

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

Port Report
Gallipoli

10000/148 / 1241
Apr 95

SECRET

180

DISPATCH FROM THE DEPARTMENT OF THE ARMY

Source: General Smith, US (can take up to 10% of necessary at 10000)

Exchange at both ports is extremely rapid, particularly at Havana where an excellent coal transshipment is in operation. The two ports are handled approximately 10,000 tons per month and have full commercial facilities for 10,000 tons per day. Havana has storage capacity for 100,000 tons of coal.

Location: General Smith

Although Havana has no regular coal berth, a suitable facility is available for such shipments. Because of the heavy industry and population, however, no delivery now being made by the port of Havana. The area is covered by the port of Havana.

Classification: Secret Y

Plants can accept 1,000 tons per day. Funds to be distributed at 10000 are 1000000 if necessary to 17 tons at 1000000 or 1000000000.

Classification: Secret Y

Plant facilities can handle 1000 tons daily. Approximately 1000 tons at 1000000000. The plant has a capacity of 1000 tons per day but can handle more if necessary.

10000

Principal coal ports in study are at Havana and Matanzas. Small amounts of coal can be discharged at Havana and Matanzas. Small amounts can be accepted at 1000000000. The plant has a capacity of 1000 tons per day but can handle more if necessary. The plant has a capacity of 1000 tons per day but can handle more if necessary.

no. 4850 21

~~Abstract~~

ing people with hearing loss. There are many ways to be educated and to learn. It is important to find a way that works for you. There are many ways to learn. It is important to find a way that works for you. There are many ways to learn. It is important to find a way that works for you.

2211 Lawrenceville www.dreamcenter.org 404-444-3333

It is not a very good idea to have a very large number of people in a room, especially if they are not all of the same age. It is better to have a smaller number of people, and to have them all of the same age. This is especially true if you are going to have a party. It is better to have a small party than a large one. It is better to have a party with a few people than a party with a lot of people. It is better to have a party with a few people than a party with a lot of people. It is better to have a party with a few people than a party with a lot of people.

304.32

200

biological need parts to study are of plants and animals. well
amount of skill and are situated at -Mexico and North America.
-Mexico the country is 10* million are located to America and
Mexico are along the Atlantic Ocean. while Canada has the
most part of it. In fact, Canada and Mexico are used to 10,000
million are along the Atlantic Ocean. Mexico and Canada.

Journal of Management Studies, 19(1), 1-10.

• **Figure 4.10** illustrates the relationship between the number of nodes in a network and the number of links. The number of links is proportional to the square of the number of nodes.

[illegible]

There is a large number of people who are interested in the study of the history of the United States. They are interested in the history of the United States because they are interested in the history of the United States. They are interested in the history of the United States because they are interested in the history of the United States. They are interested in the history of the United States because they are interested in the history of the United States.

Shaded Areas — Areas shaded in the map indicate regions where the population is predominantly of African descent.

The following are the names of the persons who have been appointed as members of the committee:

10/10/10

REGULATIONS MARINE COMMISSION
MARCO 194
TRANSPORTATION AND COMMISSION

503/27

Tel. 290

15 August 1945

Ref. 12/14/50/Tad

SUBJECT : Port of Gallipoli

TO : Movement Division

1. Reference your letter 12/14/50/Tad, of 3 August 1945, enclosing the Bari Senior Transportation Officer's report in connection with slow working at Gallipoli.

2. Copy of this report was duly passed on by us to Direzione Generale Marine Mercantile, Ispettorato Rifornimento Porti, Roma. (Att. Col. Lauricella), and are now in receipt of reply, requiring that the Ministry of Marine have asked for detailed information from the competent Italian authorities regarding the remarks made on the slowness of operations in the port of Gallipoli.

3. No reports regarding to the subject on hearing further from the Ministry of Marine.

Copy to:
Rail Division (Tad)
Roads Division (Tad)

Atto Ragnanella
R. M. RAGNANELLA, Chief
Ports and Marine Div.

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TRANSPORTATION SUB-COMMISSION

INTERNAL SECURITY INFORMATION

Tels : Ext. 316

3 August 1945

503/10/Ta.3.

SUBJECT : Port of Gallipoli

IN : Rail Division (Ta.1.)
Roads Division (Ta.5.)
Ports and Warehouse Division (Ta.6.)

1. Senior Transportation Officer, Bari, recently visited the Port of Gallipoli to investigate the reasons for slow working. Copy of his report G/18/107a, dated 27 July '45 is attached for information and action as necessary.

For Chief, Movements Division

J. B. Baker
J.B. BAKER, Lt. Col.

2651

10

COPY

Subject: SAMIRALI PORT.

File

Senior To Officer AG, BAHF.
Tel.: 12513.
Ref.: 4/18/1074

28 July 1945

To: NA Allied Commission,
for Transportation Sub-Commission,
(Nav. Div. - Rail).

