

ACC

AC/24.1/TN6

10000/148/3421

PORT
MAR.-N

13300/148/3421

PORT OF BRINDISI
MAR.-NOV. 1945

ADRIATIC PORTS

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF BRINDISI

OPENED : 31 MARCH 1945
{ CLOSED : 30 NOV. 1945

OPENED : 31 DEC 1944
CLOSED : 30 NOV 1945

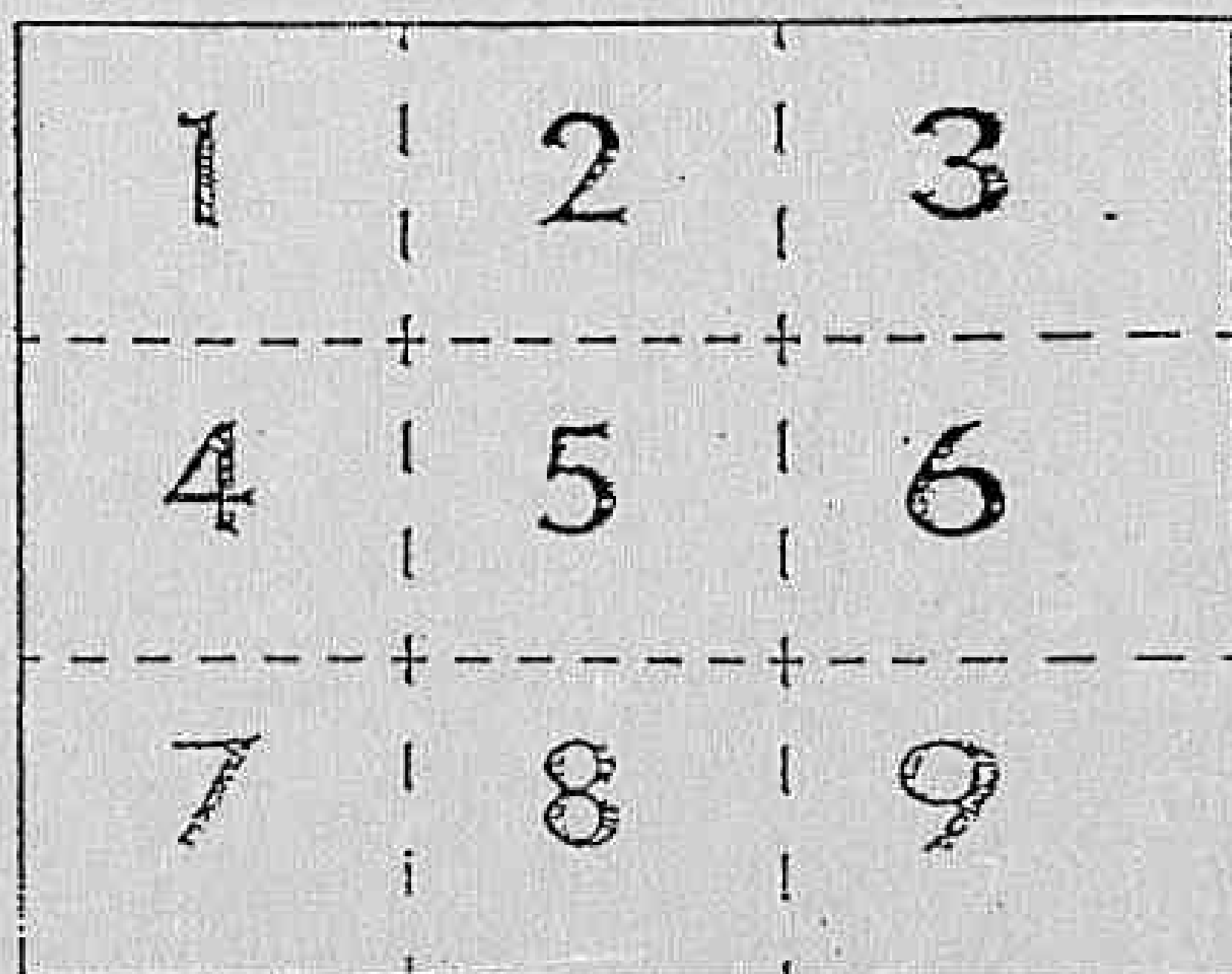
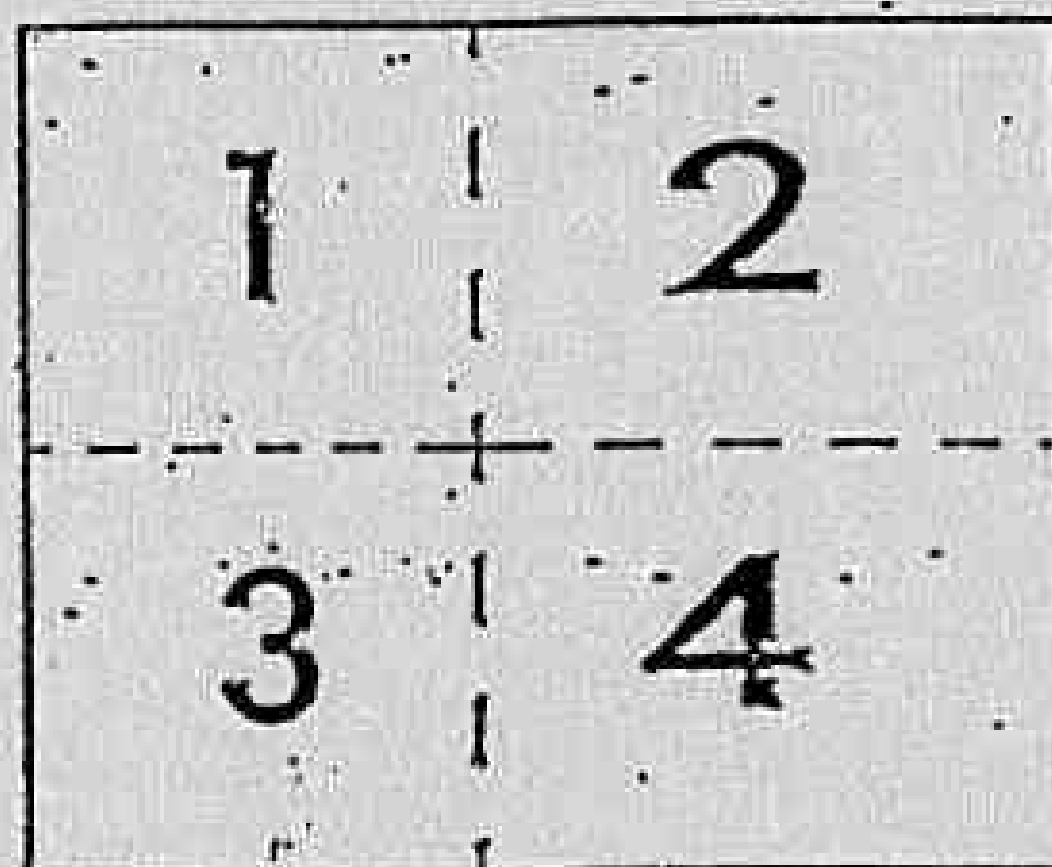
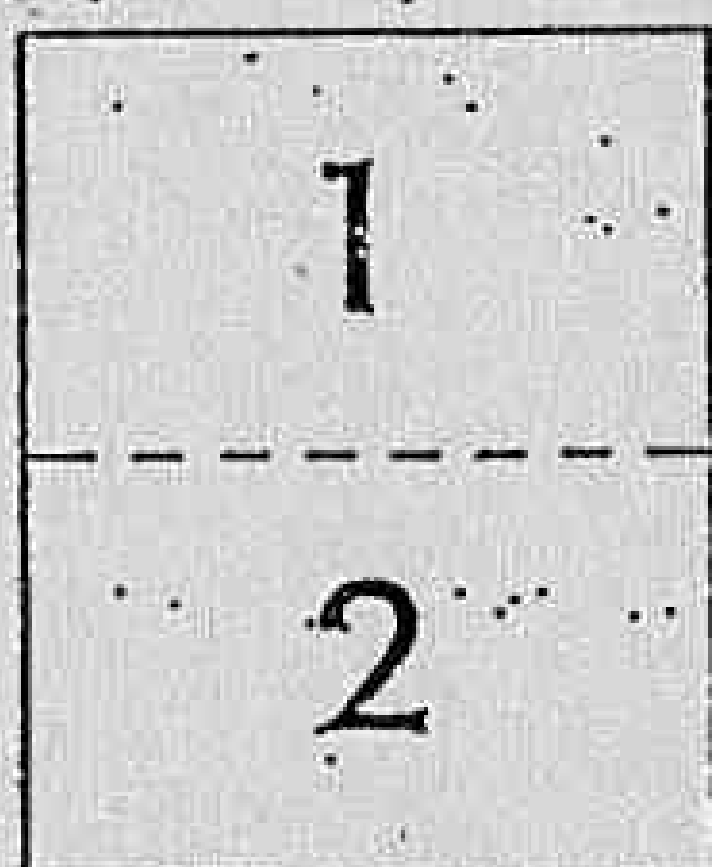
1000/148/3421

