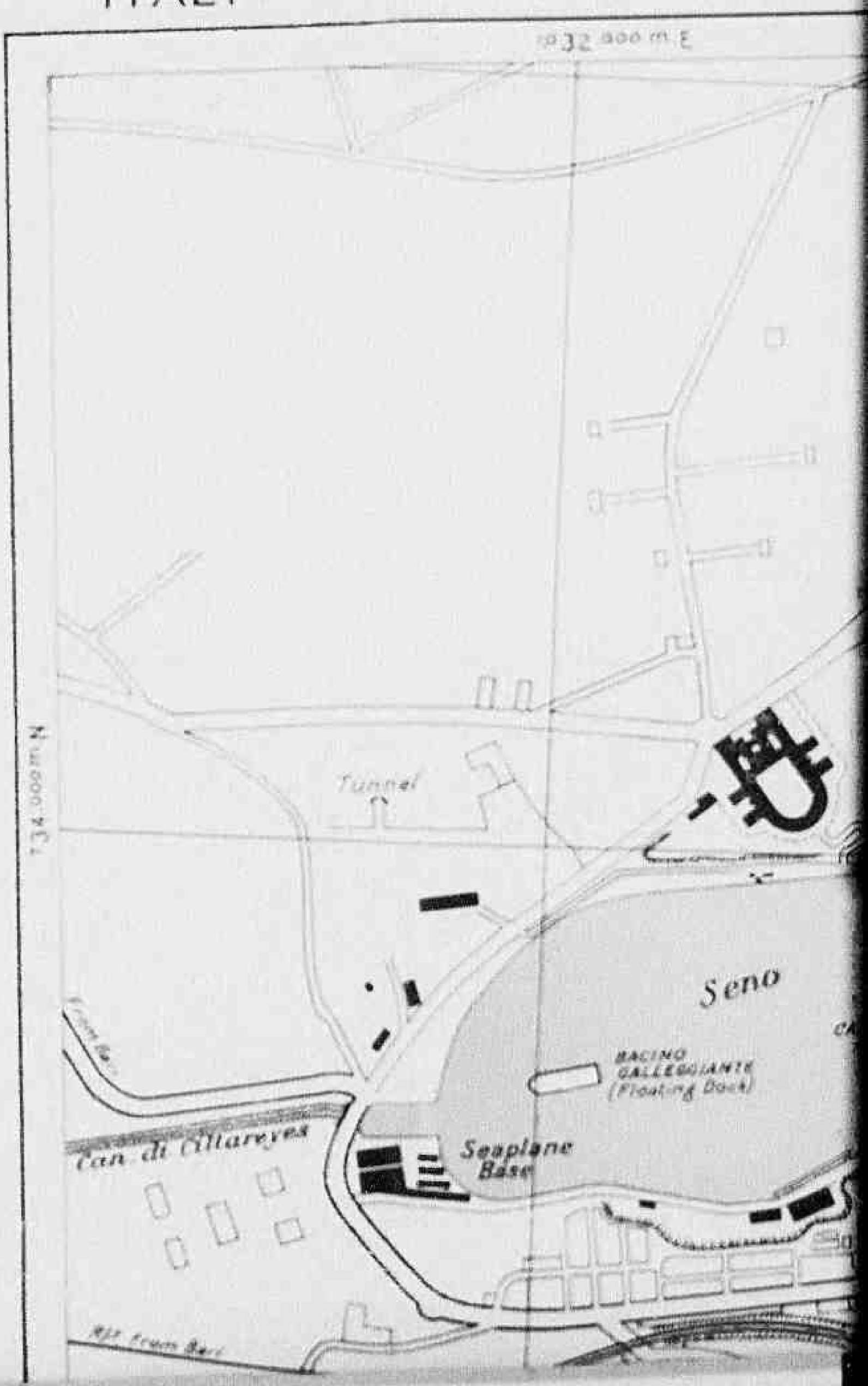
10000/1421/1240
June 45

