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PORT OF BARI

MAR.-1945-FEB 1946

ADRIATIC
PORTS

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF DANI

{ OPENED : 30 MARCH 1945
CLOSED : 8 FEBR. 1946 }

0565

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

(CLOSED : 8 FEBR 1946)

10000 / 148 / 3419

THIS FOLDER

CONTAINS PAPERS

FROM MAR - 1945

TO FEB - 1946

CATALOGUE.

X BARI X :

Will, for all intents & purposes, ~~will~~ be an Italian (Cat. "A") Port by end of March and Military will then have only a very small commitment consisting of Ammo: dumping, despatch of Ammo: to Egypt & some mechanical equipment.

TARANTO : Arsenale will become Italian with no Military commitments at all subject to War Office approval.

Communicated verbally by Maj. Laraman
on 8/2/46

Mr. Crooks

8339

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/24.1/105/Tn6

CCC/mvm
7 January 1946

SUBJECT: Sheepskin Mackinaw ex SS "John Trumbull"

TO : Mr. Stanley P. France
Senior Transportation Officer
Bari

1. Attached hereto is correspondence relative to the above subject.

2. It is requested that you certify on the attached letter from I.C.E. to the delivery of this material. This certification must be made before action can be taken by the Finance Sub Commission, AC, Rome.

3. Please return the file to this office as soon as possible.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

30 Jan. 46.

Correspondence returned from
Bari with certification. Passed
to Finance 5/c - 30/1/46.

mvm.

8338

Subject:- Robbery at Consorzio Agrario's Warehouse, Giovinazzo.

Senior Tn Officer, AC., BARI,
Tel.: 12519,
Ref.: S/10/2972.

28 December 1945.

To:- Mr. Charles C. Crooks,
Ports & Warehouse Division,
Transportation & Shipping Sub-Commission,
H.Q., Allied Commission.

1. During the night of December 15th-16th, 1945, an armed robbery took place at the warehouse of the Consorzio Agrario, 8 Via De Precotis, Giovinazzo.
2. As a result, 5,000 Kilos of dehydrated eggs, property of the Federazione Consorzio Agrario, were stolen.
3. A total of 72 cases, each weighing 56 lbs., were recovered by the Criminal Investigations Department, U.S. Army, Bari, and a number of arrests made.
4. The recovered commodity was returned to Federazione Con. Agrari through this Office on December 28, 1945.
5. The unrecovered remainder is believed to have been taken to Avellino and disposed of through black market channels.

SPF/DN.

Stanley P. France

STANLEY P. FRANCE,
Senior Tn Officer,
Allied Commission,
Bari.

cc: HQ., Allied Commission,
Food Sub-Commission.

Col. P.H.G. Horton-Smith Hertley,
A.C. Liaison Officer,
Bari.

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STANLEY P. FRANCE,
Senior Tn Officer,
Allied Commission,
Bari.

SPF/DW.

cc: HQ., Allied Commission,
Food Sub-Commission.

Col. P.H.G. Horton-Smith Hartley,
A.C. Liaison Officer,
Bari.

8337

AC/241

Subject: Grain Status - Puglie and Lucania.

Senior Tn Officer AC, BARI,
Tel.: 12519,
Ref.: S/7/2925.

24 December 1945

To: H.Q., Allied Commission,
Food Sub-Commission,
Rome.

1. Attached hereto is statement from Dr. Michele De Pascale, Regional Inspector of the Ministry of Alimentation for Puglie and Lucania zone, indicating the current grain supply status (expressed in quintals) of the Provinces of Bari, Brindisi, Lecce, Taranto, Foggia and Potenza.
2. It will be noted therefrom that, with the exception of Brindisi, stocks of grain on hand and ex S/S "J. SENEY", now discharging, will be exhausted within the first nine days of January, 1946, also that the pasta ration has been suspended in some instances.
3. This Office is of the opinion that the present grain import program for January and February is adequate to cover minimum requirements.
4. However, attention is called to the present precarious grain supply position with a view to increasing supplies on hand sufficiently to make more remote the possibility of exhausting stocks before new shipments are received.

Stanley P. France

STANLEY P. FRANCE,
Senior Tn Officer,
Allied Commission,
Bari.

cc: Col. Hartley
A.C. Liaison Officer, Bari.

H.Q. Allied Commission, France.

8336

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4. However, attention is called to the present precarious grain supply position with a view to increasing supplies on hand sufficiently to make more remote the possibility of exhausting stocks before new shipments are received.

Stanley P. France

STANLEY P. FRANCE,
Senior Technical Officer,
Allied Commission,
Bari.

cc: Col. Hartley
A.C. Liaison Officer, Bari.

✓ H.Q. Allied Commission, Transp.
Sub-Commission,
Ports & Whse Div.

H.Q. Allied Commission
Economic Section.

Enclosures as stated.

142/241

8336

POSITION OF SUPPLIES

PROVINCE	Wheat left on 30.11.45:	RECEIVED DURING DECEMBER.				TOTAL	Approx. Date
		Schofield	Chamberlain	Seney	Napoli		
BARI	25337	17000	30000	31000	1000	104337	8.1.46
BRINDISI	18528	—	6000	—	—	24528	20.1.46
LECCE	10406	12000	—	10000	5000	37406	2.1.46
TARANTO	22125	4000	—	7800	—	33925	8.1.46
FOGGIA	31567	10000	5000	6000	—	52567	9.1.46
POTENZA	29688	—	10000	8000	—	47688	8.1.46

Quantities in Quintals

POSITION OF SUPPLIES

RECEIVED DURING DECEMBER.				TOTAL	Approx. Date	REMARKS
Offield	Chamberlain	Seney	Napoli			
17000	30000	10000	1000	104337	8.1.46.	Pasta stopped since 15.12.45
—	6000	—	—	24528	20.1.46	" " " 15.11."
—	—	10000	5000	37406	2.1.46.	" " " 1.11."
12000	—	7800	—	33928	8.1.46	Bread and past on distribut.
4000	—	6000	—	52567	9.1.46	Idem
10000	5000	8000	—	47688	8.1.46	Idem
—	10000	—	—			

quintals

For Mr. Crookes / Port. on 23 Dec
AS/TL
Bar

TRANSLATION

Notes for Captain Tosi- Liaison Officer of the Allied Com.

Subject : Movement of Salt from Margherita di Savoia. *23 Dec*

Regard to yesterday's conversation, following is data concerning the movement of salt from Margherita di Savoia. This data has been obtained by me during my recent inspection to the a/m salt mine:

1 - Railway Transport.

The train for the transport of salt to the Regions of North Italy is made up of 25 wagons, and leaves regularly every day according to A.C. preestablished program.

In addition to the a/m train, 10 to 15 more wagons are sent daily to North Italy, the increment obtained of late in the movement of salt is still gradually increasing.

2 - Sea Transport.

The number of railway cars at disposal and the greater assignment of coal for the mine's locomotives have enabled to form a deposit of salt on the Porto Canale Quay from which the boats ~~take the boats~~ take the load to be carried to the ships out in the harbour, 300 meters away from the mole.

The deposit of salt at the quay speeds up the embarking operations. In my presence, during the last days of my stay at Margherita, the work has had an increase of more than 100 tons daily, and it was hoped to bring it up 50 tons more, so as to reach an average 450 tons per day. A still greater increase is not to be excluded if another ~~boat~~ *barge*, now being repaired, is put to work.

Presently 8 sail boats carrying 15 tons each, are in operation, and considering that at this time due to the shortness of daylight, a boat can make only 4 trips in a quiet sea, the daily loading average of the Port Company of Margherita could be of 480 tons per day. If the salt mine could have 6 more boats the loading average could become of 800 tons daily; an average which could be easily reached because the days grow longer and it is possible to increase the number of trips.

The embarking is done in two phases:

1 - transportation of salt from the mine to the quay, of Porto Canale;

2 - transportation of the salt from the quay of Porto Canale-

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- 1 - transportation of salt from the mine to the quay, of Port-
to Canale;
- 2 - transportation of the salt from the quay of Porto Canale to the ship's side by means of sail boats; 3004

it follows that the loading operation of the Port Company is subordinate to the out-put of the operation preceding it. This out put can be counted upon if present conditions persist. Regarding the Port of Barletta its loading possibilities are limited to 300 tons or a little more daily since the loading can be done on one side of the ship only.

In view of the eventuality that heavy tonnage ships be sent to Barletta the Port Commander has informed that the port depth is only 4.50 m.

The Direzione Generale has issued instructions to the Salt

AC/24.1

Mines of Margherita di Savoia to forward to Parletta by rail a supply of salt so as to create a deposit on the quay of that port. Up to now it has been impossible to do so because of the lack of wagons, but since the I.S.R. Compartimento di Bari has increased the number of rail wagons allotted it is believed that the creation of the a/m deposit of salt has already begun or is about to begin.

To better the movement of salt from Margherita di Savoia the Direzione Generale has provided to:

- a) obtain an increase in the allocation of rail wagons;
- b) obtain an increase in coal assignment from the Ministero dell'Industria e Commercio.
- c) changed two electrical elevators to mechanical for the loading of salt.

The frequent and lengthy shut off of electric power is still an obstacle to the service, and so is the scarce quantity of diesel oil allocated which does not permit to put into operation the emergency diesel generator of the mine. Presently something is being done to eliminate these inconveniences.

Rome 23 Dec. 1945

The Capo Tecnico
Fabiani

*This is incorrect as wagons are
placed at M. di Savoia but
that they are
placed at M. di Savoia
in conformity with the
presently*

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Rome 23 Dec. 1945

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Fabiani

*This is incorrect as happens are
placed at M. di S. Antonio. but
that they are
in conformity with the Ministry
not loaded by 8333.
d. S. i.
11/1/46*

ALLIED FORCE HEADQUARTERSNov 5/49MOV & TN21 Dec 49Tel: FREEDOM 419Subject : Dumping of Ann.To : HQ Movements, BARI (2)

1. Further to our letter of even reference dated 1 Dec.
2. Regulations regarding safe depths for dumping, as quoted in Para 9, are NOT applicable to Chemical Warfare ammunition, which must be disposed of in water exceeding 250 fathoms in depth in an area 20 miles from nearest land, 10 miles from nearest shipping route and clear of submarine cables and fishing grounds. Such an area could be indicated by Captain i/c TARANTO.
3. C.7. Weapons as listed in Para 3 will not now be dumped pending further instructions from this HQ, as the use of towed L.C.Ts during winter conditions is not recommended by C.7. technical officer.

H.M./D.C

Copies to :

- C in C Med.
- P.S.T.O. Med.
- M.T.R. Med.
- S.S.A.
- C (Acint).
- C (AE)
- Ord (D) Arm
- D.S.T.
- T.T.O.
- C.S.
- 141 H.U. BARI

H. W. Harris Capt. R.E.
 H.W. HARRIS, Capt.,
 for Brigadier,
 D.O.M.G. (Nov & Tn).

8332

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3. C.W. Weapons as listed in Para 3 will not now be dumped pending further instructions from this HQ, as the use of towed L.C.Ts during winter conditions is not recommended by C.W. technical officer.

H.M.D.C

Copies to :

C in C Med.
 P.S.T.O. Med.
 M.T.T.R. Med.
 S.S.
 C (Maint).
 C (AE)
 Ord (B) Ann
 D.S.T.
 T.T.O.
 C.S.
 141 M.U. BARE
 214 Gp R.A.F. MARINES.
 67 E.U. MAR
 HQ RAF Movements DATA
 HQ Allied Commission for Tn Sub Commission.
 Air Force General Depot, MARINES.
 (Att Mov & Tn Sec).
 Director of Harbour Craft, MARINES.
 S.H.C. (Movements) R.A.F., ITALY.

8332

H.M.D.C.
 H.M. HARRIS, Capt.,
 for Brigadier,
 D.O.M.G. (Mov & Tn).

AC/24.1

Tel. 534

HEADQUARTERS ALLIED COMMISSION

MPL/lr

APO 394

Transportation and Shipping Sub-Commission

AG/593/39/Tn.3

14 December 1945

SUBJECT : Dumping of Chemical Warfare Amn. at Manfredonia
and Barletta.

TO : Direzione Generale della Marina Mercantile,
Ispettorato Funzionamento Porti
(Attn. Col. Lauricella)

1. Reference attached copy of AFHQ letter Mov 5/49
of 1 December.

2. Your attention is drawn to para 2 (one load of
CW bombs to be dumped in sea from Manfredonia) and paras
3 and 4 (for dumping of 1678 tons from Barletta).

3. You are requested to inform the Port Authorities
of these operations which are due to start almost immediately.

For the Director:


M.P. LARAMAN
Major, R.E.

Copy to : Port & Whse Div. 

Encl. AFHQ ltr. Mov 5/49 of 1 Dec.45

8331

'Q' (MOVEMENTS)

GHQ CMF

Mov 5/49

4 Dec 45

Subject : Dumping of Ammunition.

To : H.Q. Allied Commission.
(Attn Transportation Sub-Commission)

Tel: Freedom 318

419

1. It is understood at this H.Q., that there are 4 Italian Operated "Z" Craft lying idle at ANCONA.
2. There are large quantities of ammunition in 25 AAD ANCONA, and it is requested that these craft be made available for dumping ammunition at sea.
3. The dumping would be carried out under the supervision of Army personnel.
4. In view of the urgency of the disposal of this ammunition, it would be appreciated if an early reply can be given.

HWH/MS

Copy to : Q(Maint)
Q(AE)
Ord(B)
Tn(B)

H.W. Harris
H.W. HARRIS, Capt.,
for Brigadier,
DQMG (Mov & Tn)

8320



HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food and Agriculture Sub-Commission

KJC/ig

10th November 1945.