THIS FOLDER	
CONTAINS PAPERS	
FROM	MAR - 1945
TO	NOV - 1945
CATALOGUE.	

51

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

SEE DIAGRAMS BELOW.

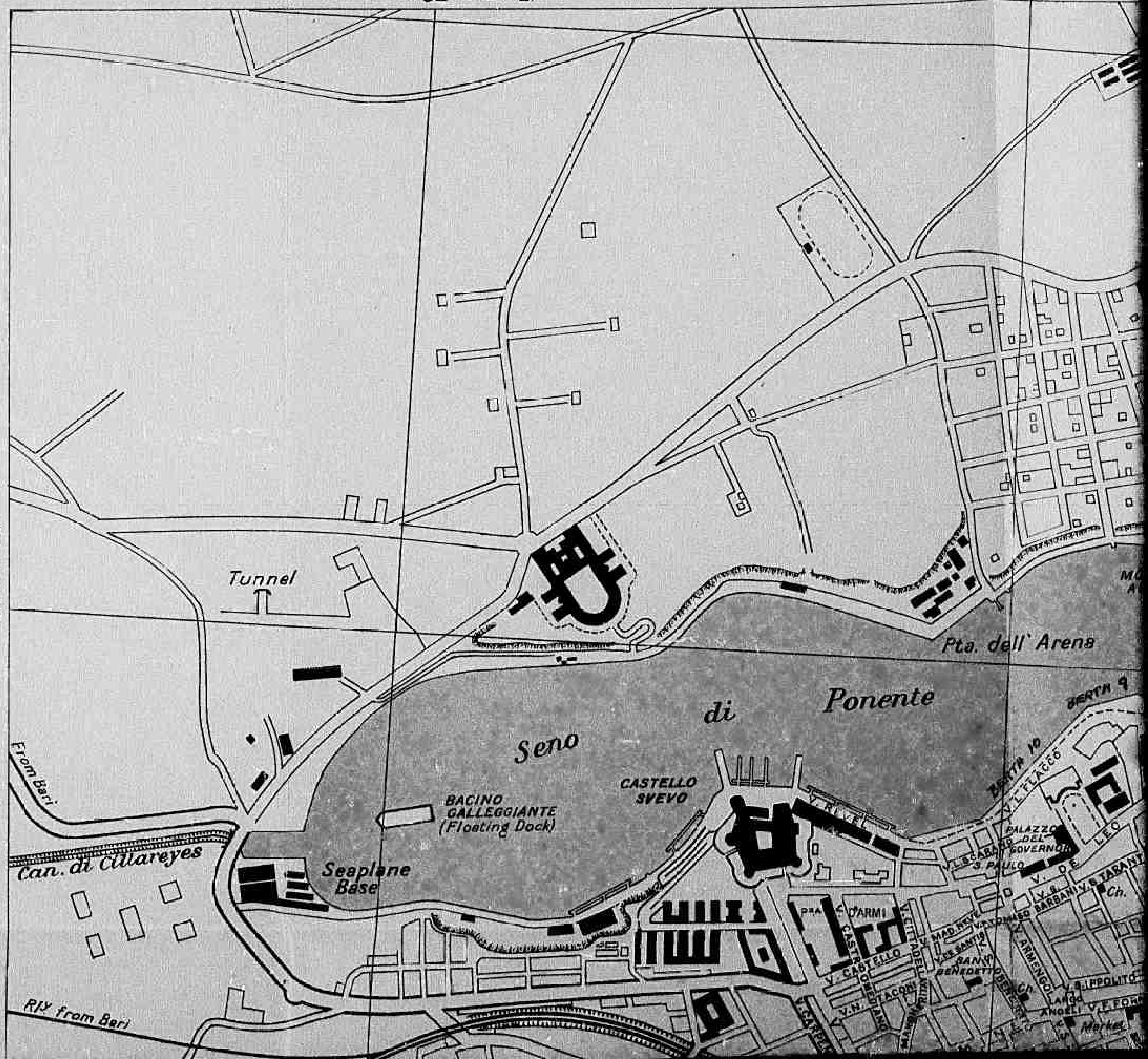


ITALY

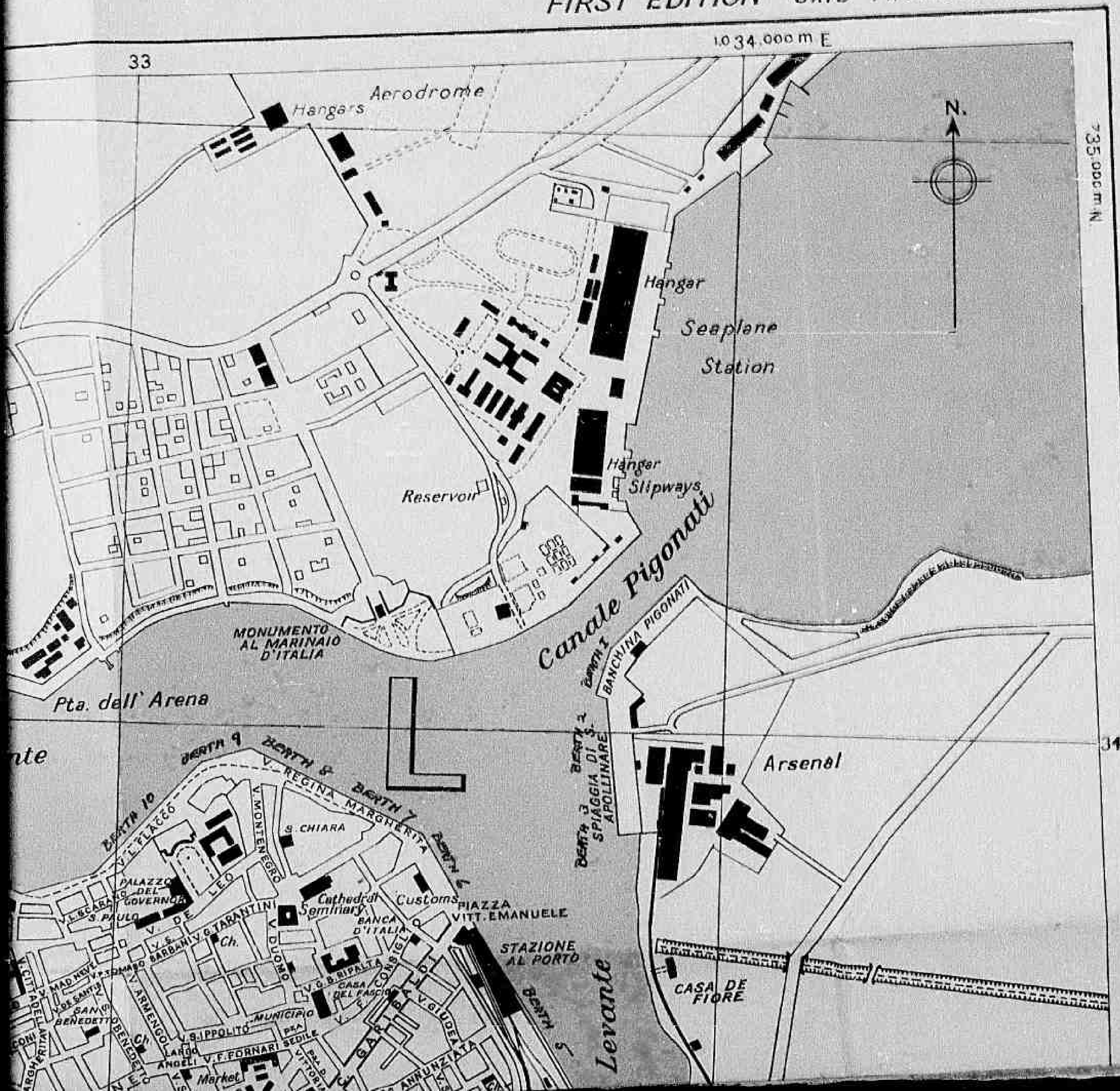
1,032,000 m.E.