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



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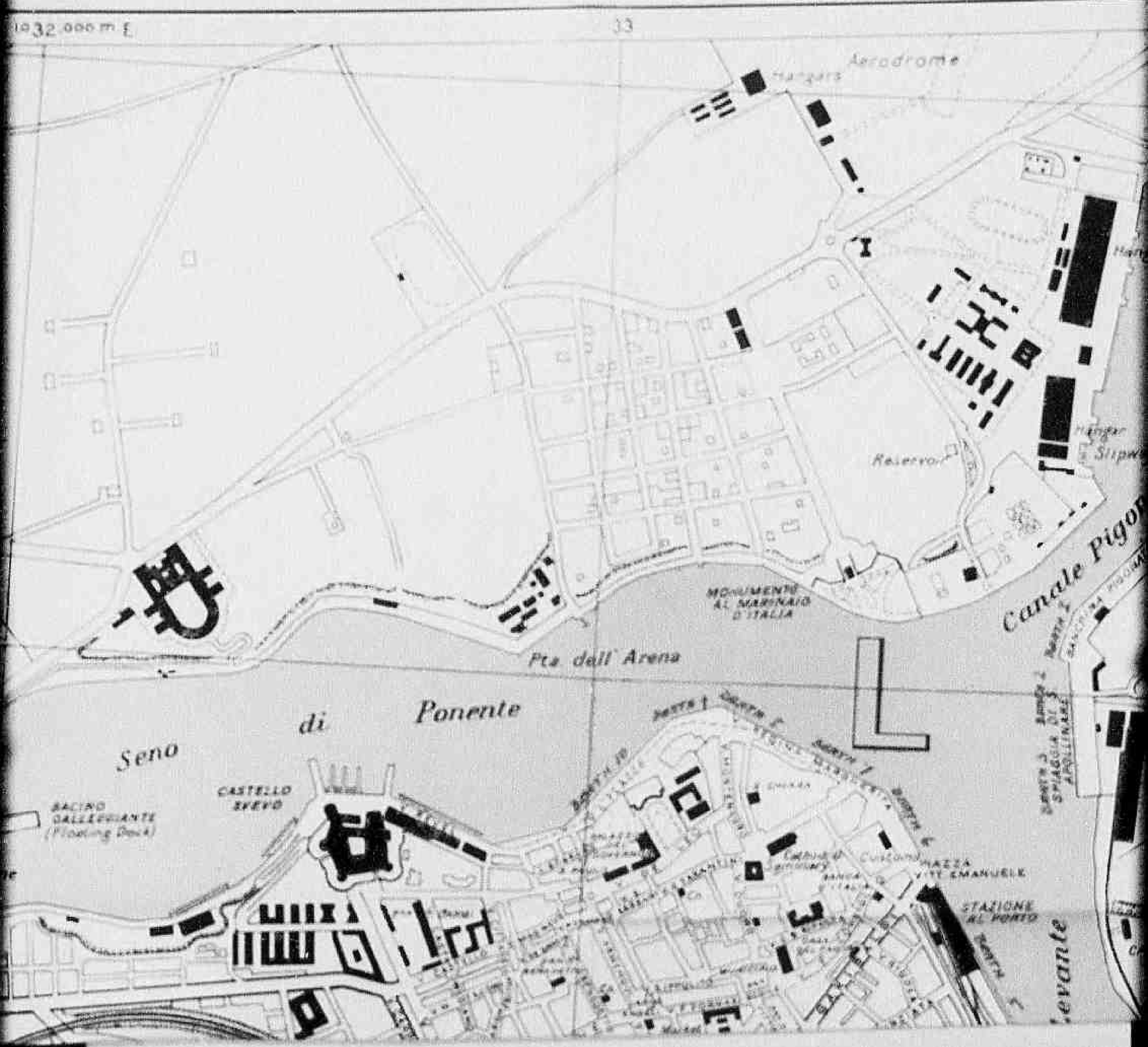
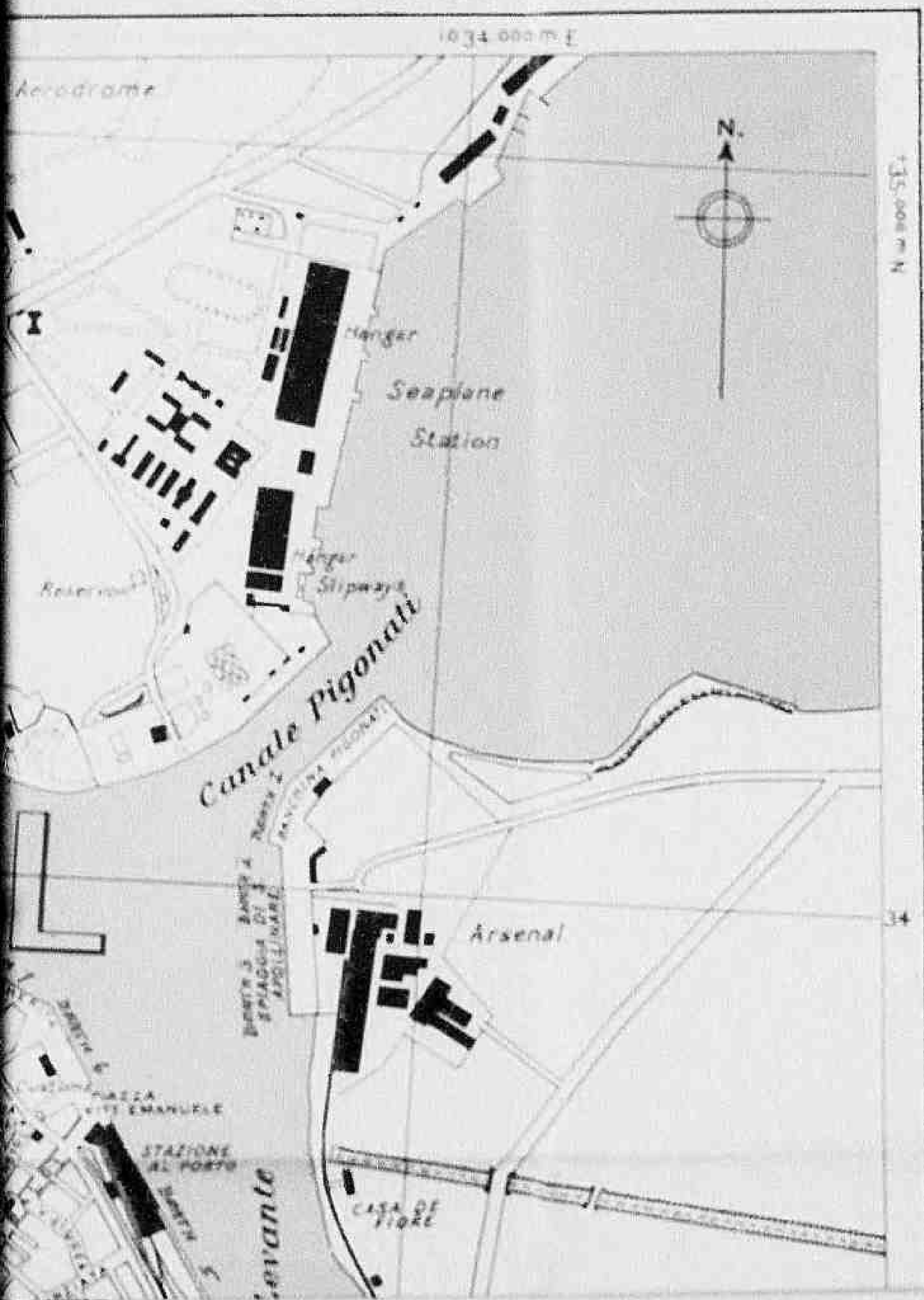