TEL : 466
REF : 51-7/79 /Food
SUBJECT : Wine
TO : HQ. A.C. Tn.S/C, Warehouse & Forwarding Section,
(Attn.Mr.Crooks)

1. Some time ago the Ministry of Food sent a representative to Apulia to investigate the possibility of securing warehouses in the port areas to hold wine pending shipment. The purpose of the effort to secure the warehouses was to avoid delays in loading which occurred when loading had to be coordinated with the arrival of wine by rail from points distant from the port.
2. Attached is one page from a translation of the Ministry's report covering the situation at Brindisi. You will note that the Ministry states that a block of warehouses belonging to S.A.Filtrinelli exists in the port and were requisitioned by A.C. but are being put to no useful purpose.
3. We will appreciate it if you will advise us whether the warehouses referred to could be derequisitioned. In the event that they can be derequisitioned we will advise the Ministry and see whether they can make some arrangements to have the warehouses taken over by an organization that would use them, in part at least, for warehousing wine pending shipment.

K. J. Merritt
JAMES M. MERRITT,
Director

Food and Agriculture Sub-Commission

Copy for info. to:

Ministry of Food, (Attn.Sig.Muretto)

8329

Having contacted at Bari De Pasquale of the Ispettorato delle Puglie, that he might help me in setting up a report on the port situation, especially as regards an inventory of warehouses, for the purpose of guaranteeing in each port, according to the wish of the Allied Commission, a number of premises with an approximate 1500 tons capacity for wine ready for loading.

The Allied Commission would assign vessels only when there existed deposit of wine ready which would not delay too long the loading operations, and avoid also the inconvenience that the vessels sail with incomplete load, as has been verified more than once.

On the causes of ~~inadequacy~~ ^{inadequacy} in loading vessels I have made a special report.

Before leaving Bari on my tour of inspection, requested by Mr. France I contacted Maj. Taylor and Lt. O'Leary with whom I had a long conversation on this matter and on all that concerns the wine question in general.

GALLIPOLI

I went to Lecce with Dott. Passacantando of that section and Dott. Pascalis of the Ufficio Trasporti, and examined the situation of the port of Gallipoli, which I visited compiling the following data:

1. Port Warehouses - They comprise 3 covered premises closed by lift-gates, answering to the following characteristics:

1 large room about 344 square metres with an approximate capacity of 75 tons of wine in barrels.

1 large room about 280 square metres with an approximate capacity of 65 tons of wine in barrels.

1 large room about 315 square metres with an approximate capacity of 70 tons of wine in barrels.

The first two came under the Royal Navy (Regia Marina) which should release them in a couple of months time, the third is used as a grain warehouse by the Consorzio Agrario of Lecce which holds a contract on it up to March 1946.

The proprietor of the establishment is the S.A. SILOS and FRIGORIFERI of Naples who have given over the management of it to the Bank of Naples.

2. The Cav. Giovanni Fontana Warehouses - situated in Corso Roma at 1 kilometre from the port in the building of the ex Minfi and Arlotta factory. They are divided into several large rooms and have a total capacity of about 450 to 550 tons. They are in the hands of the Polish Army that uses them as a deposit for miscellaneous goods.

3. Eredi Fill. Peruccio Warehouses - Situated near the end of the Corso Roma and about one and a half kilometre from the port they have a total capacity of about 250 to 350 tons. At the present moment they are in the hands of the Polish Army that uses them as premises for motor car driving school.

8328

4. Fill, D'Elia Warehouses - They extend from about the beginning of Corso Roma as far as the port Fountain, they are used as a wood depot and have a total capacity of 200 to 300 tons.

All told therefore the warehouse in the port of Gallipoli have a total capacity ranging from 1,100 tons to 1400 tons according to the capacity of the barrels.

BRINDISI

At Brindisi the situation is as follows:

In the port itself there is a block of warehouses belonging to S.A. Feltrinelli with entrance on via Perrino or Ferruccio.

On quay number 4 there are:

1 large shed about size 36 by 10 metres, covered and closed in its circumference by walls and fences which could hold about 100 tons of wine in barrels (about 200 barrels) at present about one third of it has been assigned to the Federport which has set up a grain depot while the other two-thirds are empty.

1 shed about size 16 by 8 metres divided into two naves, with an approximate capacity of 60 tons of wine in barrels (about 150 barrels)

2 sheds, double naved, about size 24 by 8 metres with a 100 ton capacity each, and a total capacity of about 200 tons of wine in barrels (about 400 barrels)

2 sheds divided into 4 naves size 16 by 24 with roughly a 200 ton capacity each and totalling about 400 tons of wine in barrels (about 800 barrels)

1 shed, double naved, about size 20 by 8 with roughly an 80 ton total capacity of wine in barrels (about 160 barrels) All told it would be possible to warehouse:

1700 barrels totalling roughly 850 tons.

The establishments are situated on quay N.4 and are supplied with a connecting junction both on the side facing the land and that facing the sea.

Proprietor of the building is the S.A. Feltrinelli, or better, the proprietor is the Accademia del Licei of Roma, as the heredity of Comm. Feltrinelli who originally let them as a legacy to the ex Accademia d'Italia. They were then requisitioned by the Allied Commission, and it seems they are put to no use by the latter as there is no goods at all in them.

I contacted Dott. Saletti, Director of the Bari branch of the S.A. Feltrinelli who told me he had the intention of taking over the large covered shed as a timber warehouse, in view of the arrival in timber trade, but that for the moment would not require the other sheds.

BARI

The situation of the port of Bari is much more complicated as the warehouses have been damaged by the explosion that took place a few months ago, so

that it is impossible to utilize them; repairs would be very expensive and would require much time, so much, so that the Allies for their own use thought it better to build sheds of corrugated metal.

The silos could be made use of but they are occupied by the Allies, and used as a depot for UNRRA goods and are managed by the Consorzi Agrari.

In the "Fiera del Levante" zone there are, besides other undulated metal sheds, also the exhibition rooms, where 1500 tons of wine could be easily sheltered but these too are utilized by the Allied Commission.

In the case in which said places are put into use, it is to be noted that the sea-bottom just in port of the "Fiera del Levante" is 6 or 7 metres deep and that, in the past, some petrol tankers have berthed there and unloaded.

I contacted Col. Lauricella, sent from Rome to put Apulia ports into efficiency and he told me that according to him it will be very difficult to obtain from the Allies even a partial availability of the abovementioned premises.

During the same conversation I spoke with Col. Bollo, who is the commandant of the Bari port authorities, and he told me that only a small portion of the port will be made available to the Italian Government, whereas the greater part will remain at the disposal of the Allies, and he stressed the fact that he absolutely excluded the possibility of the part of the port reserved for the Italian administration being used for the loading of wine, as it would be used only for unloading goods and loading, without considering the fact that the loading of wine requires much time, and it would badly congest the traffic.

On the other hand the port of Bari has not a big production of wine and therefore it would be better to use schooners, thus favouring the exporters' desire, who would in this way avoid shipping the wine to Bari by rail or other means and they could load it in other minor ports along the coast.

T A R A N T O

At Taranto warehouses are very scarce and only the following have a certain capacity, as the others are of very limited dimensions.

Rispoli Warehouses - Without any connecting junctions at 500 metres from the port, with a 200-300 ton capacity for wine in barrels and at present requisitioned by the NAAFI/EFI.

GENERAL REMARKS

On observing the situation I think it is a very difficult task to set up deposits in all the ports, as with the exception of Brindisi, all the warehouses are in the hands of third persons who, if they are the Allies, will not release them, and if they are civilians will defend their interest to the utmost, unless an order from the Allied Commission or the Ministry intervenes.

From the conditions of the wine production in "pulia it is easy to observe that the ports with the most traffic should be Brindisi and Gallipoli, as the other provinces (Foggia, Bari, Taranto) produce small quantities of wine.

Another difficulty arises from the fact that it is not possible to have a general single deposit, instead of several deposits situated at an inconvenient distance from one another, a thing, this latter which requires several watchmen for each one, causing their administration to become too expensive and difficult to organize.

Another problem to be solved is that pertaining to the management of the deposits.

This latter could be given to:

- a) the Seprals
- b) the Consorzi Agrari
- c) the Consorzi di produttori ed esportatore (producers & exporters)
- d) the Organizzazione dei commercianti (organizers of merchants)
- e) the shippers.

The natural warehouse administrators should be the Seprals, which could also overcome the financial difficulties, by requesting the exporters to pay rent which will cover also the general expenses, including insurance of premises and quantities of wine therein deposited insurance against fire, theft and eventually against shrinkage, loss, breaking of barrels and so on.

In such a case a specialized and honest personnel must be taken on. Each person in charge should dedicate himself to his activities in a most thorough way and with spirit of sacrifice. Such activities often require night work and work on holidays in order to avoid the Seprals complications and contestations.

In the specific case of the Consorzio Agrario one cannot but observe that the many fold functions assigned to them at the present time have shown, if not an outright deficiency, certainly an insufficiency in organization. Therefore I don't deem advisable to burden them with this new charge which would have to be carried out with timeliness and absolute regularity.

There remain the other listed categories to be examined i.e. the Consorzi dei Produttori ed Esportatori (Consorzi of Producers & Exporters) the organizations of merchants and shippers, but in such case besides the Seprals having the obligation of keeping a control personnel these former organizations, eventually managers, would acquire an autonomy which would not always be an agreement with the suitable policy of the Ispettorati Regionali dell'Alimentazione and the Seprals.

Any how amongst the above mentioned organization the best for this purpose would be the shipping agents, who on account of their economic functions would provide better loading operations, owing to the necessity of specialized personnel.

In order to estimate the capacity of the deposits I have taken into consideration, for the closed ones, the necessity of learning aisles which consent shipping and regrouping the barrels, whereas for the sheds I have kept the figures a little higher as there are no external walls and therefore no necessity for aisles.

The barrels can be lined up, in the direction of the width of the building, divided into files according to the firms that have deposited the wine.

Moreover the numbers of the barrels cannot be calculated in advance as the capacity varies with the capacity of each barrel (3 or 7 hectoliters) Anyhow I kept to an average of 5 quintals per barrel.

I calculated the number of barrels on a single tier, as in my opinion the loaders would refuse to deposit their wine on several tiers in order to avoid any damage, even in the deposit, considering that on board ship they are often subject to a large shrinkage and damage, both during loading and discharging operations and during the voyage.

Before leaving for Rome I went to see Mr. France in Bari to report to him what data I had gathered on the warehousing question and possibilities of loading wine.

His opinion is that it will be very difficult to obtain, at least for the moment, Allied Warehouses to use for deposits, he was particularly interested in the wine market situation, as per my report, taking note of the data therein supplied by me, and in the warehouse situation, and he begged me to let him have both written reports as soon as they are compiled.

Both during my trip and in the visit I paid, Mr. France was very helpful & kind as were also the officers of the A.C. of the Ispettorato di Bari and the Seprals.

signed

Gastone Lironcurti

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/34/17/Tn6

RVM
30 November 1945

SUBJECT: Handover of Port Equipment - Bari, Brindisi, Taranto
TO : Mr. Stanley P. France
Senior Transportation Officer
Bari

1. Reference your letters S/7/2580, S/7/2581, S/7/2582, all of 28 November 1945.
2. We acknowledge receipt of six copies of signed pro formae covering tools which were handed over, on loan, to the Italian Port Authorities at Bari, Brindisi and Taranto.

For the Chief:

U. A. GHILARDI
Operations Branch
Ports & Warehouse Division

AC/24.1

* 8323

2. Amplifier
Output - 1000W

3. Amplifier
Output - 1000W

4. Amplifier
Output - 1000W

To bring up to the required standard, the above vehicles and appliances require space and attention as follows:-

(a) Auto Run - Plate 833

Batteries 20 x 5 - 4
Tubes 12V - 4
Tubes 12V - 2

(b) Auto Run - Plate 834

Batteries 20 x 5 - 2

(c) Auto Run - Plate 835

Batteries 20 x 5 - 1
Tubes 12V - 6
Tubes 12V - 6

(d) Auto Run - Plate 836

Batteries 20 x 5 - 1
Tubes 12V - 7
Tubes 12V - 7

(e) Auto Run - Plate 837

Batteries 20 x 5 - 2
Tubes 12V - 2
Tubes 12V - 2

(f) Auto Run - Plate 838

Batteries 20 x 5 - 1
Tubes 12V - 4
Tubes 12V - 4

8322

The plates of (d), (e), & (f) are at present undergoing repairs to engines in the auto workshop.

AC/24.1

(4)

(a) QAR - Mint 1100

Batteries 12 V	-	1
Tubes, 550 x 15	-	5
Tubes inner	-	5

(b) QAR - Mint 0056

Batteries 12 V	-	1
Tubes, 550 x 15	-	5
Tubes inner	-	5

(1) Motor Cycle - Perella

Batteries 6 V	-	1
Tubes, 5.25 x 19	-	2
Tubes inner	-	2

(3) Motor Cycle - Perella

Batteries 6 V	-	1
Tubes, 5.25 x 19	-	2
Tubes inner	-	2

(14) Motor Cycle (comb) - Perella

Batteries 6 V	-	1
Tubes, 5.25 x 19	-	5
Tubes inner	-	3

(1) Motor Cycle (comb) - Perella

Batteries 6 V	-	1
Tubes, 5.25 x 19	-	5
Tubes inner	-	5

(14) Motor Cycle - Mint 1100

Batteries 6 V	-	1
Tubes, 5.75 x 20	-	5
Tubes inner	-	5

(15) Flarebox

Batteries 12 V	-	1
----------------	---	---

(c) Equipment Required

Large electronic, Bellman type, complete	-	8
Antenna, 100ft	-	5
Modem & Radio, 5', none	-	2
Power station, 2 Gal	-	12
" " " " " "	-	35
Radio and Antenna, 3 Gal	-	6

Batteries 6 v	-	1
Wires, 3.25 x 19	-	2
Tubes inner	-	2
(3) Motor Cycle - Penalla		
Batteries 6 v	-	1
Wires, 3.25 x 19	-	2
Tubes inner	-	2
(4) Motor Cycle (1000) - Penalla		
Batteries 6 v	-	1
Wires, 3.25 x 19	-	3
Tubes inner	-	3
(5) Motor Cycle (1000) - Penalla		
Batteries 6 v	-	1
Wires, 3.25 x 19	-	3
Tubes inner	-	3
(6) Motor Cycle - Penalla		
Batteries 6 v	-	1
Wires 4.75 x 20	-	3
Tubes inner	-	3
(7) Motor		
Batteries 12 v	-	1
(8) Equipment Required		
Lamps electric, Hallogen type, complete	-	3
Mires, 1000	-	6
Radio 6 Radio, 3", 200	-	2
Power wires, 2 gal	-	12
" " , rolls	-	36
Soft cold water, 2 gal	-	6
" " , rolls	-	18
Leads wires, 30%	-	2
(9) Hose		
Quantity held, serviceable	-	300 metres
" required	-	3,700 metres
(To complete to requirement of 4,000 metres)		
(10) Gas Mixing Compound		
Quantity required	-	750 gals

8321

5

3 require -
(photos by agent)

sets B.A. (photo)
recovered - 3

12 cylinders cannot be provided for the Italian team, a further five sets
B.A. (photo) are recommended. Arrangements to be made for the recovery
of cylinders.