1. The Port of Samirali has been visited and the following are given as reasons for the slow working at this Port by the Italian Officials concerned.
2. NUMBER OF STEVEDORES.
100 stevedores are permanently employed and 12 usually employed. A request for authority to increase the number of stevedores employed has been made by the Port Authorities to the Ministero di Marina, Direzione Generale Marina Mercantile but rejected. The Port Authorities now say that 100 permanently and 12 usually employed stevedores are necessary for efficient working at the Port.
3. EQUIPMENT.
The equipment is inefficient and such items as shovels, trays etc. in addition to motor fork lift trucks and crane and tractors are required.
4. DELAYS OF GRAIN.
Delays have taken place as a result of the Consorzio Agrario Provinciale requiring grain to be weighed as it is off-loaded. This could be avoided if the grain were off-loaded into the local warehouse controlled by the Excise Officials. This matter has been taken up with Consorzio Agrario Provinciale which is endeavouring to arrange with the Officials concerned at Samirali.
5. STEVEDORES.
The stevedores at this Port have never received clothing such as boots and raincoats, as has been issued at other Ports. This lack, state the Officials, has discouraged the stevedores who are short of clothing and who cannot understand why other Ports should be favoured.

5. ROAD TRANSPORT.

Lack of motor transport and the use of carts for carrying to and from the Port results in delays. This matter will be taken up with UNAO.

7. WAGONS.

The Officials state that the rail wagons supplied for Port working are frequently crippled. This will be taken up with the Sud-Rat Railway.

8. SHUNTING.

Delays are occasioned by lack of power for shunting. This also will be taken up with the Sud-Rat but if the shunting equipment mentioned in para 3 above were available, power from the Sud-Rat which is short, would not be necessary.


Major RA,
(G.W.P. TAFLOK),
Senior In Officer AO,
Bart.

2207/52

Subject: - GALLIPOLI PORT.

Senior TA Officer AG, RANZ.
Tel.: 12519.
Ref.: G/13/1034

27 July 1945

To: - HQ Allied Commission,
for Transportation Sub-Commission,
(Mor Div - Rail).

503/9

1. The Port of GALLIPOLI has been visited and the following are given as reasons for the slow working at this Port by the Italian Officials concerned.
2. LACK OF LABOUR.
100 Stevedores are permanently employed and 32 casually employed. A request for authority to increase the number of Stevedores employed has been made by the Port Authorities to the Ministero R. Marina, Direzione Generale Marina Mercantile, but rejected. The Port Authorities now say that 160 permanently, and 40 casually, employed Stevedores are necessary for the efficient working of the Port.
3. GEAR.
The equipment is insufficient and such items as shovels, trays etc. in addition to motor fork lift trucks and chain side tractors are required.
4. WEIGHING OF GRAIN.
Delays have taken place as a result of the Consorzio Agrario Provinciale requiring grain to be weighed as it is off-loaded. This could be obviated if the grain were off-loaded into the small warehouse controlled by the Excise Officials. This matter has been taken up with Consorzio Agrario Provinciale LEGGE who is endeavouring to arrange with the Officials concerned at GALLIPOLI.
5. CLOTHING.
The Stevedores at this Port have never received clothing such as boots and raincoats, as has been issued at other Ports. This lack, state the Officials, has discouraged the Stevedores who are short of clothing and who cannot understand why other Ports should be favoured.

6. ROAD TRANSPORT:
Lack of motor transport and the use of carts for carriage to and from the Port results in delays. This matter will be taken up with EMAC.
7. WAGONS:
The Officials state that the rail wagons supplied for Port working are frequently crippled. This will be taken up with the Sud Est Railway.
8. SHUNTING:
Delays are occasioned by lack of power for shunting. This also will be taken up with the Sud Est but, if the shunting equipment mentioned in para 3 above were available, power from the Sud Est, which is short, would not be necessary.


Major PA.
(C.W.O. TAYLOR).
Senior In Officer AC,
Barl.

0807/07

ALCON HARI

1763

13 JULY 43

PRIORITY

IN CLEAR PD

PARA ONE PD REFERENCED THIS HEADQUARTERS LETTER FIVE FOUR ONE SLANT
ONE THREE FOUR SLANT IN THREE OF ONE TWO MAY SIGNAL NUMBER SIX OF
ONE EIGHT JUNE ONE AND YOUR DUGAR SLANT ONE SLANT FIVE TWO EIGHT OF
EIGHT JUNE PD

PARA TWO ALCON HARI FOR TAYLOR FROM HQ ALCON CITY ADJUTANT

PARA TWO PD EXPEDITE REPORT ON GENERAL ARRANGEMENTS FOR SHIP
WORKING GALLIPOLI PD URGENTLY REQUIRED IN VIEW CONTINUED SLOW
WORKING PD