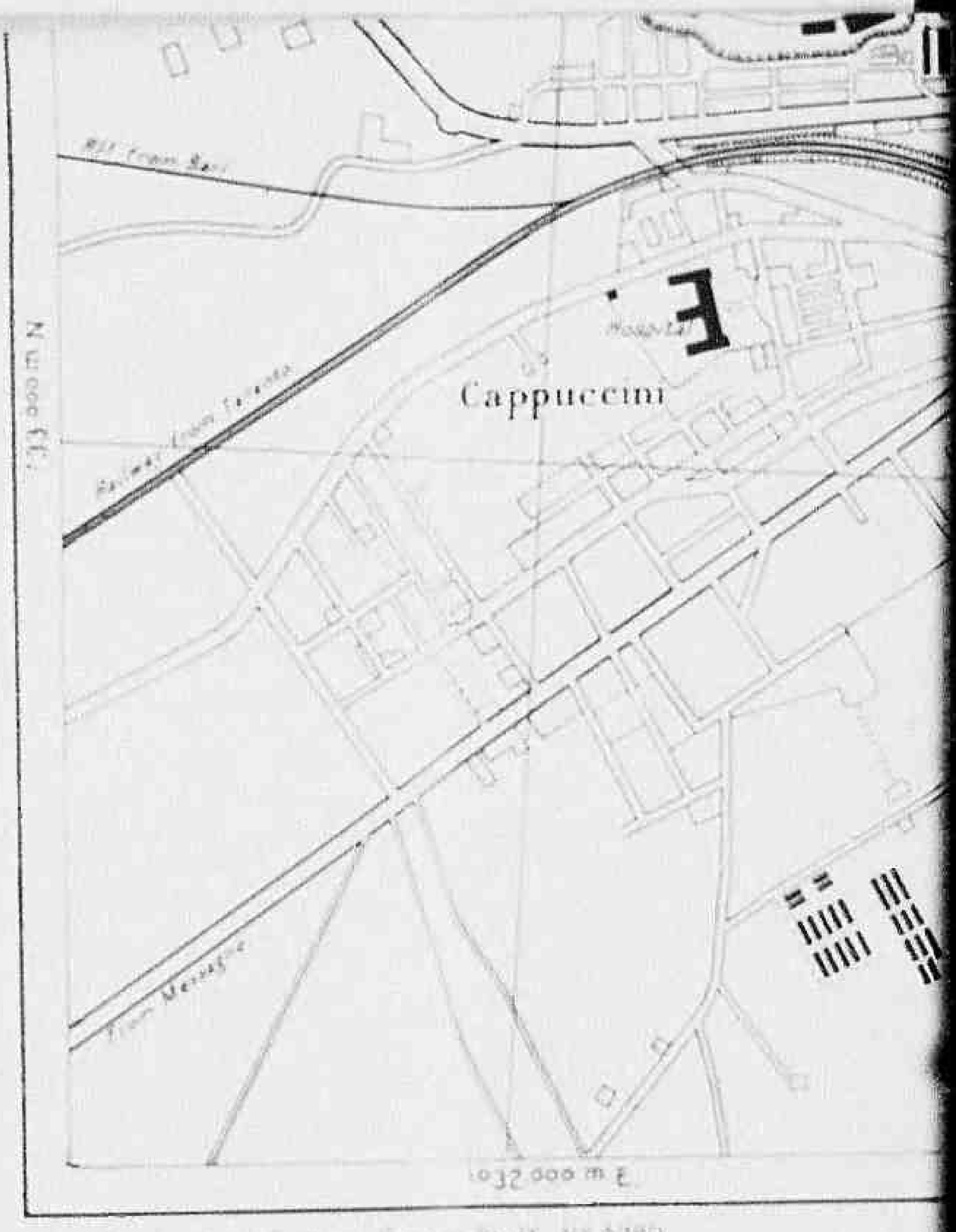
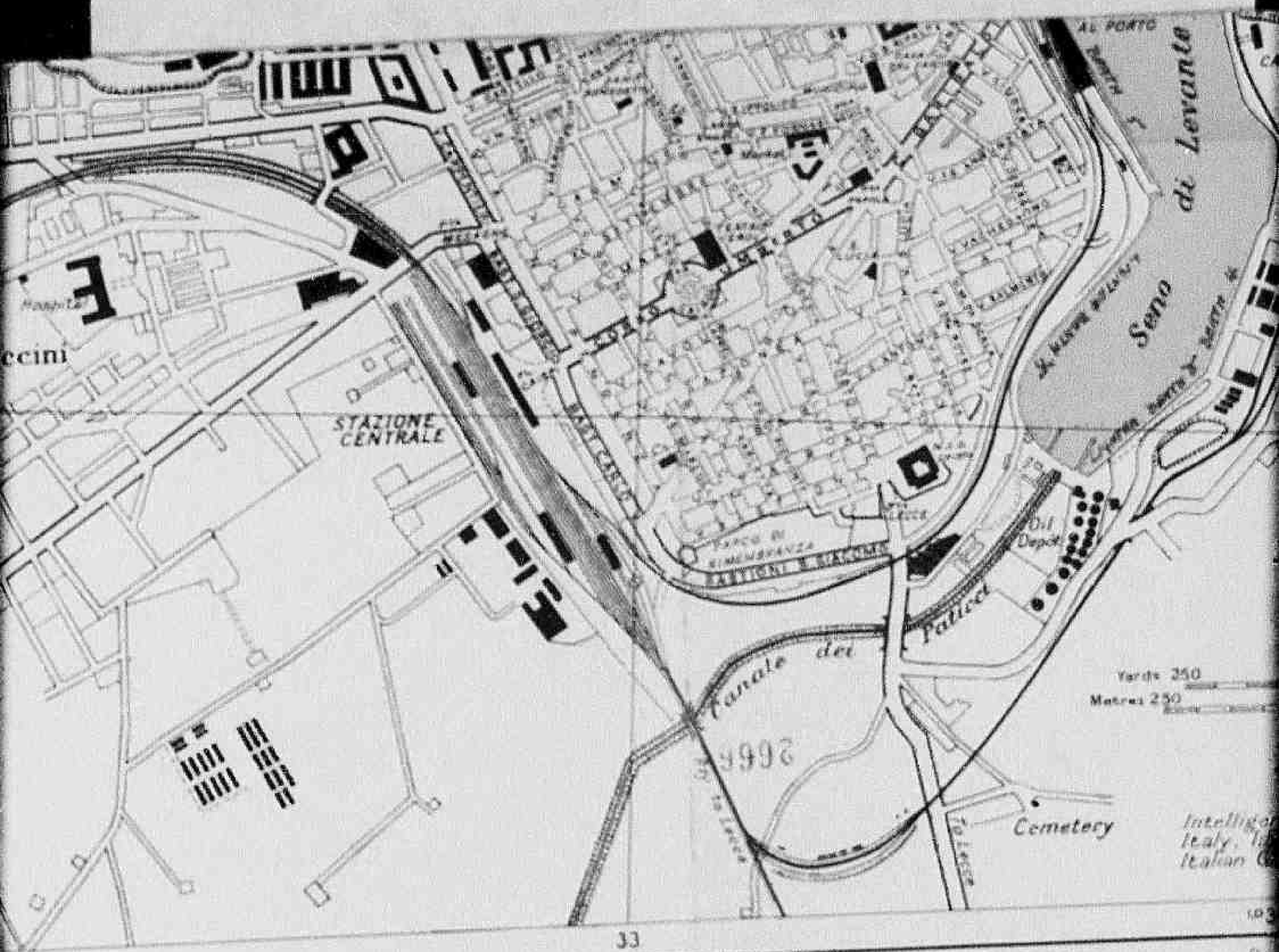