17th Oct 45.

Wiley Major,
DADAFS,
HQ 3 District.

83320

Subject:- Cotton Cargo- S/S "Robin Taxford"

Senior Tn Officer AC, BARI,
Tel: 14261
Ref: S/6/1968

9 October 1945

To:- H.Q., Allied Commission
Tn. Sub-Commission
Ports & Warehouse Div.,
A.P.C. 394

1. Reference your letter AC/17/30/Tn6 dated 25 Sept.45.
Attached hereto is memorandum Ref. BA/PI/1/5 with
attachments, from Lt.O'Leary, in regard thereto.

cc. Lt.P.M.O'Leary
Liaison Officer, (Food)
BARI.

Stanley P. France
STANLEY P. FRANCE,
SENIOR Tn OFFICER,
ALLIED COMMISSION,
BARI.

Encl: As stated.

SPF/BM

8319

AC/24/1
AC/17/3

ALLIED COMMISSION
LIAISON OFFICE
B A R I

8 October 1945.

REF. : BA/PL/1/5

SUBJECT : Cotton Cargo - S/S "ROBIN TUXFORD"

TO : Mr. S. P. France
Senior Tn. Officer
Bari.

Reference is to letter AC/17/30/Tn6 of 25 Sept. '45 addressed to you by Ports & Warehouse Division.

1. The cotton in question was agreed between Hq. A.C. and W.S.A. for Naples discharge.
2. Discharge of the other cargo at Bari required that the cotton be temporarily off-loaded. This was done by Movements on instructions of W.S.A.
3. Following protest of ship's Master that some of the cotton was being re-loaded in a wet condition, W.S.A., Bari, telephoned to me requesting that I take measures to safeguard it, and stating that while off the ship in Bari, the cotton was the responsibility of A.C. and I.C.E. I stated clearly that I disagreed with this view, and that the only responsibility I would accept on behalf of A.C. or I.C.E. was that of requesting delivery at Bari instead of Naples if this be required to prevent further damage.

Upon word of the Master that there would be no danger of fire aboard through internal combustion, and upon receipt of competent Italian advice that it would not be appreciably damaged through wetting, the cotton was re-loaded for Naples as agreed.

4. Letters of W.S.A. Agents and I.C.E., Bari, appertaining are attached.

Enclosures.

McLeary Lt.
Liaison Officer (Food)
8348

C O P YLADISA
BARI

26 Settembre 1945.

RaccomandataIstituto Nazionale
Commercio Estero - I.C.E.
B a r i .s/s "Robin Tuxford"

Riceviamo la seguente lettera dal Comandante di questo vapore:

" This is to notify you that a quantity of cotton said to be consigned to Naples was discharged from this vessel into open lighters. Last night, as you know, heavy rain was experienced at Bari. This morning said cotton came alongside of this vessel to be re-loaded. Please be advised that we are loading said cotton under protest only, as it is in a wet condition. If this does not meet with your approval send word to stop loading immediately. At the same time parties interested in this cotton should be notified."

Poiche' la merce sbarcata e' stata a Voi consegnata siamo costretti girare a Voi le proteste del Comandante facendo salva ogni nostra responsabilita' per eventuali danni che potessero derivare a chiunque dal fatto che Voi non avete bene curata la conservazione dalla pioggia di questa merce.

Tanto per Vostra norma e distinti saluti.

"LADISA" S.R.L.
L'Amministratore
(signature)

Copy to: Allied Commission - Bari
War Shipping Adm. - Bari.

9317

TranslationI.C.E.
BARI .

28 September 1945.

Registered

No. : 1559
SUBJECT : S/S"ROBIN TUXFORD"
TO : IADISA, Bari.

Ref. is to your letter of 26 September 1945.

Please take note that we cannot receive your protest relating to the damage which may be produced, to somebody concerned, by the circumstance that the bales of cotton which were provisionally discharged are in a wet condition: we decline whatever responsibility on that behalf.

Our representatives received order from us to ascertain the quantities discharged only because it might have been useful to have those particulars in case the cotton - entirely or partially - might have been not reloaded, either for a change of the ship's itinerary or for other reasons. Nobody had invited ourselves to receive the cotton, and to take care of it, and the goods in question were, therefore, to be considered as being entrusted to your Company.

I.C.E. - BARI
(signature)

Copy to: Allied Commission
Port Liaison Office
Bari.

War Shipping Administration
Bari.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/30/Tn6

RMB/mvm
25 September 1945

SUBJECT: Cotton Discharged at Bari

TO : Mr. S. P. France
Port Liaison Officer
Bari

1. It has been reported that some cotton recently discharged there into barges was left uncovered and has been damaged by rain.

2. We would like to have a full report from you in order that responsibility for this neglect may be established.

R. M. BAZZANELLA
Ports & Warehouse Division

8316

Subject:- Re-classification of Ports of Bari, Brindisi and Taranto.

Senior Tn Officer AC, BARI,
Tel.: 12519,
Ref.: S/7/1928

6 October 1945

To:- H.Q. Allied Commission,
Ports & Whse. Div.,
A.P.O. 394

General.

1. W.e.f. 1 October, 45, the above ports were re-classified as follows:

<u>BARI</u>	"D" to "C"
<u>BRINDISI</u>	"C" to "A"
<u>TARANTO</u>	Mercantile Port - "C" to "A" (Arsenale remains "D")

Commitment.

2. It is estimated that the Italian commitments for port clearance will amount to the following:-

<u>BARI</u>	1,200 Tons General Cargo per day (maximum)
	800 " Coal "
<u>BRINDISI</u>	500 Tons General Cargo per day (maximum)
	500 " Coal "
<u>TARANTO</u>	300 Tons General Cargo per day (maximum)
	1000 " Coal "

Port Clearance.

3. Arrangements have been made for port clearance of civilian supplies by rail and road transport. In brief, the procedure for road transport in the three ports will be as follows:
Consorzio Agrario would make an advanced bid for transport direct to E.N.A.C., with copy to Capitano di Porto, at Noon, daily. At 1800 hours daily the Capitano di Porto will forward complete indent to E.N.A.C. for the following day's requirements with amendments which may have arisen since the original

BARI
BRINDISI
TARANTO

"D" to "C"
 "C" to "A"
 Mercantile Port - "C" to "A"
 (Arsenale remains "D")

2. Commitment.
 It is estimated that the Italian commitments for port clearance will amount to the following:-

BARI
 1,200 Tons General Cargo per day (maximum)
 800 " Coal

BRINDISI
 500 Tons General Cargo per day (maximum)
 500 " Coal

TARANTO
 300 Tons General Cargo per day (maximum)
 1000 " Coal

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Additional P.O.L. requirement of E.N.A.C., to provide increased road haul, has been met.

Labor.

Details of Italian civilian personnel employed by I.W.T. and 1019 Port Maintenance Company in the three ports have been handed to the appropriate Italian authorities. Technicians and trained personnel necessary for the continued operation of port equipment will be transferred to Italian payrolls w.e.f. 1 Oct., 45.

AC/24,1

Sheet No. 2

Quay labor in general will report to the local Compagnia Portuale where they would be considered for employment and absorbed as required. (It should be pointed out that it is not the wish of Italian authorities to take on their books many more than might be required by them over a six months' period, for according to Italian custom, once they were accepted for employment, they would remain members of the company and be entitled to all benefits).

There appears to be adequate pools of labor for compliance with the civil commitments in all ports.

Port Security.

5. Italian policing systems have been installed to replace military guards where necessary.

Harbour Plant and Craft.

Fuel and Lubricants.

6. Arrangements have been instituted for supplying P.O.L. and Coal requirements for cranes, tugs and other equipment in the civil operated areas of the ports.

Port Equipment.

BARI

(a) Enclosed herewith are six copies of signed inventories (Nos. 1 and 2) in respect of one tug and five Minca Barges, handed over, on loan, to the Italian Captain of the Port, Bari, w.e.f. 1 Oct. 45. All pro formae have been countersigned by the writer for A.C.

(b) Enclosed herewith copies (6) of signed pro formae in respect of plant handed over, on loan, to the Italian Captain of the Port, Bari, w.e.f. 28 September, 45.

It should be noted that Floating Crane S.946 is owned by SICAM, and is held under S.S.T.O. requisition dated 16 October 43. The S.S.T.O. has been advised of the transfer.

Chaseside Tractor No. C.M.C. 12 is at present undergoing overhaul, and will be handed over as soon as the work is completed.

BRINDISI

(a) Enclosed herewith are six copies of signed inventories covering following harbour craft and equipment handed over, on loan, to the Italian Captain of the Port Brindisi, w.e.f. 1 Oct. 45. Inventories have been countersigned by St. Lewis as A.C. Repr.

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1 Oct. 45. Inventories have been countersigned by Lt. Lewis as A.C. Repr.

Tanac Tug V 23
" " V 92

Minca Barge No.	M 162
" "	M 164
" "	M 165
" "	M 182
" "	M 189
" "	M 312 & M 440
" "	M 161 & M 456
" "	M 546

Sheet No. 3

R.C.L.	No. 5
"	" 35
"	" 302
"	" 306
"	" 307
"	" 408

Army Inspection Books in respect of above craft.
Tanac Tug Spares.

TARANTO

Enclosed herewith are six copies of signed pro formae covering the following harbour craft and equipment handed over, on loan, to the Civilian Port Authorities on 27 September, 45:-

Cargo Handling Gear
Cranes, Trucks and Trailers.

7.

Supplies and Replacement Parts.

Italian Port Captains will indent for stevedore gear supplies and replacements, tools, etc. The 1019 Port Maintenance Company will fill only such indents as have been approved by A.C. It is therefore proposed to forward these indents (which the Italian authorities have been requested to make up on a monthly basis) to H.Q., A.C., Rome for final authorization to the Italian Ministry of Marine.

8.

Summary of Recommendations.

It is suggested that the three ports be utilized in the following manner:-

TARANTO

- (1) Civil cargoes by schooners and coastal vessels.
- (2) Export of wine.
- (3) One grain ship per month to discharge 3,000 tons.

BRINDISI

- (1) Lightening of two grain vessels per month.
- (2) Civil cargoes by schooners and coastal vessels.
- (3) Export of wine.
- (4) Balkan U.N.R.R.A. supplies.

8313

(Italian general cargoes should be discharged at Brindisi in exceptional cases only).

Cargo Handling Gear
Cranes, Trucks and Trailers.

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(Italian general cargoes should be discharged at Brindisi in exceptional cases only).

BARI

- (1) Discharge balance of grain imports and all general cargo.

Federazione Consorzi Agrari organization, warehouse facilities,

Sheet No. 4

road transportation and railway operational organization,
all point to the program outlined above.

Stanley P. France

STANLEY P. FRANCE,
Senior Tn Officer,
Allied Commission,
Bari.

cc:- H.Q., Allied Commission
Tn. Sub-Commission

Col. Horton Smith Hartley
Liaison Officer
A.C., Bari

Lt. P.M. O'Leary
Supply Officer
A.C., Bari.

Encl. As stated above.

SFF/GT

8312

NOTES ON MEETING HELD 24TH SEPTEMBER 45.

TRANSPORT.

Present.	Chairman.	Mr. S. P. France.	A.C. Transport Officer.
		Lt. O'Leary.	A.C. Port Officer.
		Mr. Putini.	U.N.R.R.A.
		Comm Datt Ing Carlo Montedora) Datt Reg Alfredo Spella.)	E.N.A.C.
		Sig. Guarini.	Federazione Consorzi Agrari.
		Col. Lauricelli.	Ministry of Marine (Italian).
		Col. Bollo.	Capitano del Porto.
		S/Sgt. England.	

The Chairman informed all present that the objects of the meeting were,
(a). to discuss road transport to clear 400 tons per day from Bari civilian area, (b) responsibility for supplying transport, and (c) question of procedure to be set up for indenting road transport.

(1). The chairman asked E.N.A.C. if they were prepared at the present time, and assuming they obtained proper supplies of petrol, oil and lubricants, to clear 400 tons per day from Bari civilian port. E.N.A.C. assured the chairman that they could do this and if necessary exceed the 400 ton mark. Regarding the question of the supply of petrol etc E.N.A.C. stated that despite wires and correspondence as yet no indication of increased allotment had been received. The chairman asked E.N.A.C. to despatch another application to-day and at the same time he would apply to Rome to apply pressure on E.N.A.C.H.Q.

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8311
application to-day and at the same time he would apply to Rome to apply

pressure on E.N.A.C.H.Q.

(2). E.N.A.C. enquired as to the possibility of obtaining an office in the port area. This was discussed and agreed with the Capitano del Porto and in addition arrangements would be made to have E.N.A.C. representatives

at the dock entrances to control vehicles.