PARA THREE PD NEW SUBJECT PD TO SITTING RECEIVED DASH PHINISI FOR
ONE ONE AND ONE TWO JULY PD ESSENTIAL EXPEDITE AND MAKE SATISFACTORY
WORKING ARRANGEMENTS SO THAT FUTURE SITTING ARE UP TO DASH PD

267-

TRANSPORTATION 63

454

NICHOLAS PIERSON
CWO U.S.A.
Asst. Adjutant

ALCON BARI

6

18 JUNE 45

PRIORITY

IN CLEAR PD

PARA ONE PD REFERENCE YOUR LETTER SUGAR SLANT ONE SLANT FIVE TWO
EIGHT DATED EIGHT JUNE CMA PARAGRAPH FOUR CMA SUBJECT SLOW DISCHARGE
GALLIPOLI PD (4)

PARA TWO TO ALCON BARI FOR SENIOR TRANSPORTATION OFFICER FROM HQ ALCON
CITE ABOVE PARA.

PARA TWO PD PLEASE SEND FURTHER REPORT IMMEDIATELY PD

2677

(6)

TRANSPORTATION SC

454

Ambo

NICHOLAS PIGNINO
CWO U.S.A.
Asst. Adjutant

free
563

INTER OFFICE MEMO

EJC/ma

15 June 1965

TO : 356

Ref : 51-7/21/FOOD

SUBJECT : Loading operation on S/S Contarior

FROM : Food S/C

TO : HQ AF Transportation Sub-Commission
(Attn: Capt. Boyle)

1. Enclosed is copy of letter Ref. A/VIII/1462 dated 7 June received from High Commissioner for Food.

[Signature]
S. J. 1800
Colonel

Director, Food Sub-Commission

UFFICIO CENTRALE DI ALIMENTAZIONE

Roma 7 Jan 1955

Prot. 47112/1462

To I.C. Food S/O

SUBJECT: SS "Andrea Costantini" from Gallipoli to Pionbino.

With reference to the said steamer we enclose a copy of a letter arrived to us from the SUPERINTENDENT of Rome concerning the slow loading operations of the steamer in matter

We have asked the Superintendant to prepare all that is necessary in order that future loadings be made with greater speed.

THE HIGH COMMISSIONER

2675

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FEDERAZIONE ITALIANA DEI TRASPORTI AERIANI

Rome 22/5/45

To High Commissioner
Transport Office

Subject: Loading operations on the "Mazzini"

Following verbal communications with Dr. Di Pauli on the matter in subject, we have at once asked for explanations, by telegram, to our office in Bari and we send you a copy of the same dated today.

The forwarding agent Peloni informs that the loading operations of the material proved regularly and objects them to be added on suddenly. This daily loading is due to the later arrival of the large drums while the small drums arrived first. Signed Peloni - Vice Bari.

As you can see for yourself the initial slow loading was due to the untimely arrival of the small drums which obviously could not be shipped on the bottom of the hold and stand the weight of the large drums and this in order not to prejudice the stability of the load and to avoid besides the loss of a great part of the product, also the justified objections of the Insurance Company.

We hope that in the future these inconveniences will be eliminated as for us, we have given our agencies instructions in order to take the necessary steps to avoid them completely.

We are sure that you will take a favourable interest in our case with the authorities of the Allied Command.

Il Capo Servizio

Signed Stefano Tonazzi

2674

Subject: Slow Discharge at GALLIPOLI.

To:- HQ Allied Commission
for TN Sub-Commission,
(Mov. Div. - ~~XXXX~~).

Senior Tn Officer AC BARI,
Tel.: 12519,
Ref.: S/1/518

8 June 1945.

Reference 541/134/TN3.

1. It has not been possible to date to visit GALLIPOLI to make a complete investigation into this matter.
2. A conference has been held with Sig. BOLLO, Direttore Compartimentale Marittimo, who controls the Capitaneria di Porto GALLIPOLI. This Official stated that he would ask for an explanation of the delay in this particular case and would forward the explanation together with a copy of his orders, to avoid a re-currence, to this Office. So far these documents have not been received.
3. According to Sig. Bollo, there is no reason why there should be excessive delay in discharging schooners at GALLIPOLI and the Port facilities there are satisfactory.
4. When further particulars are known, a further report will be made.

BN.


Major RA,
(C.W.S. TAYLOR),
Senior Tn Officer, AC,
Bari.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: 318

WON/ai

111/131/11 3

SUBJECT: High Discharge at Giliipoli

12 May 1945

TO : Senior Transportation Officer,
A A A

1. Attached for your information is a report on the discharge of the schooner, "Kinetik" at Giliipoli. This large schooner took twice as long to discharge as is normal. Could you please make an examination of the general arrangement of shipping at this port, as apart from imports, there is considerable unloading program, especially of wine?