FIRST EDITION GRID PROVISIONAL





Geographical Section, General Staff, No. 4380
Published by War Office, 1942



Air photographs have been used in the production of this plan.

South Italy Grid
CONVERGENCE
Grid North is 2°30' E of True North on this sheet

Drawn and photolithographed by War Office, 1942

...h Italy Grid
...NVERGENCE
...is 2°30' E of True
...on this sheet

TRANSLATION

AS/mdm

SUBJECT : Storage of Commodities at the Port of Brindisi,

Presently the quay and the port area is noticeably conjested with UNRRA commodities.

Apart from considering the spoiling of the goods and the exposure to pilfering, it must be kept present that the lack of space reduces the possibility of loading of Allied ships at the port for there is little place where to discharge the goods.

The need of reducing the a/m arrivals has been suggested also by the representative of the U.S.A. at Naples who has been here a few days ago together with representatives of other Allied Offices at Bari, (War Shipping Administration Ministry of/Transport- Sea Transport Office-Port Commandant), to get information regards the Port.

To eliminate the a/m inconveniencies it is necessary that:

1. Vessels be sent urgently to reload the commodities stored on the quay and transport them to the other ports of destination.

2. Provide the urgent movement of these commodities which must go to the inland warehouses.

We take the occasion to mention that the discharging of the ships could be notably speeded up if a greater number of trucks is allocated for the movement of the goods from the quay to the warehouse.

We inform you of the above so that you may adopt the necessary measures for the present situation or any that may come up in the future and we would appreciate it if you will keep us informed.

The Ten. Col. di Porto Comandante
sgd F. Fontanarossa

Copy passed to Port of U.S.A. in 16/11 [illegible]

Capt Hazelton states — pl reduce no. of vessels
Routes to Brindisi if you can
to give time to clear quays [illegible]

Wh 562/183

TRANSLATION

AS/mbm

Ref. 7237/e

Rome 18 Dec. 1945

SUBJECT : Storing of Goods at the Port Of Brindisi

TO : A.C. Transportation S/C.

We forward copy of letter received from the Port Commander of Brindisi, in case the A.C. believes it necessary to intervene in the question, to eliminate as much as possible, the lamented inconveniencies.

Sgd Ten. Generale A.N. Carlo Mattelai

Director General of the Merchant Marine

1945

Declassified E.O. 12356 Section 3.3/NND No. 785031

For Approval by Major Larraman: _____

DRAFT SIGNAL

27 October 1945

TO : AFHQ MTOUSA INFO: WSA BARI WSA NAPLES

FROM : ALCOM HEADQUARTERS

PRECEDENCE : PRIORITY

UNCLASSIFIED

REF YOUR SIGNAL C28400 , 15 OCTOBER

CAPTAIN OF PORT BRINDISI HAS NO OBJECTION TO BACKFILING

4000 TONS PIERCED STEEL PLANK.

Ports & Warehouse Division
290

26663

Copy to:
Major Larraman, Shipping Division

attach to previous
signal from Mtoussa

/ABF

EXTRACT

FROM

TRANSPORTATION ROUTE LETTER

OF

16 October, 1943

Facilities for the dry docking of merchant vessels are available to the Mediterranean Shipping Board in 14 ports in the Mediterranean area, providing ample repair space for present needs. All facilities are controlled by the Gen. Mediterranean.