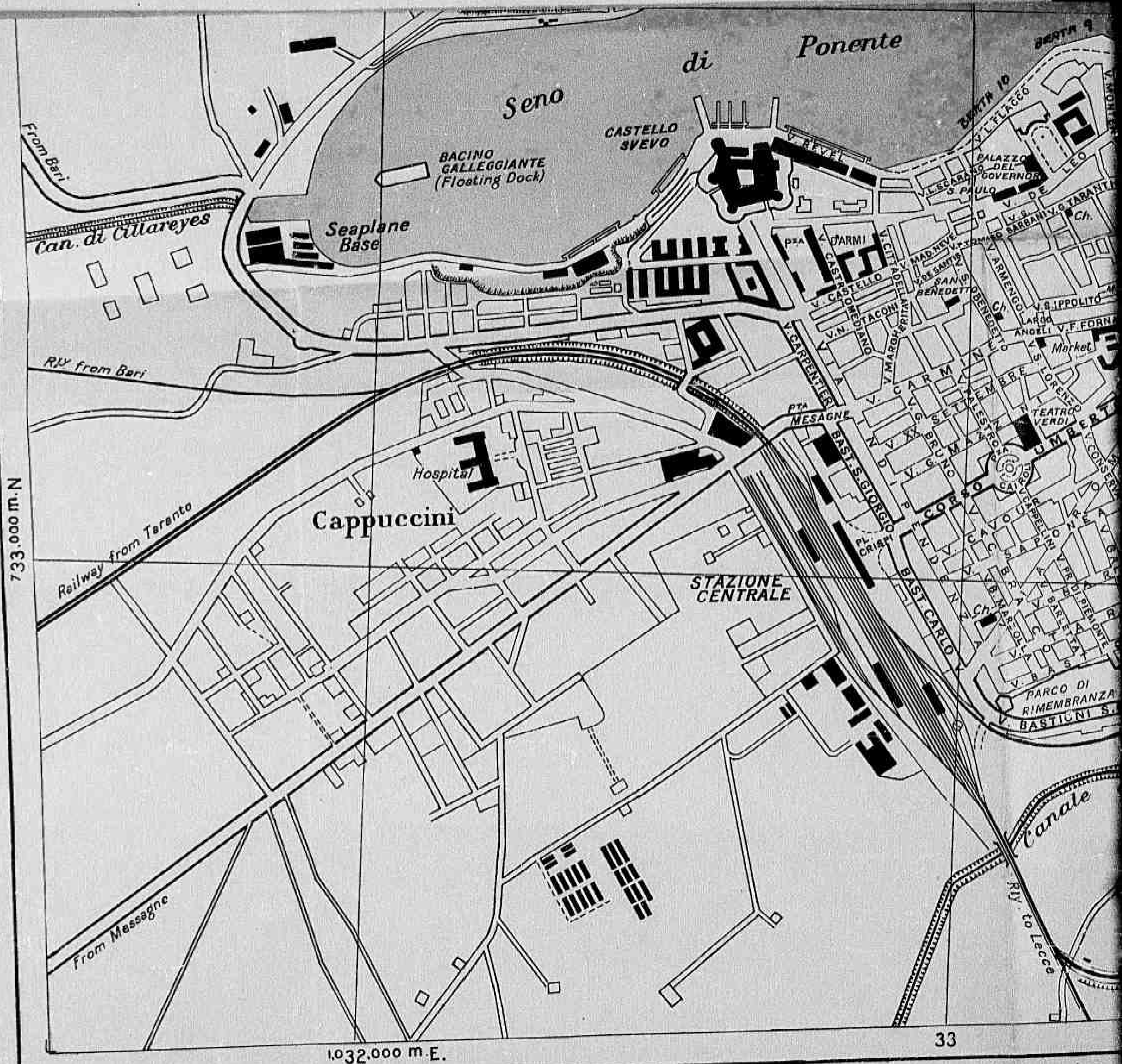
33

734,000 m.N.



FIRST EDITION GRID PROVISIONAL

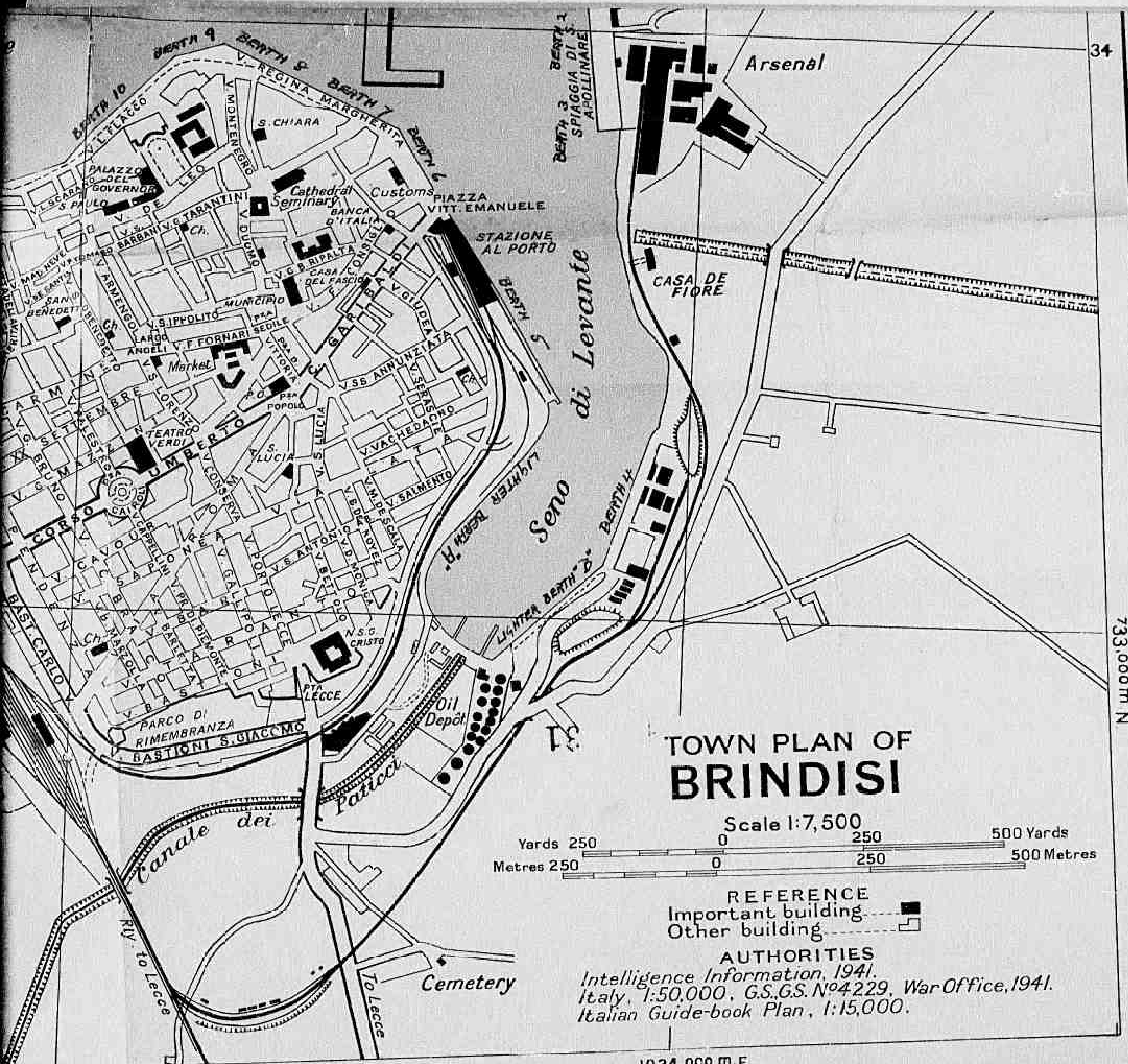




Geographical Section, General Staff, N° 4380.
Published by War Office, 1942.

12/42/83.05

Air photographs have been
in the production of this



photographs have been used
in the production of this plan.