2. Will you please notify this HQ the results of your investigation?

W. S. G. W.

W. S. G. W. Colonel,
Chief, Movements Division

copies to:
All Liaison Officer, Bari
Port & Warehouse Division, Ta. 1/3

1 encl. report.

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[Handwritten signature]

Subject: Slow Discharge of Grain at
WILLIAMS River Subsector WILKITA

~~TOP SECRET~~ (2)
ALLIED FORCE HEADQUARTERS

4-4 (NOV & TB) 5/215-422

2 May 45

To: 1- U.S. Allied Commission,
The Sub Commission,
RMC.

Tel: PREMIER 302

1. The attached is passed to you for action.

24/DEC.

1/5

L. R. ...
L. SWIFT, Capt.,
For Brigadier,
R.C.H.G. (Nov & TB). 2071 (2)
541

2671

Report on Discharging Grain from U.S. S.S. NINETY at GALLIPOLI.

2671

To : Navy Officer V/o Shipping BRINDISI.

Sir,

I beg to report on the organization of discharging 2649 tons Grain from U.S. Schooner S.S. NINETY at GALLIPOLI from the 15th to 21st April.

On arrival at GALLIPOLI (630 hrs 15th April), I informed the A.C.C. Officials of the tonnage and class of cargo, they then told me that no work would be carried out next day on discharging the vessel, reason given, clearing up the Warehouse to take in Grain the following day.

I now submit an Extract from Ships Log showing the times and tonnage of Cargo discharged for the following days.

16-4-45	No work carried out.
17-4-45	1400 hrs to 1700 hrs :- 18 1/2 Tons Discharged.
18-4-45	0800 hrs to 1700 hrs :- 49 Tons
19-4-45	0800 hrs to 1700 hrs :- 58 1/2 tons
20-4-45	0800 hrs to 1700 hrs :- 82 tons.
21-4-45	0800 hrs to 1300 hrs :- 59 tons.

On the 18th April Navy Officer arrives and asks me how discharging of cargo was progressing, I then informed him that I had lodged a complaint in to the A.C.C. Officials here regards cargo being discharged far too slow but received no satisfaction from them. He then told me that he would see into the matter.

On 18th & 21st the Tonnage discharged definitely showed marked improvement. When at other ports whether Loading or Discharging this vessel the maximum time taken in completion is three days at 8 hrs shifts.

Hoping you can enlighten me on this matter.

I am Sir

Your Obedient Servant.

Sgt Allison C 7/12/569

Escort V/o NINETY S.S.

790 Coy R.A.S.C. Water Transport.

2671

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1. General Description

2. Location

3. Physical Description

The structure is a small, rectangular building with a flat roof. It is located in the center of the site and is surrounded by a low wall. The building is made of concrete and has a single entrance on the north side.

The building is approximately 10 feet long and 5 feet wide. It has a single entrance on the north side. The entrance is a small, rectangular opening in the wall. The building is surrounded by a low wall that is approximately 2 feet high. The wall is made of concrete and has a single entrance on the north side.

4. History

The building was constructed in 1964 and was used as a storage building for the site. It was destroyed by fire in 1968 and was replaced by the current building.

5. Current Use

The building is currently used as a storage building for the site. It is used to store various items, including equipment, materials, and documents. The building is located in the center of the site and is surrounded by a low wall.

6. Future Plans

The building is planned to be replaced by a new building in 1970. The new building will be larger and will have more rooms. It will also have a flat roof and will be surrounded by a low wall.

The new building will be located in the center of the site and will be surrounded by a low wall. It will be used as a storage building for the site.

7. Conclusion

The building is a small, rectangular building with a flat roof. It is located in the center of the site and is surrounded by a low wall. It was constructed in 1964 and was used as a storage building for the site. It was destroyed by fire in 1968 and was replaced by the current building.

8. References

The building is a small, rectangular building with a flat roof. It is located in the center of the site and is surrounded by a low wall. It was constructed in 1964 and was used as a storage building for the site. It was destroyed by fire in 1968 and was replaced by the current building.

9. Appendix

The building is a small, rectangular building with a flat roof. It is located in the center of the site and is surrounded by a low wall. It was constructed in 1964 and was used as a storage building for the site. It was destroyed by fire in 1968 and was replaced by the current building.

10. Index

The building is a small, rectangular building with a flat roof. It is located in the center of the site and is surrounded by a low wall. It was constructed in 1964 and was used as a storage building for the site. It was destroyed by fire in 1968 and was replaced by the current building.

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General Remarks

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Administrative Information

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2688

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Stanley P. France

UNITED STATES MARINE CORPS
GALLIPOLI



2662

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2667

PORT OF GALLIPOLI

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