Bids for the use of repair facilities are submitted to the Mediterranean Shipping Board and compiled and studied by the board's Repair Committee for recommendation. The committee schedules the vessels for repairs taking into consideration the availability of docks, routing of the vessels, their positions at the time they will be ready to go into drydock, and estimated length of time in drydock.

During the war the limited number of docks in the Mediterranean and the great number of emergencies which occurred created a problem in dry docking. Warships were given first priority. At present, however, warships compete with personnel, hospital and merchant ships on a basis of urgency.

Vessels operating between the Mediterranean and United States or the Mediterranean and Great Britain generally are returned to the home ports for drydocking. In event of an emergency, however, they are drydocked in the Mediterranean.

Docking facilities (all measurements are "on keel blocks" dimensions) :

~~Casablanca~~---Controlled by the French Navy. Has

two docks, one of 367 feet and the second, a small dock suitable for trawlers etc.

Gibraltar---Controlled by the British Navy. Has four docks, 855, 530, 430 and 247 feet.

Oran---Controlled by the French Navy. Has two docks, 675, and 390 feet. The docks are used mainly by the French but may be used by others' vessels if necessary.

Algiers---Controlled by the French Navy. Has two docks, 350 and 291 feet.

Ferryville---Controlled by the French Navy. Has four docks, 341, 500, 290 and 610 feet. The scarcity of labor, however, limits the use of this port.

Naples---Controlled by the British Navy. Has five docks, 550, 370, 340, 320 and 218 feet. The 218-foot dock is a floating dock. The 370-foot dock is limited to vessels with beams of 45 feet or less.

Palermo---Controlled by the U.S. Navy. Has two docks 318 and 237 feet long. The port is used principally by the U.S. Navy, but a recent drop in commitments has increased the number of merchant ships being docked there.

Leghorn---Controlled by the British Navy. Has one dock 434 feet, but because of its irregular shape can accept only vessels smaller than Liberties.

Genoa---Controlled by the British Navy. Has four docks, two of which are in operation at present. One of these docks is 918 feet long and can take two vessels simultaneously. The other dock is 551 feet, but its whole length is not being worked at present. Genoa is used for the repair of merchant ships only.

Taranto---Controlled by the British Navy. This port has a large number of repair docks, four of which are used by merchant ships.

These are 814, 297, 984 and 460 feet in length. The 460-foot dock is a floating dock.

Brindisi----In the process of being returned to Italian authorities for operation. Has two docks; 168 and 348 feet.

Venice----Operated by Italian authorities. Has two docks, 810 and 493 feet. The 810-foot dock is not yet in operation.

Trieste----Has three docks, two of which are used primarily for minesweepers and other small craft. The third is large enough to accept vessels slightly smaller than Liberties.

Toulon----Controlled by the French Navy. Has four docks 431, 242, 645 and 646 feet.

LaCiotat----Controlled by the French Navy. Has one dock large enough to accept a Liberty.

Marseille----Controlled by the French Navy. There are no dry docking facilities in this port but certain types of repairs may be undertaken here.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 28400
Date/Time of Origin: OCT 151624A

Message Centre No: 0/1133
Date Time Rec'd: OCT 161015A
Precedence: ROUTINE

FROM AFHQ MTOUSA
TO ALCOM INFO WSA ROME, WSA BARI, WSA NAPLES.

UNCLASSIFIED.

Understand some difficulty in obtaining permission from Captain of port BRINDISI backpilling approximately 4000 tons pierced steel plank to be used in flatting vessels at BRINDISI. Such backpile is necessary to guard against ship delay incident to any real interruptions and should not be objectionable. Very possible this is due to changeover to civilian operation in connection with which the Italians captain of the port may need guidance from General MATZINI. Cooperation will be appreciated.

DIST

ACTION TM SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
TSA
MTTR
FILES FLOAT 3

2699

COPY

Appendix 4 /lmr
Sheet 2

SUMMARY OF PORT FACILITIES

AS AT 30 JUN 1945

BRINDISI

(a) Berths available.