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

Drawn and Photolithographed by War Office, 1942.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

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

30 November 1945

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

1. Reference your letters 3/7/2580, 3/7/2581, 3/7/2582,
all of 28 November 1945.

2. We acknowledge receipt of six copies of signed pro
forma 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

1. Item Marked

P. 1000

2. Description of Item

3. Description of Item

4. Description of Item

5. Description of Item

MARKED

10th Oct 40

Auto Pump
Wires
U.S. Pumps
Motor (piston)
Motor (piston)
Auto Pumps
Auto Pumps
Auto Pumps

at home.

at home.

To bring the above vehicles and appliances up to the required standard, the following spaces and attention are necessary.

(a) Auto Pump (Pump) - 1

Auto Pump 12 V - 1

(b) Auto Pump (Pump) - 1

Auto Pump 12 V - 1

(The pump, usually situated in the front, requires replacing, as present a light trailer pump is being used in front)

(c) Light Trailer Pump

three held - in good condition.

(d) Pump (Pump) - 1

Auto Pump 12 V - 1

Auto Pump 12 V - 1

Auto Pump 12 V - 1

(e) Motor (Pump) - 1

Auto Pump 12 V - 1

(f) Motor (Pump) - 1

Auto Pump 12 V - 1

1. General Remarks - as above.

2. Inspection Notes - Nil

3. Operation of Vehicle - No being the above vehicles and appliances up to the regular standard, the following repairs and attention are necessary.

(a) Auto Pump (AP) - Nil

Batteries 12 V - 1

(b) Auto Pump (AP) - Nil

Batteries 12 V - 1

(The pump, normally situated in the front, requires replacing, as present a light engine pump is being used in lieu)

(c) Auto Pump (AP)

Wash tank - in good condition.

(d) Wash Tank (WT)

Batteries 12 V - 1
Tubes 5.18 x 50 - 2
Tubes 1.88 x 50 - 2

(e) Auto Pump (AP) - Nil

Batteries 6 V - 1

(f) Auto Pump (AP) - Nil

Batteries 6 V - 1

(g) Auto Pump (AP)

29

1

5

5

(h) Auto Pump (AP)

Wash tank - in good condition. It present satisfactory condition, respectively, etc.

AC/24.1

Subject:- Re-classification of Ports of Bari, Brindisi and Taranto.
 Senior Tr Officer AO, BARI,
 Tel.: 12519,
 Ref.: S/7/1928

6 October 1945

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

1. **General.**
 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")

2. **Commitment.**
 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

3. **Port Clearance.**
 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 indent. (Please refer to attached minutes)

BARI "D" to "C"
BRINDISI "C" to "A"
TARANTO 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:-

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.

4. 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. 27 Oct., 45.

AC/24.1

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.

Arrangements have been instituted for supplying F.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 It. Lewis as A.C. Repr.

Tanac Tug V 23
" " V 92

Harbour Plant and Craft.

Fuel and Lubricants.

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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

E.O.L.	No.	5
"	"	35
"	"	302
"	"	306
"	"	307
"	"	408

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

TARANTO

Enclosed herewith are six copies of signed pro forma 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.

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

BARI

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

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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,

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

Stanley P. France

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

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

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

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

Encl. As stated above.

SPT/GT

24

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

CONVERSION OF BARI TO A "C" TYPE PORT

27 SEP Recd

MINUTES OF MEETING HELD 11.00 hours 24th Sept 45

TRANSPORT

Present:-

Mr. S.P. France
Lt. O'Leary
Mr. Rutini
Comm Dett Ing Carlo Montedora
Dett Reg Alfredo Spalla
Sig. Guarini
Colonel Lauricelli
Colonel Bollo
S/Sgt England

A.C. Transport Officer, Chairman
A.C. Port Officer
E.N.A.C.
Federazione Consorzi Agrari
Ministry of Marine (Italian)
Capitano di Porto

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 for 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 petrol supply 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 signal Rome to apply pressure on E.N.A.C. through 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 di Porto and in addition arrangements would be made to have E.N.A.C. representatives at the dock entrances to control the movement of vehicles.
3. The Chairman asked who would be responsible for the clearance of the port. The Capitano di 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 day's notice for transport to be made available. After discussion it was arranged that the Consorzio Agrario, receiver of the goods would make an advanced bid for transport direct to E.N.A.C. with copy to Capitano di Porto daily at noon. At 1800 hours daily the Capitano di Porto will forward complete indent to E.N.A.C. for following day's requirements with amendments which may have arisen since the original indent from the 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.

Sig. Guarini
Colonel Lauricelli
Colonel Bollo
S/Sgt England

Federazione Consorzi Agrari
Ministry of Marine (Italian)
Capitano di Porto

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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 that it could not be held on the quay until the following day i.e. sugar. 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 P.S.L. ex W.I. lorries were available on short notice. It was stated by E.N.A.C. that they anticipated no difficulty as although a 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, Lt O'Leary, E.N.A.C. and Colonel Lauricelli and satisfactory arrangements were made, as Dott Montedora and Spalla control and are authorised to direct E.N.A.C. transport from their pools to cover requirements in all the heel ports.

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 forma 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

22

AC/24.1

From: Allied Commission Port Liaison Office,
Brindisi.

To: HQ Allied Commission,
A.P.C. 394,
Transportation Sub-Commission.

Subject: Handover of Port of Brindisi to Italian Control.

1. General. Re-classification of Brindisi port to category "A" has been carried out w.e.f. 1 Oct 46 and the port is now entirely under Italian control.
2. Commitment. It is estimated that the Italian commitment in the port will amount to 1000 tons per day.
3. Craft, Cargo Handling Gear and Plant. The various items have been handed over to the Capitano di Porto against his signature and countersigned by myself as A.C. representative. Details of all craft, cargo handling gear and plant, etc, handed over, en loan, to the Italian authorities, will be forwarded direct to Senior Transportation Officer, Bari by Os C 1019 Port Maintenance Company, R.E. and I.W.T. Coy, R.E. for onward transmission to HQ A.C. Transportation Sub-Commission.
4. Labour. Crews of lighters and tugs have been transferred to Italian authorities with such craft and names of all civilian personnel employed by I.W.T. Coy and Port Maintenance Coy, with details of pay and allowances have been handed to the Capitano di Porto to ensure that best use can be made of trained technicians.
The Compagnia Portuale, under the jurisdiction of the Capitano di Porto, is responsible for carrying out the normal day-to-day work in the port and to commence they have 3000 men registered.