(3). The chairman asked who would be responsible for the clearance of the port. The Capitano del Porto would indent for transport to meet requirements on E.N.A.C. and they in turn would be responsible for the clearing of such tonnages as requested;

- (4). Procedure - E.N.A.C. requested that they be given one days notice for transport to be made available. After discussion it was arranged that the Federazione make indents for transport at noon daily for the following day, direct to E.N.A.C. with a copy to Capitano del Porto. At 18.00 hours daily the Capitano del Porto will send detailed indent to E.N.A.C. for following day corrections, if necessary, which may have arisen since the original indent from Federazione. This was agreed.
- (5). Lt.O'Leary mentioned the subject of ships working at night and the availability of transport at short notice. These matters were discussed in detail but it was laid down that lorries would not be specially ordered to the Port unless the cargo was of such a nature as it could not be held on the quay until the following day. Regarding transport at short notice E.N.A.C. assured the Chairman that they would at all times endeavour to meet urgent requirements and pointed out that, as in the past, the local pool of F.S.E. ex WD lorries are available on short notice. It was stated by E.N.A.C. that they anticipated no difficulty as although the figure of 400 tons per day was quoted, they could undertake 6/700 tons per day.
- (6). The commitments of the ports of Taranto and Brindisi, in so far as road transport is concerned, was discussed between Mr. France and Lt.O'Leary, E.N.A.C. and Col. Lauricelli and satisfactory arrangements were made.

C
O
P
YINCOMING MESSAGE

Originator's Reference: S6
Date/Time of Origin : Oct 3/1200A

Message Centre No: F/9880
Date/Time Rec'd: Oct 3/1600A
Precedence: ROUTINE

FROM: ALCOM BARI FROM FRANCE
TO : ALCOM ROME FOR TN SUB COMMISSION AND PORTS & WAREHOUSE DIV.

UNCLASSIFIED.

1. Re-classification of ports of BARI BRINDISI and TARANTO?
2. Re-classification carried out wef 1 October 1945 as follows:

BARI D to C

BRINDISI C to A

TARANTO Mercantile Port C to A (Arsenal remains D)

3. All arrangements completed for port clearance of civil operated areas etc
4. Signed pro formae in respect of plant and equipment being handed over on load to civil port authorities now being assembled for transmittal to HQ
5. Handing over report and relative documentation following.

DIST

ACTION: TN SC (2)
INFO : CHIEF COMMISSIONER
ECON SEC (2)
FILE (2)
FLOAT

8309

AC/24.1

MOV BARI (ACTION) PORT LIAISON OFFICER BARI (INFO)

6392

1 October 1945

ROUTINE

UNCLASSIFIED PD

PARA ONE PD REFERENCE YOUR SIGNAL TWO FIVE SEPTEMBER REGARDING POL
REQUIREMENTS FOR CIVIL OPERATED AREA BARI PORT MATTER HAS BEEN
SUBMITTED TO PETROL SECTION ROME AREA ALLIED COMMAND WHO HAVE ISSUED
INSTRUCTIONS PD

PARA TO MOV BARI FOR ACTION TO PORT LIAISON OFFICER BARI FOR INFO
FROM HQ ALCON DITE ACTPT PAREN

COPY TO : CHIEF COMMISSIONER

ECONOMIC SECTION (2)

COMMERCE SUB COMMISSION

PORTS & SHSE DIVISION (2)

PET. SEC. RAAC AFHQ ROME

TRANSPORTATION SC

G.J. LEONE

CWO U.S.A.

Asst. Adjutant

347

8308

AC/24.1 also AC/13.1

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: S 6

Message Centre No: F/9144

Date/Time of Origin: SEP 261800

Date Time Rec'd: SEP 270940

Precedence: ROUTINE

FROM ALCOM BARI PROMERANCE

TO : HQ ALCOM ROME FOR TN SC AND PORTS & WAREHOUSE DIV

UNCLASSIFIED.

1. Subject coal requirement of CAPITANERIA BARI for steam operated equipment in civil operated area in OCTOBER.
2. Agenzia Marittima FF SS BARI has received no instructions to supply CAPITANERIA against indents.
3. Requirements for October are 40 tons.
4. Request immediate authority be passed to Ministero Industria Commercio Lavoro ROME to authorize Agenzia Marittima to release against indent W.E.L. VK October and monthly thereafter.

ACTION

DIST

TN SC 2
 CHIEF COMMISSIONER
 ECON SEC 2
 CDAL DIV
 FILE 2
 FLOAT

*Col Evans Chief Coal Div
 say everything is under
 control*

27 SEP 1945
 A. C.

8307

AC/24.1 Also 13.1

4599

1 TN 51c

1. G. Movement,
 1000 1000,
 1000 1000/22,
 1000 1000.

CONVERSION OF RAIL PORT FROM "D" TO "G" TYPE.

1. It has been ruled by A.P.H.C. that with effect from 1st October, 1944, there be a "G" type port. This means that a certain type of the port, which has been defined, will be handed back to the Italian Civil Authorities for operation by them.
2. In order to implement this a representative of the Italian Ministry of Marine, Colonnello Lauricelli has been sent to I.M.I. to negotiate the hand-over to the Italian Port Authority.
3. In order to facilitate these negotiations it has been decided to hold a series of meetings to discuss various problems arising, and it is requested that addressees arrange to send representatives to those meetings at which their attendance is requested as indicated below.

4. Programme of meetings:-

(i) Tuesday 13th Sept at 15.00 hours, Subject:- Police measures and Security.

Representatives requested:-

- Port Commandant.
- Docks Superintendent.
- Colonnello Lauricelli.
- Capitano del Porto.
- I.M. Pro Coy (C.M.R.).

(ii) Wednesday 19th Sept at 11.00 hours, Subject:- Transport and Clearance from Civilian operated area.

Representatives requested:-

- Port Commandant.
- Docks Superintendent.
- Colonnello Lauricelli.
- Capitano del Porto.
- A.P. Tn. Officer.
- I.M. Port Officer.
- I.M.I.

(iii) Wednesday 19th Sept at 15.00 hours, Subject:- Stevedore rates.

Representatives requested:-

- Port Commandant.
- Docks Superintendent.

become a "G" type port. This means that a certain amount of the port, which has been confined, will be handed back to the Italian Civil authorities for operation by them.

2. In order to implement this a representative of the Italian Ministry of Marine, Colonello Lauricelli has been sent to LAMI to negotiate the hand-over of the Italian Port Authority.

3. In order to facilitate these negotiations it has been decided to hold a series of meetings to discuss various problems arising, and it is requested that attendees arrange to send representatives to these meetings at which their attendance is requested as indicated below.

4. Programme of meetings:-

(i) Tuesday 18th Sept at 1500 hours, Subject:- Police measures and Security.

Representatives requested:-

Port Commandant.
Docks Superintendent.
Colonello Lauricelli.
Captain del Porto.
L.M. Pro Jay (C.I.).

(ii) Wednesday 19th Sept at 1100 hours, Subject:- Transport and Clearance for Civilian operated areas.
Representatives requested:-

Port Commandant.
Docks Superintendent.
Colonello Lauricelli.
Captain del Porto.
A.S. Tn. Officer.
A.S. Port Officer.
L.M.

(iii) Wednesday 19th Sept at 1500 hours, Subject:- Stevedoring rates.
Representatives requested:-

Port Commandant.
Docks Superintendent.
Colonello Lauricelli.
Captain del Porto.
S.S.S.O.
L.M.
A.S.

Colonello Lauricelli 8306

(iv) Monday 24th Sept at 1430 hours. Subject:- Cargo Handling Gear.

Meeting to be held by Docks Superintendent in his office, no representative will be notified by him direct.

AC/24.1

515

- 2 -

(4) Tuesday 15th Sept at 1100 hours, Subject:- Fuel and Oil Supply for Italian Port Authority.
Representatives requested:-

Port Commandant.
Deputy Superintendent.
Colonello Lauricelli.
Capitano del Porto.
A.C. In. Officer.
A.C. Port Officer.
J.A.P. (A.C. piano servizio).
ORSO Oil Ref Installation.
I.A.

1503. All meetings mentioned above, unless otherwise stated, will be held in the Port Commandant's office, room No. 23 on 1st floor of 54 Area Building.

Distribution.

Q-4 (Sec & In). A.S.H.O.
A.C. In. Sec. Commission. Room.
5 Port Dept. Sec.
H.Q. 54 Area.
Port Commandant. (2)
Deputy Supt.
S.A.T.O.
W.S.A.
M.A.T.
Colonello Lauricelli.
Colonello Glio - Capitano del Porto.
181 Pro Cor (MF).
A.C. In. Officer.
A.C. Port Officer.
UNRA.
Signore Cammotti. (o/o Dock Supt).
G.I.T. (o/a.S.).
ORSO Oil Ref Installation.

Subject:- Docks Clearance at Bari.

Senior Tn Officer AC, BARI,
Tel.: 12519,
Ref.: G/2/1642

18 September 1945

To:- Hq Allied Commission,
for Transportation Sub-Commission,
(Nav-Div Shipping).

1. Reference Para No. 3 of your AC/513/294/Tn 3 of 10 Sept 1945.

2. Deep Water Berths.

It is proposed to use Berths Nos. 16, 17 and 18.
These berths are rail and road served.

Berth No. 16 can be worked to full efficiency only when no interruption takes place by shunting operations in connection with Berths 17 and 18. Ample stacking space is provided at the latter two berths and; if necessary, clearance can be made by road transport without interference to operations at Berth 16.

It is anticipated that Berth 16 will assume major importance in future operations.

3. Lighter Berths.

Berths Nos. 1, 6, 3 and 4 are rail and road served.

4. Coal Berth.

Berth No. 12 is rail served.

5. The proposed berths are not firm at the present time, and are subject to later confirmation.

S.P. France
S.P. FRANCE
S.T.O. AC, BARI.

SPY/RE.

Copies to:- P.L.G. - Bari

Port Commandant - Bari

Road Div, Tn S/O

Nav Div (Road and Rail Branch)

✓ Port and Wharve Div, Tn S/O, HQ AC.

8305

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.1/54/Tn6

RMB/mvm
30 August 1945

SUBJECT: Liberation Bonus for Laborers at Bari

TO : Lt. O'Leary
Port Liaison Officer
Bari

1. For your information, we quote below translation of signal received from the Labor Chamber, Bari:

"Allied Commission Bari Port refuses to pay the 'Liberation Bonus' to the laborers of the third section of the port Stop We beg you to authorize the command to pay the bonus."

2. This matter was taken up with General Matteini, Directorate General of the Italian Ministry of Marine, since it is up to the Ministry to take care of the payment to which the above signal refers.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

T R A N S L A T I O N

BG/ga

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

21 August 1945

From : BARI
To : ALLIED COMMISSION DOCKS SUPERINTENDENT ROME
Message Centre No. F/4568
Date/time of Rec'd : AUG 20 1205
Precedence : Routine

UNCLASSIFIED
ALLIED COMMISSION BARI PORT REFUSES TO PAY THE "LIBERATION
BONUS" TO THE LABOUREES OF THE THIRD SECTION OF THE PORT STOP
WE BEG YOU TO AUTHORIZE THE COMMAND TO PAY THE BONUS. LABOUR
CHAMBER BARI.

DLST

ACTION : TM S/C 2
INFO : FILE

8303

INCOMING MESSAGE

TN

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Message Centre No: F/4568

Date/Time of Origin:

Date Time Rec'd: AUG 20 1305

FROM: BARI

Precedence: ROUTINE

TO : COMMISSIONE ALIATA DOCS SUPERINTENDENT ROMA

UNCLASSIFIED.

COMANDO ALLENTO PORTO BARI RIFIUTASI PAGARE PREMIO LIBERAZIONE LAVORATORI TERZA
SEZIONE PORTO STOP FRECHIAMOVI AUTORIZZARE COMANDO PAGARE PREMIO. CAMERA LAVORO BARI.

DIST

ACTION IN SC 2
INFO FILE

ACTIC



8302

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. NS/24.2/42/Tn6

UAG/mva
13 August 1945

SUBJECT: Discharge of Refined Cottonseed Oil in Bulk

TO : Food Sub Commission
(Att. Major Curran)

1. Reference conversation Major Curran/Mr. Ghilardi.

2. According to advices received from the Ministry of Marine ~~and~~ discharge of bulk vegetable oil at Porto Maurizio (Imperia) is not possible; so far vessels are not allowed to call at ports west of Vado. Furthermore, there is no piping equipment for the discharge of bulk oil direct from steamer. Even if Porto Maurizio were open to traffic, it is to be noted that only vessels of light draft could call.

3. In regard to the port of Bari, according to recent investigation, discharge from incoming vessel direct to rail tank cars is possible, provided vessels have their own pumping equipment. There are rail served berths which can accommodate Liberty type ships, there being a depth of water alongside of about 27/28 feet. The approximate distance from shipside to rail is, we understand, 10 feet. This discharge of bulk vegetable oil is subject, of course, to there being an availability of rail tank cars.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

8301

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.1/21/Tn6

RMB/mvm
3 July 1945

SUBJECT: Lt. P. M. O'Leary - Bari
TO : Mr. Merritt H. Taylor
Director, Transportation Sub Commission

1. In accordance with your notation on buck slip regarding paragraph 12 of Report of Trip to Bari, 18-19 June 1945, submitted by Major Robert H. Klein of the Warehouse Branch, we request that Lt. O'Leary be transferred to the Transportation Sub Commission, attached to the Ports & Warehouse Division, as Port Liaison Officer at Bari, Brindisi and Taranto and that the necessary motor transportation be furnished him.

2. Permit me to take this opportunity to call your attention to the fact that from time to time serious difficulties are encountered in obtaining suitable transportation means for members of my staff who need to make inspection trips.

3. If it would be possible to have one to three jeeps attached to each division within the Transportation Sub Commission, under the supervision of the Chief of the Division, it would greatly assist making the necessary trips which often have to be made on too short a notice to comply with regulations which require that travel orders be filed no less than 48 hours in advance.