No.	Type	Draft
1	Coaster	21'
2	MT/Stores	23'6"
3	Coaster	23'6"
4	MT/Stores	23'
5	MT/Stores	28'
6	MT/Stores	23'6"
7	MT	23'
8	MT/Stores	21'
9	Coaster	22'
10	Lighter	20'

(b) FLOATING EQUIPMENT

6	R.C.L.
10	Minca barges
12	Civilian barges
3	W.D. Tugs.
2	Civilian Tugs
2	Launches

Floating Cranes

1	Diesel Electric	40 Tons
1	Steam Sheerlegs	8 "

(c) Shore Cranes and Equipment

1	Coles	3 tons
1	F.B. 45	2 1/2"

2658

4	MT/Stores	23'
5	MT/Stores	28'
6	MT/Stores	23'6"
7	MT	23'
8	MT/Stores	21'
9	Coaster	22'
10	Lighter	20'

(b) FLOATING EQUIPMENT

6	E.C.L.
10	Minca barges
12	Civilian barges
3	W.D. Tugs.
2	Civilian Tugs
2	Launches

2658

Floating Cranes

1	Diesel Electric	40 Tons
1	Steam Sheerlegs	8 "

(c) Shore Cranes and Equipment

1	Coles	3 tons
1	F.B. 45	2 1/2"
3	Jones	2 "
5	Hystars	2/3 "
2	Morris	5 tons
1	P & H.	6 tons
1	R. & P.	10 "
1	19 E.B.	5 "
1	Wesserhutte	7 "
12	Clark Fork Trucks	
3	Chaseside Tractors	
2	Lister Trucks.	

(d) Rail facilities

Number of alongside rail served berths.	10
" " quays rail served	2
" " wagons which can be set up for loading at any one time	130

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

ETF/ba

PORT REPORT

BRINDISI

1. Brief Physical Description.
Please see plan attached.
The port of Brindisi consists of two harbours, viz. Seno di Ponente and Seno di Levante, jointly served by the entrance Canale Pigonati.

2. Tides. There is a spring tide variation not exceeding 9".

3. Weather.
Strong N/E winds affect ship movements, but not cargo operations.

4. Wharfage.

No.	Length.	Draft.
1	240 ft.	21'
2	455 "	23'6"
3	255 "	23'6"
4	690 "	23'
5	525 "	18'
6	600 "	23'6"
7	505 "	23'
8	505 "	21'
9	262 "	18'
10	460 "	14'
R.N. Coal Berth	294 "	20'

5. Floating equipment.

Tugs	2 Civilian
	3 R.N.
Craft	2 Launches
	20 Minca/Minus

2687

2. Tides. There is a spring rise of 3 feet.

3. Weather.
Strong N/E winds affect ship movements, but not cargo operations.

4. Wharfage.

No.	Length.	Draft.
1	240 ft.	21'
2	465 "	23'6"
3	255 "	23'6"
4	690 "	23'
5	525 "	28'
6	500 "	23'6"
7	505 "	23'
8	505 "	21'
9	262 "	18'
10	460 "	14'
R.N. Coal Berth	294 "	20'

2657

5. Floating equipment.

Tugs	2 Civilian
	3 N.D.
Craft	2 Launches
	20 Winca/Wimus
	12 Civilian Lighters
	1 Steel lighter (Wideast type) N.D.
Dredgers	NIL

6. Floating Cranes.
1 Diesel Electric - 40 ton (Italian Navy).
1 Steam Sherlegs - 8 tonC 5 metres - Maximum lift 9m.

7. Shore Cranes & Equipment.

1 x R.B.	5 ton
5 x Hyster	2 "
1 x Hessenhutte	7 " (Civ.)
1 x PB 45	2½ " (")
1 x Linkbelt Speeder	5 " (Approx.)
1 x R.K.	6 "
1 x R.R.	10 "
3 x Coles	3 "

7. (cont'd) 3 x Jones 3 ton
2 x Morris 5 "
4 x Chassside Tractors
2 x Lister Tractors
12 x Clark Carloaders.

8. Dry Docks.
Two small dry docks.

9. Repair Facilities.
Standard repairs can be made.

10. Railway Sidings.
Number of quayside rail served berths 10
Number quays rail served 2
Number of wagons which can be set up for loading at one time 130

11. Warehouses.
The amount of available warehousing could not be accurately determined at time of inspection, but writer was informed adequate facilities exist for normal operations.

12. Labour.
There are 26 civilian labour gangs available (a number of these gangs are often employed on ships' bunkers). The average quay labour day is 1,100 (mainly civilian).
The military hires dock labour through several local labour contractors.
Adequate labour is available, and there are no present or potential problems.

13. Stevedore Gear.
Stevedore gear is loaned by the Army to stevedore contractors. No civilian gear is visible, but there is a possibility that a small amount is hidden.
For civil port operation , it is suggested that the attached list, covering an 8-ship port stevedore set, be used as the basis for requirements.
The items may be reduced or increased pro rata to conform with port traffic conditions at that time.