5. Port Security. (a) Perimeter. The port will continue in its old form except for wiring off berths 9 and 10 which/enable the Italian authorities to carry out the policing of the port more effectively.

(b) Guards. Military guards in the port have been withdrawn and a full Italian policing system instituted.

(c) Safety of Goods while lying on quays; The Capitano di Porto disclaimed all responsibility for loss of special cargoes on the quays and has made it clear to all interested parties such as U.N.R.R.I. and A.C. that they must request guards from the Capitano di Porto for special cargoes, in accordance with civil practices. The port police will only be concerned with guarding dock entrances and general policing of the dock area. To further strengthen Port security, the Capitano di

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- The Compagnia Portuale, under the jurisdiction of the Capitano di Porto, is responsible for carrying out the normal day-to-day work in the port and to commence they have 3000 men registered.
5. Port Security. (a) Perimeter. The port will continue in its old form except for wiring off berths 9 and 10 which enable the Italian authorities to carry out the policing of the port more effectively.
- (b) Guards. Military guards in the port have been withdrawn and a full Italian policing system instituted.
- (c) Safety of Goods while lying on quays; The Capitano di Porto disclaimed all responsibility for loss of special cargoes on the quays and has made it clear to all interested parties such as U.N.R.R.I. and A.C. that they must request guards from the Capitano di Porto for special cargoes, in accordance with civil practice. The port police will only be concerned with guarding dock entrances and general policing of the dock area. To further strengthen Port security, the Capitano di Porto has asked the authorities for additional 90 police as guards on ships etc. Most of the accommodation in the port area is privately owned and before access of civilians to their property is granted, the Capitano di Porto intends to give wire off a lane along the berths for civilians to enter their property.
6. Transport. The main users of this port will be U.N.R.R.I. and A.C. who have been made fully aware of the changed circumstances in the port. U.N.R.R.I. has taken steps to arrange for alternative transport in the event of all RASC Transport Coys leaving the area. A.C. transport will be arranged by C.A.P. through E.N.A.C. Brindisi.

1 October 46.

AC/24.

.....
W. H. L. R. I.

Transportation (Lr) Main,
C.M.F.
Tel : Firebox 9328.

File : Tn.A.2/51/1.
23 Sept. 1945

SUBJECT: Timber Supplies.

TO : Ports & Warehouse Division
Transportation Sub-Commission
Allied Commission

Please note that with effect from 1st Oct.
45, issues of timber to the civilian controlled ports
of ANCONA, BRINDISI and TARANTO will not be made from
T.S.D.'s except in exceptional emergency cases which
must be referred to this H.Q. for approval prior to
issue.

Signed : G.W.F. CAMPBELL, S/Capt., Tn.,
for Brigadier,
Director of Transportation.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

SP7/bm

PORT REPORT

BRINDISI

1. Brief Physical Description.
Please see plan attached.
The port of Brindisi consists of two harbours, viz, Seno di Ponente and Seno di Levante, jointly served by the entrance Canale Gigonati.
2. Tides- There is a spring tide variation not exceeding 9".
3. Weather.
Strong N/E winds affect ship movements, but not cargo operations.
4. Wharfage.

<u>No.</u>	<u>Length.</u>	<u>Draft.</u>
1	240 ft.	21'
2	455 "	23'6"
3	255 "	23'5"
4	690 "	23'
5	515 "	28'
6	500 "	23'5"
7	505 "	23'
8	505 "	21'
9	262 "	18'
10	460 "	14'
	R.M. Coal Berth 294 "	20'

Floating equipment.

Tugs 2 Civilian
3 W.D.

Craft 2 Launches
20 Mince/Minus
12 Civilian Lighters
1 Steel lighter (widest type) W.D.

Dredgers NIL

Floating Cranes.

1 Diesel Electric - 40 ton (Italian Navy).
1 Steam Shovel - 8 tons 5 metres - axon lift 50.

Fonte and Porto di Levante, jointly served by the entrance
Canale Rigonati.

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

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

4. Harbour.

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

5. Floating equipment.

Tugs 2 Civilian
3 W.D.

Craft 2 Launches
20 Mines/mines
12 Civilian Lighters
1 Steel lighter (widest tube) W.D.
NIL

Dredgers

6. Floating Cranes.

1 Diesel Electric - 40 ton (Italian Navy).
1 Steam Shergels - 8 ton 5 metres - Maximum lift 9m.

7. Shore Cranes & Equipment.

1 x R.B.	5 ton
5 x Hyater	2 "
1 x Messerhutte	7 " (6iv.)
1 x FB 45	24 " (")
1 x Linkbelt Speeder	5 " (Approx.)
1 x R.B.	6 "
1 x R.B.	10 "
3 x Coles	3 "

20

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

8. Dry Docks.
 Two small dry docks.
 9. Repair Facilities.
 Standard repairs can be made.

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

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

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

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

14. Fed. Consorzi Agrari and I.C.E.
 Fed. Consorzi Agrari,
 Pza. Cairoli,
 Brindisi,
 Tel. No. 1646 Brindisi.

I.C.E.
 Pza. Matteotti,
 Brindisi,
 Tel. No. 1087 Brindisi.

11.

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

130

Warehouses.

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

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Stevedore gear.

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Fed. Consorzi Agrari and I.C.E.

Fed. Consorzi Agrari,
Pza. Cairoli,
Brindisi,

Tel. No. 1646 Brindisi.

I.C.E.

Pza. Matteotti,
Brindisi,

Tel. No. 1087 Brindisi.

18

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

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

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

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

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

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

15. Allied Military Cargoes.

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

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

Summary of Recommendations.

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

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

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer.

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

Summary of Recommendations.

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

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer.