R. M. MAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Col. Sieff, Movements Division
Maj. Klein, Warehouse Branch

8300

INTER-OFFICE MEMO

MJS/bjs

Tel. Ext 318

28th June 1945

SUBJECT. Report on trip to Bari 18/19th June 1945
TO. Director, Transportation Sub-Commission.

Ref Major Klein's report, dated 25th June 1945.
to the Chief, Ports and Warehouse Division.

1. Para 12 (a) was put up to the Food Sub-commission for consideration on 8 January 1945 (see attached file with letters at tab A and B). I am still of the opinion that Liout. O'Leary should be transferred to this Sub-commission's strength. I am in agreement with paras b, c and d. I consider that adequate transport should be provided, though not necessarily a jeep.

MJS
M.J. SIEFF, Colonel
Chief, Movements Division.

Copy to Ports and Warehouse Division —

INTER OFFICE MEMO

RHK/rf

Tel. 473700

25 June 1945

Ref. W/6/1196/2n6

SUBJECT : Report of Trip to Bari, 13-19 June 1945

TO : Chief, Ports and Warehouse Division ✓

1. As a result of the meeting called by Col. Legg, of the Food Sub-Commission, to discuss with Mr. Bazzanella and Maj. Klein the losses occurring between shipside and warehouses in the Heel ports, I was ordered to make an investigation by visiting Lt. O'Leary and the Heel ports. It is well recognized by all concerned that Lt. O'Leary is at present assigned as a Food Sub-Commission Officer. It is also realized by those concerned that I am in charge of the Warehouse Branch and that there are no warehouses in the Heel with which I have been ordered to concern myself.

2. Col. Legg stated in the meeting referred to above, that Lt. O'Leary's duty was to look after interests of the Food Sub-Commission in the Heel area. Lt. O'Leary confirmed to me that this was indeed his responsibility, as he understood it, but in addition he stated he was also responsible to Finance Sub-Commission for certain accounting work, as well as for certain investigations he was pursuing for Maj. Shaw, Finance Officer in Naples Commune. Lt. O'Leary stated further that he had certain responsibilities to the Commerce and to the Industry Sub-Commissions.

3. Lt. O'Leary has also acted as the Warehousing and Port Liaison Officer in the Heel area, and as such has received certain instructions and information advices from me. In this capacity he serves in the identical manner as such Warehouse and Port Liaison Officers as are assigned in various military ports as a function of the Transportation Sub-Commission. Examples are Naples, Leghorn, and Ancona. It should be noted that the regions surrounding these three ports have been turned back to the Italian Government for administration in the identical fashion as has the region surrounding the Heel ports. Further, AMG Communes exist for administering those areas immediately adjacent to all the ports thus mentioned, namely, the Heel ports, Naples, Leghorn, and Ancona.

4. By far the greatest portion of Lt. O'Leary's time is spent in port liaison work and in supervising the activities of ICE and the Federazione Italiana dei Consorzi Agrari, both with reference to port liaison and to warehouse operations.

8298

5. Because the Warehouse Branch of the Transportation Sub-Commission has concerned itself primarily with warehousing and port liaison, it is thought accurate to say that it is more familiar and better able to handle problems of this nature than any other department of the Allied Commission. Since Lt. O'Leary is not a Transportation Officer, he does not receive the same instruction and supervision from the Warehouse Branch as do officers doing similar work elsewhere.

6. Lt. O'Leary renders certain accounts and statistics concerning imported civil supplies direct to the Finance Sub-Commission, whereas the other ports and warehouses render their reports to the Accounting Branch of the Transportation Sub-Commission. Lt. Col. Banning, of the Finance Sub-Commission, stated that he agrees it would be far preferable to handle Lt. O'Leary's accounts through the Accounting Branch of the Transportation Sub-Commission in the identical fashion as is done in Naples, Ancona or Leghorn. Lt. Col. Banning further stated that despite Lt. O'Leary's remarks to the contrary, he knows of no responsibility that Lt. O'Leary has for the Finance Sub-Commission, other than stated above.

7. Both Industry and Commerce Sub-Commissions were consulted by me upon my return, and they also advise that Lt. O'Leary has no responsibilities to them, other than the handling of such imported civil supplies as arrived in the Heel ports, for which Lt. O'Leary renders port liaison and warehousing services similar to that done by Transportation Officers in other ports.

8. It is thought that the main reasons for excessive losses in the Heel ports between shipside and warehouses are:

- a. Lack of sufficient military personnel for liaison.
- b. Relatively poor methods of port liaison, which are due in part to the lack of use of procedures developed by experience in other ports.
- c. Extremely poor warehousing facilities and poor control of the warehouses due to the following:
 - (1) No instructions from Headquarters on standard AC warehousing procedures.
 - (2) No advice from Headquarters on probable warehousing facilities needed.
 - (3) Insufficient assistance from Headquarters in securing additional warehouse facilities.

9. Lt. O'Leary stated that he believed Headquarters was not cognizant of the fact that there were actually three military ports in the Heel, namely, Bari, Brindisi, and Taranto, and that they were

many miles separated. He doubted whether Rome realized he was expected to cover these three widely separated ports, using one EM and one OR, with one Jeep and one dilapidated civilian vehicle.

10. It should be noted in passing that the one EM was ordered to be withdrawn, but through my intervention (despite Lt. O'Leary's being a Food Officer), he was attached to the Adriatic Base Command for duty with Lt. O'Leary. It should also be noted that the one OR was transferred on an order originated by me from the Transportation Sub-Commission's strength in Naples to Bari for the purpose of assisting Lt. O'Leary on Port Liaison.

11. Contact was made with Maj. Taylor, the Senior Transportation Officer in the Bari area. He stated that he takes no interest in port liaison or warehousing work, inasmuch as he considers that Lt. O'Leary's duty. He further stated that if he were ordered to interest himself in such matters, he would find it impossible, inasmuch as his present activities occupy his full time. He further stated that he anticipated being withdrawn as of 15 July 1945.

12. In order to rectify the difficulties which I have described above, the following recommendations are made:

a. That Lt. O'Leary be transferred from the strength of the Food Sub-Commission to the Transportation Sub-Commission.

b. That Lt. O'Leary be advised in writing that his duties are only those of the Transportation Sub-Commission reference to port liaison and warehousing, and that he has no direct obligations to Finance, Commerce, or Industry Sub-Commissions.

c. That one additional qualified OR be assigned for permanent duty, handling port liaison in Brindisi under the direction of Lt. O'Leary; that another OR be assigned for warehouse supervision and coordination in Bari, Brindisi and Taranto.

d. That Lt. O'Leary be fully instructed on the practices and procedures of port liaison and warehousing, as currently in operation under the guidance of the Accounts Branch and Warehouse Branch of the Transportation Sub-Commission.

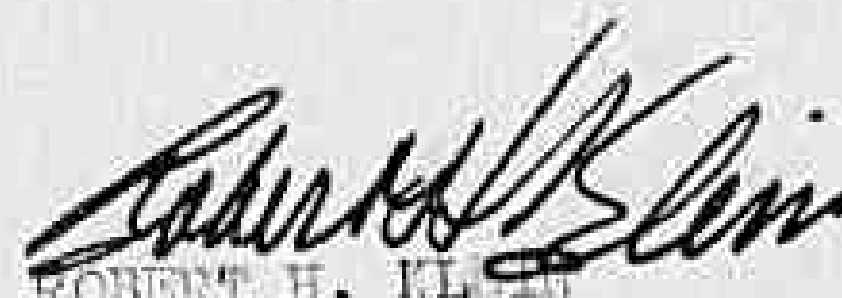
e. That an additional Jeep be permanently assigned to the Port Liaison OR at Brindisi to enable him to properly carry out his functions there, as well as maintain contact with the port of Taranto, which is a less important port for incoming civilian supplies.

f. That the dilapidated civilian vehicle now in use by Lt. O'Leary be replaced by a properly running vehicle.

13. The volume of tonnage of imported civilian supplies handled through Heel Ports for April and May is indicated on the enclosure herewith.

Copy to:-

Director, Transportation S/C
Director, Food S/C
Director, Finance S/C
Chief, Movements Division,
Transportation S/C


ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

2 Encl.

Monthly Review - April
BA/PL/1/11
Monthly Review - May
BA/PL/1/11-A

8295

ALLIED COMMISSION
PORT LIAISON OFFICE
BARI

3 May 1945

Ref : BA/PL/1/11

SUBJECT : Monthly Review - April

TO : Liaison Officer
Allied Commission
Bari

Following is re-capitulation Economics Supply Division
Stock movements o supplies during month of April :

1. IMPORTS

Commodity	Tons
Milk dry	1666
Soup	29
Grain	2451
Wheat Bagged	16389
Sugar	734
Eggs Dried	432
Milk Evaporated	1281
Lard	63
Other	102
TOTAL	23167

2. SEA EXPORT

Meat & Vegetables	661.5
Soup	634.5
Lard	599
Sugar	444.5
Milk Dried	300
Eggs dried	90
Olive Oil	110
Wine	9200
TOTAL	12039.5

3. RAIL SHIPMENTS

Soup	86
Milk	238
Sugar	121
	83.5

8294

ALLIED COMMISSION
PORT LIAISON OFFICE
BARI

3 May 1945

Ref : BA/PL/1/11

SUBJECT : Monthly Review - April

TO : Liaison Officer
Allied Commission
Bari

Following is re-capitulation Economics Supply Division
Stock movements o supplies during month of April :

1. IMPORTS

Commodity	Tons
Milk dry	1666
Soup	29
Grain	2451
Wheat Bagged	16389
Sugar	734
Eggs Dried	432
Milk Evaporated	1281
Lard	33
Other	102
TOTAL	23167

2. SEA EXPORT

Meat & Vegetables	
Soup	661.5
Lard	634.5
Sugar	599
Milk Dried	444.5
Eggs dried	300
Olive Oil	90
Wine	110
	9200
TOTAL	12039.5

3. RAIL SHIPMENTS

Soup	86
Milk	238
Sugar	121
Soap	88.5
Lard	30
	8294

Commodity	
Milk dry	1666
Soup	29
Grain	2451
Wheat Bagged	16399
Sugar	734
Eggs Dried	432
Milk Evaporated	1231
Lard	83
Other	102
TOTAL	23167

2. SEA EXPORT

Meat & Vegetables	
Soup	361.5
Lard	634.5
Sugar	599
Milk Dried	444.5
Eggs dried	300
Olive Oil	90
Wine	110
	9200
TOTAL	12039.5

3. RAIL SHIPMENTS

Soup	86
Milk	238
Sugar	121
Soap	83.5
Lard	30
Other	539.5
TOTAL	1103

s/ P.M.O'LEARY, Lt
Liaison Officer (Food)

WVY

8294

ALLIED COMMISSION
LIAISON OFFICE
BARI

Ref . BA/PL/1/11-A

2 June 45

SUBJECT : Monthly Review - May 1945

TO : Liaison Officer
Allied Commission
Bari

Following is recapitulation Economic Supply Division
Stock movements of supplies during month of May :

1. IMPORTS

<u>Commodity</u>	<u>Tons</u>
Wheat	12300
Fish	1406
Lard	1952
Milk	7209
Sugar	1744
Eggs Dried	640
Soup	1542
Flour	3690
Meat	2033
Other	893
TOTAL	33409

2. SEA EXPORT

Other	151
TOTAL	151

3. RAIL SHIPMENTS

Wheat	400
Lard	13
Milk	838
Sugar	132
Meat	1697
Other	8230
TOTAL	3300

Stock movements of supplies during month of May :

1. IMPORTS

<u>Commodity</u>	<u>Tons</u>
Wheat	12300
Fish	1406
Lard	1952
Milk	7209
Sugar	1744
Eggs Dried	640
Soup	1542
Flour	3690
Meat	2033
Other	893
<u>TOTAL</u>	<u>33409</u>

2. SEA EXPORT

Other	151
<u>TOTAL</u>	<u>151</u>

3. RAIL SHIPMENTS

Wheat	400
Lard	13
Milk	838
Sugar	132
Meat	1663
Other	8230
<u>TOTAL</u>	<u>3300</u>

s/ P.M. O'LEARY Lt.
Liaison Officer (food)

COPY

HEADQUARTERS ALLIED COMMISSION
APO 594
TRANSPORTATION SUB-COMMISSION

Tel. 290
Ref. AC/21/4/Tn6

RME/lml
20 April 1945

SUBJECT : Lieut. O'Leary.

TO : Major C. W. G. Taylor
Senior Transportation Officer
A. G. Bari & Movements East Italy

1. Lieut. O'Leary will probably be relieved from his present duties and it will be necessary for you to make arrangements to have his work taken over either by Captain Hull or Captain Woodcock.
2. Please advise what arrangements you will make.

M. B. THOMAS, Colonel
Deputy Director

8292

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Port and Warehouse Division

RHK/rf

INTER OFFICE MEMORANDUM

Tel. 478700

8 June 1946

Ref. W/5/1077/m6

SUBJECT : Port Liaison - Bari Area

TO : Chief, Port and Warehouse Division

1. Attached hereto is letter of 4 June 1945, reference BA/PL/1/11 A, from Lt. O'Leary, Port Liaison Officer, Bari.
2. Lt. O'Leary's position is slightly anomalous and has been so for some time.
3. There are several transportation officers assigned in Bari, but Lt. O'Leary, whose basic assignment has been Food, accounts for the warehouse branch in precisely the same manner in Bari as do our warehouse and Port Liaison Officers in such places as Naples, Leghorn, Ancona, Genoa, or Venice.
4. Under these circumstances, Lt. O'Leary's letter must be carefully considered and a decision reached in reference to his request for additional personnel. It should be borne in mind that cargo losses in Bari and satellite areas are higher than elsewhere in Italy. Only recently over 10,000 cases of milk were lost from a single vessel.

Copy to:-

Deputy Director Transportation S/o
(Attn.: Col. Thomas)
Food S/C (Attn.: Lt. Col. Imrie)

1 Attachment

As per para 1 above.