14. Fed. Consorzi Agrari and I.C.E.

Fed. Consorzi Agrari.

11. Warehouses.

The amount of available warehousing could not be accurately determined at time of inspection, but writer was informed adequate facilities exist for normal operations.

12. Labour.

There are 25 civilian labour gangs available (a number of these gangs are often employed on ships' bunkers). The average quay labour day is 1,100 (mainly civilian).

The military hires dock labour through several local labour contractors.

Adequate labour is available, and there are no present or potential problems.

2656

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The items may be reduced or increased pro rata to conform with port traffic conditions at that time.

14. Fed. Consorzi Agrari and I.C.E.

Fed. Consorzi Agrari,
Pza. Cairoli,
Brindisi,
Tel. N°. 1646 Brindisi.

I.C.E.
Pza. Matteotti,
Brindisi,
Tel. N°. 1087 Brindisi.

The above agencies are generally operating efficiently. They are punctual in responding to notice of ship arrivals, etc.

There has been some delay in quay clearance, but this is attributed to rail wagon and road transport shortage.

The Consorzi Agrari has developed a tendency to challenge weights and measurements of cargo discharges, even to the extent of weighing every intact bag of grain.

While a close check is commendable, nevertheless the practice slows up of rail wagons,etc., and impedes the work of the military authorities.

The Military Units are not organized to closely check the weight of each item, but are mainly interested in quick quay clearance.

A discrepancy exists in the labour rates of pay of the Consorzi Agrari and that of the Military Labour Units, the former's rate being lower. This condition sometimes creates a labour shortage in the Consorzi Agrari organization, during which periods they rely on the military for quick quay clearance. The military authorities feel that this condition imposes an unnecessary hardship upon them.

15. Allied Military Cargoes.

The possibility that the Army will entirely vacate the port of Brindisi during the period of the emergency is very remote. I am informed that at least a skeleton force will be maintained at the port until all military shipments are ended and that the situation will be controlled by Movements-East Italy regional headquarters at Bari.

The responsibility of A.C. for future handling of military cargo will not arise.

Summary of Recommendations.

1. When port is restored to civil operation, provide stevedore gear in accordance with the 8 ship port set list, attached hereto.

The items in this list may be reduced or increased pro rata to conform with port traffic conditions at that time.

2005

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer.

and that the situation will be controlled by Movements-East Italy regional headquarters at Bari.

The responsibility of A.C. for future handling of military cargo will not arise.

Summary of Recommendations.

1. When port is restored to civil operation, provide stevedore gear in accordance with the 8 ship port set list, attached hereto.

The items in this list may be reduced or increased pro rata to conform with port traffic conditions at that time.

2615

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer.

Carriers Rail Bolt Retainers Type	32
Clamps Rem.	15
Conveyors - Gravity, Straight 7'	305
Gloves Leather	10
Hammers Sledge Complete	39
Hammers Spare Shaft No. 2	39
Manipulator Arm Plain	16
Rocks 3 T. Swivel Bearing	1
Rocks Iron Plain S/eye 1, 2,	84
3, & 5.	
Rope Cargo Manila 72' 2 12" [illegible]	172
Rope Manila 1" Circ. Coils	3
" " 2" " "	2
" " 2½" " "	5
" " 3" " "	12
" " 4" " "	2
S.F.A.A. 1" Circ.	2
" 2"	6
" 2½" "	2
" 3" "	2
" 4" "	1
Shackles, 3 cy Tow, 2 1/4 ton	16
" " " " 5 ton	12
" " " " 7 ½ ton	1
Shovels, Coalheaver	30
Slings, Chain, Hookback, 1 ton Cap.	12
Slings, Chain, Hookback, 16 out.	12
" " " 32 out.	12
Slings, Canvas for Flourbags	74
Slings, Chain, Double with Ring and 2 Hooks, 3 ton, 6'	24
Slings, Chain, Double with Ring and 2 Hooks, 3 ton 12'	24
Slings, Chain, 4 leg Hookback Quad.	12
Slings, Chain, Coil, 50 Cwt.	16
Slings, Chain, Single with Ring and Standard Hook, 1 ton, 6'	16
- do - - do - 1½ ton, 10'	16
- do - - do - 3 ton, 10'	16
- do - - do - 3 ton, 15'	16
- do - - do - 10 ton, 12'	511.

2654

Item	Quantity
[illegible]	24
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

1559