SHIP PORT SET

ITEM	quantity
Bars Chisel & Point	40
Barrows Truck Medium	96
Barrows Truck Large	75
Baskets Coal	75
Blocks Tackle Cord 3" Snatch	16
Blocks Tackle W.R. 2" Snatch	16
Carriers Rail Solid Scissors Type	32
Clamps Beam	16
Conveyors Gravity Straight E'	300
Gloves Hedging	40
Hammers Sledge Complete	40
Hammers Spare Shaft No. 2	40
Handspikes Ash Plain	16
Hooks 3 T. Swivel Bearing	8
Hooks Iron Plain W/eye 1 1/2"	24
S.W.R.	
Nets Cargo Manila 12' x 12' 8" Mesh	120
Rope Manila 1 1/2" Circ. Coils	2
" " 2" " "	12
" " 2 1/2" " "	6
" " 3" " "	12
" " 4" " "	2
S.W.R. 1 1/2" Circ.	2
" " 2" " "	6
" " 2 1/2" " "	2
" " 3" " "	2
" " 4" " "	1
Shackles, D or Dow, 2 1/4 ton	16
" " " " 5 ton	12
" " " " 7 1/2 ton	8
Shovels, Coalheaver	50
Slings, Chain, Boxhook, 1 ton Cap.	12
Slings, Chain, Canhook, 16 cwt.	32
" " " " 32 cwt.	32
Slings, Canvas for Flourbags	24
Slings, Chain, Double with Ring	
and 2 Hooks, 3 ton, 6'	
Slings, Chain, Double with Ring	24

Blocks Tackle Cord 3" Snatch	16
Blocks Tackle W.R. 2" Snatch	16
Carriers Rail Solid Scissors Type	32
Clamps Beam	16
Conveyors Gravity Straight 8'	300
Gloves Hedging	40
Hammers Sledge Complete	40
Hammers Spare Shaft No. 2	40
Handspikes Ash Plain	16
Hooks 3 T. Swivel Bearing	8
Hooks Iron Plain W/eye 1 1/2 T.	24
S.W.R.	
Nets Cargo Manila 12' x 12' 8" Mesh	120
Rope Manila 1 1/2" Circ. Coils	2
" " 2" " "	12
" " 2 1/2" " "	6
" " 3" " "	12
" " 4" " "	2
S.W.R. 1 1/2" Circ.	2
" " 2" " "	5
" " 2 1/2" " "	2
" " 3" " "	2
" " 4" " "	1
Shackles, D or Bow, 2 1/4 ton	16
" " " " 5 ton	12
" " " " 7 1/2 ton	8
Shovels, Coalheaver	50
Slings, Chain, Boxhook, 1 ton Cap.	12
Slings, Chain, Carhook, 16 cwt.	32
" " " " 32 cwt.	32
Slings, Canvas for Flourbags	24
Slings, Chain, Double with Ring and 2 Hooks, 3 ton, 6'	24
Slings, Chain, Double with Ring and 2 Hooks, 3 ton 12'	24
Slings, Chain, 4 leg Brickboard used	32
Slings, Chain, Rail, 56 cwt.	16
Slings, Chain, Single with Ring and Standard Hook, 1 1/2 ton, 6'	16
- do - - do - 1 1/2 ton, 10'	16
- do - - do - 3 ton, 10'	16
- do - - do - 3 ton, 15'	16
- do - - do - 10 ton, 12'	Nil,

ITEM	Quantity
Slings, Chain, Sleeper, 30 cwt.	24
Slings, S.W.I. 4 leg	48
Strops, Manila 3"	48
Strops, S.W.R. 2"	48
Thimbles, Hoart, Galv. Manila, 2" Circ	10
" " " " 2 1/2"	10
" " " " 3"	10
" " " " W.I. 1 1/2 Circ.	20
" " " " 2"	40
" " " " 2 1/2"	20
" " " " 3"	40
Trays, Cargo, Round, 6' Dia.	96
Trays, Cargo, Square, 5' 6"	80
Tubs, Coal	16

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 390
Ref. AC/24/1/Tn6

GWED/lml
2 May 1945

SUBJECT : Port of Brindisi
TO : Movements Division

1. Reference your AC/27/15/Tn3 of 13 April 1945.
2. We are now informed that the difficulties experienced on the occasion of the delay in use of W. D. transport at Brindisi Port on 2-3 March were due to the fact that extra labor (40 men) arranged for by the Italian authorities through DADL failed to materialize because, Movements Eastern Italy report, the Italians found they were not to be paid at Military rates.
3. Extra labor was necessary as the normal capacity of the Warehouse (20 tons per hour) was to be exceeded.
4. The normal arrangements are satisfactory, if the normal capacity of the warehouse is not exceeded. In this particular case, there was congestion on the quays and the Consorzio were handling a wine export ship, in addition. In fact, the case can be regarded as an unusual one, but if a similar congestion and excess of work does occur again it is probable there will be a similar lack of labor unless, the CAP can pay the additional labor required at Military Rates.

R. M. BAZZANELLA
Chief, Ports & Whse. Division

TRANSPORTATION SUB COMMISSION

CNC/lr

INTER OFFICE MEMO

Tele. : 478303

30 April 1945

AC/27/24/Tn.3

TO : Port and Warehouse Division.

SUBJECT : Discharge of Barley At Brindisi.

1. Your reply is still awaited to my AC/27/8/Tn.3 of 22 March 1945 reference delay to WD vehicles at BRINDISI, 2 and 3 March 1945.

2. See my chaser AC/27/15/Tn.3 of 13 April 1945 and your AC/3.2/28/Tn.6 of 16 April 1945.

For Chief, Movements Division,



C.N. CHRISTENSEN
Lt. Colonel

SUBJECT : BRINDISI Port. Delay in loading WD Transport. 8556

Senior Tn Officer,
c/o MOVEMENTS EASTERN ITALY,
Tel. 12205.
Ref. S/7/209

TO : HQ, Alcom.

23 April 1945.

Ref signal 5512 dated 161641 and this Office signal in
reply G/1 dated 191300.

1. The difficulties experienced on the occasion of the delay in use of W.D. transport at BRINDISI Port on 2-3 March were due to the fact that extra labour (40 men) arranged for by the Italian authorities through DADL failed to materialise because, Movements report, the Italians found they were not to be paid at Military rates.
2. Extra labour was necessary as the normal capacity of the Warehouse (20 Tons per hour) was to be exceeded.
3. The normal arrangements are satisfactory if the normal capacity of the warehouse is not exceeded. In this particular case there was congestion on the quays and the Consorzio were handling a wine export ship in addition. In fact the case can be regarded as an unusual one but if a similar congestion and excess of work does occur again it is probable there will be a similar lack of labour unless the CAF can pay the additional labour required at Military Rates.