Robert H. Klein
ROBERT H. KLEIN
Major Med. Adm. C.
Port & Whse. Div.

8291

ac/24/1116-Bari

ALLIED COMMISSION
LIAISON OFFICE
B A R I

4 June 1945

REF. : DA/PL/1/11 A

SUBJECT : Port/Food Liaison - Bari Area

TO : Food Sub-Commission
Hq. Allied Commission
APO 394

2 : Port & Warehouse Division
Transportation Sub-Commission
Hq. Allied Commission
APO 394

Reference recent expressions of dissatisfaction with conditions in this area, the following is presented for consideration:

1. In August of 1944 A.C.C. was withdrawn from the heel provinces, with the exception of Bari. This left me with accounting, shipping and a portion of the supply responsibilities for six provinces, including the ports of Brindisi, Bari, Taranto, Gallipoli and Barletta.

2. As of 1 September 1944 warehouses and food supply stocks were turned over to the Consorzio Agrario as ordered. Subsequent orders, through administrative and food channels, were to the effect that the progress of turning over work and responsibility to the Italians must be speeded up. Both authority and personnel were withdrawn - until early in 1945 I was left with one enlisted man and the designation of "liaison". One O/A has subsequently been added.

3. During the same period the flow of supplies, the volume of reports and paper work in general, as well as the amount of direct action required of this office by the various Sub-Commissions continually increased.

Since being assigned here in December 1943 I have constantly urged that the volume of work was too great to be handled efficiently by one officer without at least a skeleton staff of military personnel.

When I suggested to the Senior Supply Officer, Apulia, in January 1944 that Port and Warehousing was a full time job without distribution, transportation and accounting, I was assigned as Assistant Supply Officer.

When I pointed out to the Regional Supply Officer, Region II, in the Spring of 1944 that there were three officers doing the same work on a considerably smaller scale at Taranto and asked for an adjustment, I was relieved of three enlisted men by Region II Headquarters. I was never again able to maintain a constant shift at Bari Port to

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1. In August of 1944 A.C.C. was withdrawn from the heel provinces, with the exception of Bari. This left me with accounting, shipping and a portion of the supply responsibilities for six provinces, including the ports of Brindisi, Bari, Taranto, Gallipoli and Barletta.

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Since being assigned here in December 1943 I have constantly urged that the volume of work was too great to be handled efficiently by one officer without at least a skeleton staff of military personnel.

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After the other ports were added in September 1944, I constantly lobbied for help and pointed to the records as justification. I conferred with Bari Port Commandant and he pushed the matter through Area to Region Headquarters. I was informed by Southern Region and Bari Zone that the Italians must be made to do the work.

During the progress of the sea export program to Leghorn and Ancona, I asked all concerned for help. Transportation referred me to Food. Food referred me to Region. Region was unable to prevent the withdrawal of two of my three remaining enlisted men - or of their replacements three weeks later.

4. At the present time the volume of shipping is such that the amount of paper work, emergency trouble shooting, and necessary contacts with movements over the area comprising Bari, Brindisi, Taranto and Lecce, renders direct supervision and control of Consorzio and I.C.E. activities impossible.

It is requested, therefore, that a coordinated definition of the responsibilities attaching to Port/Food Liaison in this area be forwarded.

If more than Liaison and general supervision is desired, may consideration please be given to personnel requirements.

/s/ P.M. O'Leary Lt.
Liaison Officer (Food)

*Ports - Bari*INTER OFFICE MEMO

Tel. 290
Ref. AC/24/16/Tn6

RME/AMM
7 June 1945

SUBJECT: Supply Security-Your ref. #/5/1052/Tn6

TO : Warehouse Branch
(Att. Major R. H. Klein)

1. We are returning herewith file of correspondence on the above mentioned subject.

2. The Finance Sub Commission, together with Accounts and Statistics Branch are now giving this matter immediate attention under direct instructions from Washington and London. They are making arrangements with the "Sorveglianza" to handle the checking and supervision of military cargoes at all military ports. The "Sorveglianza" employ men who are sworn police agents and are in position to deal directly with cases of theft without having to enlist the aid of the regular police force.

3. We are informed that these arrangements will be completed in the near future and it is proposed to start this plan on or about July 1.

4. Notwithstanding the above, we have taken this matter up with the Ministry of Merchant Marine through our liaison officer and have been assured that an investigation of conditions at Bari will be conducted immediately.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment as stated in para 1.

8289

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. /AQ/24/5/Tn6

JBN/1m1
10 May 1945

SUBJECT : Attached Report on Explosion at Bari.

TO : M. B. Thomas, Colonel
Deputy Director, Transportation S/C.

1. Reference your Inter-Office Memorandum 16 April 1945, requesting an investigation of the explosion at Bari. The attached report was submitted by Mr. James B. Hurley, after his recent trip to Bari.

2. The attached map of the Port of Bari is to be returned to our Division for our files.

R. M. BAZZANELLA
Chief, Ports & Warehouse Division

CC: Movements Division
Attention: Col. Sieff

Attachments:

As stated above.

8288

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND COMMISSION

Ref. 347
Ref. AC/26.2/2/Tn 6

JBH/mvm
5 May 1945

SUBJECT: Report on Explosion at Bari

TO: R. M. Buzzanella

FROM: James B. Hurley

On Monday April 9, 1945, at about 1200 hour, the ammunition ship "Henderson" exploded while unloading at Berth 14 in the Harbor at Bari, Italy. Our investigation discloses the following damages to the port and also the supply losses due to this explosion.

Port Area:

Two large Transit Sheds destroyed and rendered useless. These sheds were located near Berths 13 and 14.

One small Shed which served as a storehouse for port gear with small space for stacking cargo. This shed was located near Berth 14. Destroyed.

One silo located near Berth 15. Roof and part of walls destroyed. All silo machinery badly damaged, some beyond repair. Debris now being cleared away and will be converted into Transit Shed without cover.

All buildings in the Port Area suffered as a result of the explosion. All windows, doors and frames were destroyed or damaged in the office of the Movements and Transportation Building which houses the Dock Superintendent and other offices. Telephone and lighting system was damaged and rendered useless for a short time. Roofs and walls damaged. Salvation Army Canteen and Quay Offices located near Berth 14 destroyed. Navy House and Yard very badly damaged as well as their Salvage Office and workshops.

Port Lighting Equipment and Quay water supply lines damaged. Repairs have been made and these two utilities are now working.

The south end of Berth 13 is under water and the condition is not fully known. The "Banspeed" which was tied up at the time of the explosion is damaged and still being worked.

Berth 14 is demolished. The hull of the "Henderson" with two hatches loaded with 3 tiers of bombs in each hatch (about 600 tons) is still laying sunk at this berth. No provisions have been made to salvage.

- 2 -

Berth 15 about 15 yards adjoining Berth 14. damaged.

Berth 16 cracked and slightly forced on surface, also parts of the quay damaged.

Little damage done on Berths 17 and 18, although it is noticeable that these quays have subsided a little.

The unloading target set by AFHQ was 5000 tons per day and before the explosion this port was averaging 6700 tons per day. In spite of the damage done, it is the opinion that the unloading target set can be accomplished without any difficulty.

Port Gear:

Three Italian Electric Cranes - completely destroyed
One Allied Floating Crane - completely destroyed
Two Allied Cranes - damaged. Possible to salvage and repair one.
One Allied Mobile Crane - completely destroyed
Three Allied Clark Lift Trucks - completely destroyed

All present Port Gear is owned by the Allied Forces, and it would be necessary for the Italian Government to submit a full Port Gear Program if it is decided to take all the gear if and when the port is turned back to the Italian authorities.

Tugs and Barges:

Five Barges - destroyed beyond repair
Ten Barges - damaged - four now under repair

Rails:

Fifteen wagons - completely destroyed
Forty-three wagons - damaged but repairable

All track repair was completed by noon of April 14 with the exception of sidings on Berths 13 and 14. Only motor trucks can now be used for loading on Berth 13.

Ships Docked at Time of Explosion:

"Lucia C" - loaded with oil - caught fire and was towed out of port and beached
"Sonspeed" - damaged
"Knoll" - damaged
"Janister" - damaged
"Apurania" - damaged and not workable
"Pinson" - damaged
"Fleurston" - damaged
"Asstall" - damaged

8286

- 3 -

Of the above listed ships the "Samspeed" was the one most damaged. The others were superficially damaged and in most instances workable with their own gear.

Cargo Losses:

500 tons of grain consigned to Allied Commission was the only civilian supplies lost as a result of the explosion. An estimated 4300 tons of military supplies, including fuel and ammunition were also lost.

Conclusions:

Attached herewith is chart of the Port of Bari for our files giving complete description on Berths, lengths, depths, etc.

No Allied Commission personnel were listed among the casualties.

The effect of the explosion caused a considerable amount of property damage in the city of Bari. Windows and glass in practically every house and office building were broken.

During the course of the investigation, the question of warehousing and pilfering of Allied Commission supplies in Bari area was discussed with Lt. O'Leary. An estimated 6700 tons of civilian supplies were located in warehouses between Foggia and the Province of Lecce. The Consorzi Agrari are doing everything within their power to eliminate pilfering and in the past few weeks a very definite improvement has been made in this connection.

The efficient way in which the Allied Military Police and all other Allied Military personnel that assisted in restoring order and caring for the dead and wounded is deserving of the highest praise and commendation. Major Granger, Dock Superintendent, is also deserving of favorable mention for the splendid work he and his organization performed in clearing the Port Area, and directing all work necessary to continue Port operations.

Attachment

8285

ALLIED COMMISSION
LIAISON OFFICE
BARI

April 14, 1945

Subject: Explosion in an ammunition ship in Bari.

Ref.: LB/71

To: Allied Commission H.Q. C.M.F.

1) I have to report that after a hurried take over from Lt. Col. Turner-Coles on Friday 6th April 1945, I resumed duty as Allied Commission Liaison Officer South-Eastern Italy with H.Q. in Bari at 11.30 hrs. on Thursday 12th April '45.

2) As is now well known a severe explosion had occurred in an ammunition ship at about 10.00 hrs. on Monday, 9 April '45.

3) In the course of my passage through the town and later in the course of a general tour I was very greatly impressed with the rapidity with which dislodged people had been accommodated and fed and law and order apparently restored and maintained. I have myself noticed no signs of panic amongst the population and these observations are confirmed by the Prefect of Bari whom I interviewed yesterday morning. The Prefect further assures me that there is no apparent tendency even towards "jitteriness" amongst the civilian population.

4) When regard is had to the dimensions of the explosion and to the extensiveness of the damage which has been done it is a tribute to the manner in which the Allied Armed Services and the civilian authorities faced up to the numerous problems which invariably follow in the wake of such a disaster that even outward normality has been so rapidly restored.

5) Capt. Jones who was acting during my absence on duty in Rome ascertained within a few minutes of the explosion that all A.C. personnel had escaped injuries although the A.C. Offices were badly damaged, all windows and many doors having been wrecked. He thereafter immediately telephoned a short report to A.C. H.Q. and then proceeded to the docks area and gave all the assistance he could. Within a very short period ferry services and ambulances consisting of every kind of vehicle were carrying victims to the various hospitals. The first injured were being attended to five minutes after the explosion.

0 6 4 4

Lt. Col. Turner-Jones on Friday 6th April 1945. I assumed duty as Allied Commission Liaison Officer South-Eastern Italy with H.Q. in Bari at 11.30 hrs. on Thursday 4th April '45.

2) As is now well known a severe explosion had occurred in an ammunition ship at about 12.00 hrs. on Monday, 9 April '45.

3) In the course of my passage through the town and later in the course of a general tour I was very greatly impressed with the rapidity with which dishoused people had been accommodated and fed and law and order apparently restored and maintained. I have myself noticed no signs of panic amongst the population and these observations are confirmed by the Prefect of Bari whom I interviewed yesterday morning. The Prefect further assures me that there is no apparent tendency even towards "jitteriness" amongst the civilian population.

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5) Capt. Jones who was acting during my absence on duty in Rome ascertained within a few minutes of the explosion that all A.C. personnel had escaped uninjured although the A.C. Offices were badly damaged, all windows and many doors having been wrecked. He thereafter immediately telephoned a short report to A.C. H.Q. and then proceeded to the docks area and gave all the assistance he could. Within a very short period ferry services and ambulances consisting of every kind of vehicle were carrying victims to the various hospitals. The first injured were being attended to five minutes after the explosion.

6) Immediate steps were taken in conjunction with Town Major 50 to re-house families who had lost their homes and the distribution of food supplies was got under way. Air raid shelters were visited by Capt. Jones who had no difficulty in calming people who had taken refuge there under the impression that a great air raid was taking place. The excellent work done and the coolness and efficiency displayed by the Allied Forces as a whole did much to restore order in a situation which might easily have become dangerously chaotic.

7) The Prefect has expressed to me his appreciation of the assistance and cooperation he has had from the military

- 2 -

Authorities in rapidly re-housing, feeding and attending to the many hundreds of people rendered injured or rendered homeless by the explosion. I myself saw an example of this assistance and cooperation yesterday (13 April '45) when, thanks to the efforts of 54 Ares, the Prefect was able to re-house a further hundred families. One of the problems now calling for resolution is the re-housing of some 150 prostitutes who at the time were, I understand, undergoing treatment in one of the hospitals damaged by the explosion.

3) According to the latest figures obtainable from the British version of No. 98 General Hospital, Allied Forces casualties are as under:

KILLED	41
INJURED	132
MISSING	not yet known

2) The Prefect has supplied me with the following figures in respect of Italian civilian casualties:

KILLED	360
INJURED	1730
MISSING	not yet known
HOMELESS but accommodated	217 families
HOMELESS non accommodated	30 families

It is possible that accommodation will still have to be found for a further 300 families at present living in houses which are considered unsafe.

A. J. Dawson.

1st. Dawson, Lt. Col.
Allied Commission
Maison Officer

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8) According to the latest figures obtainable from the British portion of No. 90 General Hospital, Allied Forces casualties are as under:

KILLED	41
INJURED	132
MISSING	not yet known

9) The Prefect has supplied me with the following figures in respect of Italian civilian casualties:

KILLED	300
INJURED	1750
MISSING	not yet known
HOMELESS but accommodated	417 families
HOMELESS not accommodated	30 families

It is possible that accommodation will still have to be found for a further 300 families at present living in houses which are considered unsafe.

1-2. Dawson.
 Lt. F. Dawson, Lt. Col.
 Allied Commission
 Liaison Officer

8283

ALLIED COMMISSION
LIAISON OFFICE
BARI

11.4.45

SUBJECT: Situation Report

REF : LB.65.

TO : EXECUTIVE OFFICER,
HQ.AC

Sir,

In the absence of Liaison Officer I felt it my duty to inform you of present situation due to serious accident at the Docks, cause unknown.

- 1) - No casualties in A.C. Personnel.
- 2) - Casualties are expected to be large both in Allied Personnel and Civilian labourers. No list compiled to date/
- 3) - Blast has rendered some 1,000 persons homeless and facilities for housing these people was given by Town Major 50. I contacted Italian Authorities in respect of food with excellent results. That particular office is doing a good job.
- 4) - Slight demonstration at the Government by homeless, but Prefect through help of Town Major 50 was able to satisfy them and their needs for shelter.
- 5) - Blast has caused also a considerable amount of damage to almost all houses in Bari especially glass.
- 6) - Will send further report on receipt of casualty list.
- 7) - First Ambulance discharged its injured at 98th General Hospital within 5 minutes of accident.

(sgd) W.E. JONES, Cant

Copy to: Deputy Commissioner
A.M.G. NAPLES COMMUNE.

Verbal report sent by phone to Rome ~~as~~ Executive Officer within a few hours.

Sir,

In the absence of Liaison Officer I felt it my duty to inform you of present situation due to serious accident at the Docks, cause unknown.

- 1) - No casualties in A.C. Personnel.
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Copy to: Deputy Commissioner
A.M.G. NAPLES COMMUNE.

(sgd) W.E. JONES, Cant



Verbal report sent by phone to Rome ~~by~~ Executive Officer within a few hours.

8282

(COPY)

SUBJECT: BARI DOCKS - EXPLOSIONTO : DDTn (Construction)
Tn Increment, C&PSECRETDADTn
HQ ISR BARI
Tel: 11479
RDM/1461/27
Apr. 45

1. Further to my signal No. 9 dated 10 April 45, I have to report that all the damaged railway wagons have now been cleared from the docks area with the exception of what appears to be two wagons deeply embedded in the ruins of a building. The tracks are back in working order with the exception of those along berths 13 and 14, which cannot be reinstated until the crater has been filled in and the track adjoining the demolished store sheds which is still partly covered by the debris of the sheds. Rather heavy maintenance will be necessary at the points where the track had to be re-laid.
2. The attached plan shows approximately the nature of the damage involved:
 - (a) At the point "A" two rail lengths in each loop and the turnout at the dragoon end of the loops were severely damaged by falling debris necessitating replacement of parts of the turnout and eight rails and a number of sleepers.
 - (b) Point "B" marks the crater caused by the explosion. It is opposite one end of this that the tangled remnants of wagons are bedded in the demolished building.
 - (c) The part of the quay-side ~~is~~ track marked "C" is cut off. It would be possible to make the berth again rail served either by filling the crater and carrying the track across on its previous alignment or by clearing the demolished building and laying a spur from the siding which originally served the demolished sheds. Either the filling of the crater or the clearing of the sheds appear likely to take a considerable time. So far, there has been no request ~~of~~ to make berth 13 again rail served. Five damaged wagons which were standing on this length of siding have been removed.
 - (d) The siding marked "D" is still covered by debris as shown on the plan but all damaged wagons have been removed. The siding will be reinstated as soon as the clearing work is complete.
 - (e) The three loops marked "E" were extensively damaged by falling debris and a petrol fire which had occurred as a result of wagons of petrol being set ~~light~~ alight by ~~the~~ explosion. As the debris was cleared the ISR breakdown gang ~~followed~~ followed up closely, clearing the wagons and making ~~good~~ the track. All three loops are now in working order.
 - (f) The siding along the quay wall of berths 6 & 7 was undamaged but had many slightly damaged wagons standing on it.
3. The loss in wagons is:

Totally destroyed	15
Repairable	42
4. The ISR gangs were down on the job as soon as it was possible for ~~me~~ them to start work and throughout they worked keenly and energetically, keeping well up behind the debris clearing squads. One line was brought to the coal berth by the end of the day after the explosion. In this connection I have written ~~to~~ the Capo Compartimento expressing thanks for the excellent work of the ISR employees.

/s/ A. HEATH
Major RE,
DADTn.

INDEX "C" •

TABLE 1

(c) Bertha Available

No.	Name	Depth	Remarks
1/4	Lighter	16'	
Upper Berth	Lighter	19½'	
5		20'	
6		15'	
7		16'	
8		28-30'	
10		28-30'	
11		28-30'	
12	Liberty	28-30'	
13	MT/stores	28-30'	
14	Liberty	28-30'	
15	Liberty	30'	
16	MT/stores	30'	
17	Liberty	32'	
18	Liberty	33'	
19	Liberty (MT only)	33'	Narrow quay Stevedores holding berths
21/31		Deep Sea	
2 "B" craft berths 1 Tanker berth <i>Kighlin</i> Berths away			

(b) Planting Equipment

2 Civilian
 7 W.D.
 2 Motor Launches (1 W.D. 1 Civ.)
 2 " " Craft
 16 R.C.L.
 50 Mines/Minas
 13 Steel Barges - (M12-Test type) (W.D.)
 4 Civilian Lighters
 Grain Elevator Nil

(c) Micro Cranes & Equipment

<u>Italian</u>			
3 x Electric Quay Cranes	5 ton.	1 H.R.R.	8 ton
1 x Tracked Flat	12 "	2 H.R.R.	5 "
1 x Italian Wheeled		2 H.R.R.	10 "
1 x Steam Algid		6 H.R.R.	3 1/2 "
		9 H.R.R.	6 "
		5 x Marion Portal	5 "
		3 x Hyaters	2 "
		1 x Coles	5 "

16 MP/stores
 17 Liberty
 18 Liberty
 19 Liberty (12 only)
 21/31
 2 "17" craft bantab
 1 Trailer bantab
 bantab away lighters
 Deep Sea
 Narrow quay
 Stern-on holding berths

(b) Mooring Equipment

Tugs 2 Civilian
 7 W.D.
 Craft 2 Motor Launches (1 W.D. 1 civ.)
 Lighters 2 "17" Craft
 16 R.G.L.
 50 Motor/Wings
 15 Steel Barges - (Mid-west type) (W.D.)
 4 Civilian Lighters
 Grain Elevator Mill

(c) Shore Cranes & Equipment

Italian

3 x Electric Quay Cranes 5 tons
 1 x Tracked Fiat 12 "
 1 x Italian Wheeled
 1 x Steam Lorry

U.D.
 1 x R.R.
 2 x R.R.
 2 x R.R.
 6 x R.R.
 9 x R.R.
 5 x Marion Portal
 3 x Lysters
 1 x Colon
 1 x Morris
 16 x Clark Carloaders
 8 x Genesio Tractors
 1 x Fordson
 17 x Lyster

3 ton

5 "

10 "

3 1/2 "

5 "

2 "

5 "

5 "

Shore Plant

Grain Silo - Berth 15 (Cinibai plant)

8280

(d) Rail Facilities

Number of rail served berths = 3
 Number of wagons which can be set up for loading at one time = 120

Number of Civilian Barges available 65
 " Military "
 Average quay labour/day 2400 (mainly cinibai)

- SHEET 1 -

RETURN OF PORT FACILITIES DAMAGED
BY ACCIDENT ON 9TH. APRIL 1945.

Includes the following:-

1. Quays.
2. Transit Sheds.
3. Rail and Road facilities.
4. Office Accommodation, telephones, lighting and water.
5. Quay Cranes, Mobile Cranes and Mechanical Plant.
6. Tugs and Craft.
7. Summary of Shipping Position.

1. QUAYS.

Lighter Berths.	No apparent damage.
Berths 1-4.	No apparent damage.
Berths 5-10.	All Quay faces, stacking space in the main sound.
Berth 12.	Sound.
Berth 13.	Mainly sound. Subsidence at South End under water, condition not known.
Berth 14.	Demolished.
Berth 15.	Mainly sound. Portion adjoining Berth 14 damaged by bows of "Henderson" for about 15 yards.
Berth 16.	Surface slightly forced and cracked. Damage to Quay face in parts.
Berths 17-18.	Little apparent damage. Slight subsidence in stacking areas.
Berth 21.	L.S.T. Ramp destroyed, otherwise apparently sound.

5. Quay Cranes, Mobile Cranes and Mechanical Plant.

6. Tugs and Craft.

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Berth 21.	L.S.T. Ramp destroyed, otherwise apparently sound.
Berth 23.	No apparent damage.

2. TRANSIT SHEDS.

All sheds were destroyed and rendered useless. These sheds were situated as follows:-

8279

Berth 13	Large Shed.
Berth 14	Large Shed.
Berth 14	Small shed serving as S.T.O's Store, 1014 & 991
Berth 15	Gear Stores, with small space for stacking cargo.
	Silo, in process of being converted to Transit Shed.
	Silo machinery, pylons and piping damaged.

- SHEET 2 -

3. RAIL AND ROAD FACILITIES.

ROAD	Little apparent damage.
RAIL	
Castle Sidings.	No apparent damage.
Berths 1-4.	No apparent damage.
Berths 5-7.	Minor repairs only required. Workable.
Gentle Road.	Damaged, but under repair and now workable.
Berth 12.	Workable.
Berths 13-14.	Quay and Shed lines destroyed.
Berths 16-18.	Damaged. Repairs now complete. Line workable.

4. OFFICE ACCOMMODATION.TELEPHONE, LIGHTING & WATER.

1. Offices of Movements, Dock Superintendent, S.S.T.O., 1019 P.M. Coy. office and Services Detachments in H.Q. Mov. & Tn. Building.
 - (a) All windows, doors and frames destroyed or damaged.
 - (b) Some partition walls blown down.
 - (c) Tiled roof destroyed.
 - (d) Lighting system damaged.
 - (e) All Mov. Exchange phones and some direct lines out of action.
2. Superficial damage to offices on Lighter Quays.
3. R.A.F. Embarkation Office, near No. 3 Gate as for 1 above less (c)
4. Docks Clearance Office and Port Electrical Office between 2 and 3 Gates as for 1 above less (c).
5. 1014 P.O.C. Quay Office, at junction 5-6 Berths wooden hut, blown down and destroyed.
6. R.N. Salvage Offices and Workshops on end of Berth 8, damaged by blast.
7. 991 P.O.C., Quay Office on roof of Berth 14 Shed, destroyed.
8. Salvation Army Canteen on roof of Berth 14 Shed, destroyed.
9. 922 Reparto Portuale Office and Class Room in store building back

Berths 13-14.
Berths 16-18.

Quay and Shed lines destroyed.
Damaged. Repairs now complete. Line
workable.

4. OFFICE ACCOMMODATION.

TELEPHONE, LIGHTING & WATER.

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8. Salvation Army Canteen on roof of Berth 14 Shed, destroyed.
9. 922 Reparto Portuale Office and Class Room in store building back
of Berth 15, roof destroyed and walls and windows damaged.
10. S.T.O.'s Dock Office. Location and damage as for 9.
11. R.A.O.C. Port Detachment. Storage Hut and Compound on road between
Navy House and back of Berth 15 destroyed by fire.
12. No. 2 D.O.C. S.A.E.C. Quay Offices on road as in 11 and adjacent
Berth 16 destroyed.
13. 365 Works Section RE Wooden Offices and Compound near 2 D.O.C. S.A.
Quay Office destroyed. **8278** Berth 18 destroyed.
14. 1007 Quay Office and Gear Store in wooden huts on Berth 18 destroyed.
15. Navy House and Navy House Yard with enclosed buildings, appears
very badly damaged. For full details consult R.N.

PORT LIGHTING Around scene of explosion, wiring broken, lamps mainly
destroyed and some standards damaged. Now repaired and in the main
working.

QUAY WATER SUPPLY. Fractured in two places, Berths 14/15 and Berth 16.
PERIMETER. Barbed wiring around Docks broken by flying debris Gates 2 & 4

COPY

Sheet 3.

5. Quay Cranes, Mechanical Plant and Mobile Cranes.
See report of O.C. 1019 Port Maintenance Company attached.

6. Quays and Craft.

	Damaged but Repairable.	Destroyed.
Tugs.	Nil	Nil
Minus.	2 Severe	3
Minca,	8 4 Under repair	2
	4 to go under repair.	
Civil.	Nil	Nil
M.E.	Nil	Nil
R.C.L.	Nil	Nil

7. SUMMARY OF SHIPPING POSITION.

Berth	Ship Name	Condition
Berth 5.	"KNOLL".	Damaged, complete discharge necessary, performed by Mobile Crane.
Berth 6.	"PINZON"	" complete discharge necessary, performed by hand means, Mobile Cranes 1 on Deck and others on quay, 1 winch and 1 derrick workable.
Berth 7.	"LUGIA C".	" and on fire, towed out of Port and beached.
Berth 10.	"LEINSTER".	"
Berth 12.	"FT. CADOTTE". "AMSTELL".	Superficial damage, but workable with own gear. Damaged, pronounced unfit to load by M.O.W.T.
Berth 13.	"SAMSPEED".	" discharge proceeding by use of crane ship, "EMPIRE LORENZO" and Mobile quay cranes.
Berth 14.	"HENDERSON".	Wrecked and sunk.
Berth 15.	"FLIMSTON".	Damaged. Discharge proceeding by Mobile cranes.
Berth 16.	"COULBEG".	" but gear workable.
Berth 18.	"JORDAN".	" " "
Berth 23.	"FORT ERIE".	No report as ship immediately left Docks.
Berth 3.	"AFUNANIA".	Damaged and not workable.
Berths 1-4	"LAERINAGA".	M.O.W.T. Collier, no report, workable.

7. SUMMARY OF SHIPPING POSITION.

Berth 5.	"KNOLL".	Damaged, complete discharge necessary, performed by Mobile Crane.
Berth 6.	"PINZON"	" complete discharge necessary, 1 on Deck by hand means, Mobile Cranes 1 winch and 1 derrick and others on quay, 1 workable.
Berth 7.	"LUCIA C".	" and on fire, towed out of Port and beached.
Berth 10.	"LEINSTER".	" Superficial damage, but workable with own gear.
Berth 12.	"FT. CADOTTE".	Damaged, pronounced unfit to load by M.O.W.T.
Berth 13.	"AMSTELL".	" discharge proceeding by use of crane ship.
Berth 14.	"SAMPSEED".	" "EMPIRE LORENZO" and Mobile quay cranes.
Berth 15.	"HENDERSON".	Tracked and sunk.
Berth 16.	"WILMSTON".	Damaged. Discharge proceeding by Mobile cranes.
Berth 18.	"COULEBEG".	" but gear workable.
Berth 23.	"JORDAN".	" " " "
Berth 3.	"PORT ERIE".	No report as ship immediately left Docks.
Berths 1-4	"AFUNANIA".	Damaged and not workable.
Stern on.	"LARRINAGA".	M.O.W.T. Collier, no report, workable.

16.4.45.

Major, R.E.,
Dock Superintendent.
8211

COPY.Subject :- Loss Of Carcoes - 9 April 45.H.Q.Movements
BARI.To :- H.Q.Movements Eastern Italy.MTS/9
12 Apr 45.

Below is an estimate of stores lost owing to the explosion
on 9th Apr 45 :-

HENDERSON	2417 tons	USA Bombs
Berth 14	150 tons	Timber
	200 tons	Supplies
	80 tons	Ammo
	500 tons	ACC Grain
LUETIA C	300 tons	POL
Berth 7	400 tons	POL
	9 Aero	Engines Damaged
	10 tons	Ammo
KNOLL	40 tons	Supplies
Berth	300 tons	Ammo
	186 tons	Ord
	67 tons	RAF Stores
Berth 13	20 tons	Supplies
Berth 15	10 tons	Comforts
	20 tons	Supplies
Berth 17	3 tons	G1098
Berth 18	20 tons	Oil

???????? Major
(T.R.Grylls)
D.A.Q.M.G.(M)
H.Q.Movements Bari
for Port Commandant

TRG/AL

8276

INTER OFFICE MEMO

RHK/er

Ref : W/7/597/TN6

3 Apr 45

SUBJECT : Losses on Shipments Bari to Ancona

FROM : Port & Warehouse Division

TO : Deputy Director, Transportation Sub-Commission

1. Enclosed is copy of letter Ref. BA/PL/1/10 - 30 Mar 45, from Lt. O'Leary, Bari Port Liaison Officer.
2. This letter perhaps should be considered at the same time as my letter Ref. W/7/596/TN6 - 2 Apr. 45 to Deputy Director, Transportation Sub-Commission.
3. May an answer be had to Para: 3 of the above quoted letter from Lt. O'Leary?

ROBERT H. KLEIN
Major Med.Adm.C.
Port & Whse.Div.

1 Incl - Ref. BA/PL/1/10 - 30 Mar 45

Copy to:- Chief Port & Warehouse Div.(Att.Mr.Bazzanella) ✓

AC/24.1

ALLIED COMMISSION
PORT LIAISON OFFICE
B A R I

COPY

REF : BA/PL/1/10

30 March 45

SUBJECT : Security Reports - Cargo Shortages

TO : Port & Warehouse Division
Transportation Sub-Commission
Hq. Allied Commission
(Att.Maj.KLEIN)

1. S/S "JOHN SERGLANT", H.R. 39, U.G.S. 68. Ref. telephone conversation Major Klein - Lt. O'Leary re shortage of 48 tons grain: Imports are taken by Consorzio Agrario not Alcom. Consorzio report of receipts is 49051 sacks of which 10% broken, for total of 2611 long tons gross. No evidence of misconsignment or robbery.

2. S/S "TAUTRA" - to Ancona. Consorzio check to quay was 9876 sacks sugar. D.O.C. check was 9798. Consorzio check is believed to be correct, since D.O.C. over checked lard by similar quantity - showing it as received during final night of loading when sugar was dispatched and lard was not.

3. Ancona report of 9482 sacks received is clearly indicative of larceny, either at Ancona or here, or both. In view of the long continued shortages on shipments to Ancona, it is suggested that the situation either be accepted as normal or thoroughly gone into by competent investigative personnel at both ends.

S/ P.M. O'LEARY
Lt.
Port Liaison Officer

COPY

C O P Y

SUMMARIES OF PORT FACILITIES.AS AT 31 MAR 45.

3.

BARI(a) Berths Available.

No.	Type	Draft	Remarks
1/4	Lighter		
Upper berth			
5.	Naval	16'	
6.	Coaster	19' 6"	
7.	"	20'	
8.	Schooner	15'	
10.	"	16'	
11.	Schooner (Naval)	28/30'	
12.	Coal	28/30'	
13.	MT/Stores	28/30'	
14.	Liberty	28/30'	
15.	"	30'	
16.	MT/Stores	30'	
17.	Liberty	32'	
18.	"	33'	
19.	Liberty (M.T. only)	33'	
21/31			Narrow quay. Deep sea. Stern on holding berths.
	2 "Z" Craft berths.		
	1 Tanker berth.		

(b) Floating Equipment.

Tugs	2 Civilian
	8 W. D.
Craft	2 Motor Launches
Lighters & Barges	3 Z Craft
	16 R.C.Ls
	45 Minca/Minus
	9 Steel Barges (Midcast Type)
	4 Civilian Lighters

Grain Elevator

Nil.

W. D. Pontoon Derrick 107

60 Tons

Italian Floating Crane S.936

5

(c) Shore Cranes and Equipment.ItalianW. D.

3 Electric Quay Cranes

5 Tons

1 R.R.

8 1/2 Tons

10.	Schooner	15'	
11.	"	16'	
12.	Schooner (Naval)	28/30'	
13.	Coal	28/30'	
14.	MT/Stores	28/30'	
15.	Liberty	28/30'	
16.	"	30'	
17.	MT/Stores	30'	
18.	Liberty	32'	
19.	"	33'	
21/31	Liberty (M.T. only)	33'	

Narrow quay. Deep sea.
Stern on holding berths.

2 "Z" Craft berths.
1 Tanker berth.

(b) Floating Equipment.

Tugs	2 Civilian
	8 W. D.
Craft	2 Motor Launches
Lighters & Barges	3 Z Craft
	16 R.C.Ls
	45 Minca/Minus
	9 Steel Barges (Midcast Type)
	4 Civilian Lighters

Grain Elevator Nil.

W. D. Pontoon Derrick 107 " 60 Tons
Italian Floating Crane S.936 5 "

(c) Shore Cranes and Equipment.Italian

3 Electric Quay Cranes	5 Tons
1 Tracked Fiat	12 "
1 Steam Lloyd	

W. D.

1 R.R.	8 1/2 Tons
2 R.R.	10 "
6 R.R.	3 1/2 "
11 R.R.	6 "
3 Marion Portal	3 "
3 Hysters	2 "
1 Coles	3 "
1 Morris	5 "
1 10 R. B.	
1 44 Bucyrus Eyrle	20 "
14 Clark Carloaders	
7 Chaseside Tractors	
1 Fordson	
17 Lister	

Shore Plant

Grain Silo.

Berth 15.

(d) Rail facilities.

Number of rail served berths

Number of wagons which can be set up for loading at one time

8
120

8274

PORT OF BARI

Name of wharves, etc.	Length wharves,		Wharf Surface Sq. Mt.	Depth water Mt.	BERTHING		USE OF WHARF	REMARKS
	Total linear metres	Rly. lines			Along side	Stern on		
wharf 2nd Section outer old pier	300	+	5400	8,50	3 ships	-	General cargo, grain	TOTAL WATER SUR MECHANICAL MEA
wharf 1st Section outer old pier	400	380	6000	8,5	4 ships	-	General Cargo, Coal	of 6 tons cont 2 floating cra tons - 1 Sheer
Custom-house wharf	240	200	4800	4,50	Schooner various		General cargo	Pneumatic elev warehouse of s
Wharf mole S. VITO N.E.	180	150	6040	5-0	3 small ships	1 Ship	General cargo passengers.	
Testata lato S.w.	180	150	6040	3-5	1 small ship		General cargo passengers	Warehouses :- stom house whar 4425 m ³ (at pr work shop) 1 Sh m. 1500 (at pr park) 1 a shed used by the All Daily aver
Wharf of Mole Pizzoli	380	350	5700	3-5	Schoo her various boats.		Fresh fish repairs to small boats	2,500 - 4000 Average daily be loaded and 12 unloaded)

Berthing is regulated according to the arrival of the ships. The various berths are distributed in relation to the draft of the ships and in accordance with the need of the ship to berth next to a wharf supplied with a train service.

PORT OF BARI

PORT OF BARI						
Berth Kly. lines	Wharf Surface Sq. Mt.	Depth water Mt.	BERTHING		USE OF WHARF	REMARKS
			Along side	Stern on		
+	5400	6,50	3 ships	-	General cargo, grain	<u>TOTAL WATER SURFACE</u> Hect. 250 <u>MECHANICAL MEANS</u> : 3 electric cranes of 6 tons controlled by the Port Authorities 2 floating cranes of 7 tons on bulk of 100 tons - 1 Sheer on bulk of 70 tons Pneumatic elevator built by the Allies at the warehouse of Soc. It. Navigazione Adriatica. <u>Warehouses</u> :- 2 Custom-house warehouses (cu- stom house wharf) Surface 332 m ² capacity 4425 m ³ (at present used by the Allies as work shop) 1 Shed, surface 200 m ² , capacity m. 1500 (at present used by the Allies as car park) 1 a shed, surface m/2 2152 (at present used by the Allies as offices and work shop) Daily average of loading and unloading 2,500 - 4000 tons. Average daily number of rail cars which can
380	6000	6,5	4 ships	-	General Cargo, Coal	
200	4800	4,50	Schooner various		General cargo	
150	6040	5-6	3 small ships		General cargo passengers.	
			1 ship			
150	6040	3-5	1 small ship		General cargo passengers	
350	5700	3-5	Schoo- her various boats.		Fresh fish repairs to small boats	

According to the arrival of the ships. The various berths
are assigned to the draft of the ships and in accordance with
the berth next to a wharf supplied with a train service.

PORTO DI BARI

Denominazione	Lungh. Tot. ml.	Banch serv. bin.	Superf. delle Calate	Fondali	Accosti fianco punta	Destinazione	N	O
Banchina 2° bracc- cio Molo foraneo vecchio.	360	-	5400	8,50	3pfi	m.v., grano		
Banchina 1° bracc- cio Molo foraneo vecchio.	400	380	6000	8,5	4 "	carbone, mv.		
Banchina della Dogana.	240	200	4800	4,50	velier div.	m.v.		
Banchina Molo S.Vito-lato N.B.	180	150	6040	5-6	3pfi picc.	1pfi m.v.e pass		
Testate Lato S.W.	180	150	6040	3-5	1pfo picc.	id.		
Banchina del Molo Pizzoli	380	350	5700	3-5	Vel. di- versi	Pesce fre- sco- Met. raddobbo picc.navi		

Superficie acque a to
Mezzi meccanici : 3
dalla Capitaneria. -
2 gru da 7 tonn. su
50 tonn. su pontone
Silos pneumatico coa
zino della Soc. d. F
Magazzini:
2 mag. doganali (bar
4425 (attualm. utili
1 tettoia superf. m²
lizzato dagli Alleat
1 Capannone sup. m²
Alleati come uffici.
Potenzionalità - gio
co : 2500 - 4000 ton
Carri ferroviari-
che possono essere g
n. 37 (25 caric. é 1

Gli accosti sono regolati secondo l'arrivo delle navi. I diversi po-
sti di attacco sono distribuiti a seconda del pescaggio delle navi e
a seconda che la nave stessa abbia, o meno, bisogno di accostarsi a
tratti forniti di binari ferroviari.

PORTO DI BARI

/bm

Fondali	Accosti	Destinazione	N O T E			
fianco	punta					
8,50	3pfi	-	m.v., grano	Superficie acquea totale ettari 256. Mezzi meccanici : 3 gru elettriche di 6 tonn. gestite dalla Capitaneria. -		
8,5	4 "		carbone, mv.	2 gru da 7 tonn. su pontone da 180 tonn. - 1 bgo da 50 tonn. su pontone da 70 tonn. -		
4,50	velier div.		m.v.	Silos pneumatico costruito dagli alleati nel Magazzino della Soc. d. Navig. Agriatica		
5-6	3pfi picc.	1pfi	m.v. e pass	Magazzini: 2 mag. doganali (banch. Dogana) sup. m ² 2632; cap. m ³ 4425 (attualm. utilizzati dagli Alleati come officina). 1 tettoia superf. m ² 200 e cap. m 1500 (attualm. utilizzato dagli Alleati come parco per automezzi). 1 capannone sup. m ² 2152 (utilizzato attualm. dagli Alleati come uffici ed officine riparazioni). Potenzionalità - giornaliera media di carico e scarico : 2500 - 4000 tonn. Carri ferroviari - che possono essere giornalmente caricati e scaricati n. 37 (25 caric. e 12 scaric.)		
3-5	1pfo picc.		id.			
3-5	Vel. di- versi	Pesce fre- sco- Met. raddobbo picc. navi				

l'arrivo delle navi. I diversi po-
seconda del pescaggio delle navi e
a, o meno, bisogno di accostarsi a
ri.

0667

130