C.W.G. Taylor
Major, RA,
(C.W. G. TAYLOR),
Senior Tn Officer, AC.

To Movements Div

Ref you AC/27/15/TN3 of 13/4/45
We are now informed that

Tel. 394

OWES/1m1

INTER OFFICE MEMO

Ref. AC/3.2/28/Tn6

16 April 1945

SUBJECT : Discharge of Barley at BRINDISITO : M. J. Sieff, Colonel
Chief, Movements Division

1. Reference your AC/27/15/Tn8 of the 13th instant.
2. It is regretted that owing to the delayed return of our representative Mr. France (usual transport difficulties) who is inspecting ports in Southern Italy and Sicily, we are not yet in a position to give full facts. However, we are in communication with Bari and will advise you as soon as possible the result of our enquiries.

R. M. BAZZANELLA
Chief, Ports & Whse. DivisionCC: Shipping Branch
Roads Division

CNC/Ed

INTER OFFICE MEMO

Our ref.: AC/27/15/Tn 3

13 April 1945

SUBJECT : Discharge of Barley at BRINDISI

TO : Port and Warehouse Division

1. Your attention is directed to my AC/27/8/Tn 3 dated 22 March 1945 which enclosed AFHQ Ref G-4 (Mov & Tn) 5/215/GM dated 17 March 1945 with copy of report from Movements BRINDISI relative delay in clearing 350 tons Barley and to unreasonable delay to W.D. Vehicles at Brindisi 2 and 3 March 1945. Letter also enclosed copy of Signal 3911 of 20 March 1945.

2. A request was made that you agreed your reply with this Division. Please may this Division be informed if you have completed your enquiries and when you expect to be in a position to make a reply to AFHQ.

M.J. SIEFF
M.J. SIEFF, Colonel
Chief, Movements Div.

Copy to : Roads Division
Shipping Branch

RESTRICTED

Subject : Discharge of AC Cargo
at BRINDISI.

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tn) 5/215/GDM

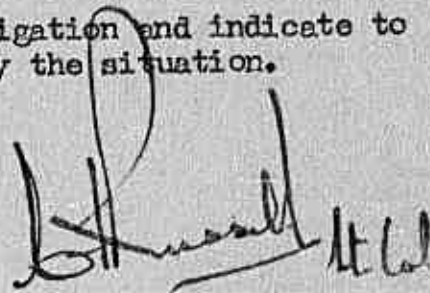
To : HQ Allied Commission,
Tn Sub Commission (Movements),
ROME.

17 Mar 45

Tel: FREEDOM 302

1. The attached report from the Port Commandant BRINDISI indicates an unsatisfactory state of affairs in relation to the clearance of AC cargo from BRINDISI.
2. It would appear the trouble arises :
 - (a) Through shortage of AC transport.
 - (b) Through shortage of labour at AC depots which results in military transport loaned to the AC being held at AC depots under load. This situation is not acceptable.
3. Will you please arrange for an investigation and indicate to this HQ what action has been taken to remedy the situation.

CFR/EV


C.F. RUSSELL, Lt.Col.,
for Brigadier,
D.Q.M.G. (Mo v & Tn).

Copy to: HQ Movements, East ITALY.

108
5

C O N T.Clearance of AC Barley to new Warehouse on 2nd and 3rd MARCH 45.

1. Aprox 350 tons of Barley had been held on L.B. "A" for several days awaiting acceptance by A.C.C.
2. On Thursday afternoon (1st) the AC rep (Signor FORZALI) was informed that 15 vehs were available next day. Turn-round should not have exceeded 1½ hrs giving 10 vehs per hour.
3. He protested that they had only 10 men available to discharge vehicles and did not wish to engage casual labour because of its unreliability.
4. Employment of docks labour at standard rates, £ 145 per day as against AC's £ 80 per day, was suggested. He obtained the consent of Sig. NOBLE (Asst. -Director of the Local C.A.P.) to this and CLU were asked to provide 20 men outside the CAP office at 0700/3. CAP to provide a guide to direct these men in a Docks Clearance vehicle to their work.
5. At about 0900/3, Sig. FORZALI reported that only six of the 20 CLU labour had left in the lorry at 0700. Investigation showed that it is likely that the others in casual talk with regular CAP labour outside the office had been told they would only receive £ 80 per day.
6. Docks Clearance MT from L.B."A" meanwhile accumulated at the warehouse and during the day (2nd) only 26 vehicles representing 77 tons were off-loaded.
7. A similar labour arrangement was made for Sat 3rd. This labour enbussed in two lots of ten at approx 0730 and 0830 from the CLU office but were apparently turned back from the new warehouse. Only 10 Docks clearance vehicles were provided and these after one load were dismissed owing to the unsatisfactory nature of the whole situation. Total lifted on Sat 3rd was 33 tons.

signed. J.M.MACDONALD, Capt.
Movements, Brindisi.

ALLIED COMMISSION
PORT LIAISON OFFICE
BARI

Ref : BA/PL/2/5
SUBJECT: Delay in Turn Around
of Docks Clearance
Vehicles - Brindisi

10 April 1945

TO : Transportation Sub-Commission ✓
HQ Allied Commission
APO 394

1. Reference your signal 3911 of 20 March.
2. Attached letter from Consorzio Agrario Brindisi is forwarded.
3. It will be appreciated that, by reason of the large military labour requirements, the conditions under which Consorzio functions are some what difficult.

McL... Lt.
Port Liaison Officer.
88

FROM : Consorzio Agrario Provinciale
Brindisi

TO : ALCOM -Port Liaison Office - Bari

DATE : 5 April 1945

SUBJECT: Delay in Turn Around of Docks
Clearance Vehicles - Brindisi

Yours of 26 March 45:

We beg to inform you that the delayed discharge of barley was due to labour deficiency and to abundance of trucks.

The evening before discharge started, we requested the necessary labour from the Allied Labour Office, and we were assured that we would have got 40 workers.

It is selfunderstanding that we gave dispositions for an adequate number of lorries, but on the next morning only 4 workers were available, and in order to carry out the discharge in some way, we were obliged to suspend every other activity and offload the barley employing all our own workers.

TELEFONI: Direzione 1048, Uffici 1474
Magazzino Centrale 1030
Telegrammi: CONSAGER - Brindisi

C. P. C. Brindisi n. 8837
c/c Postale n. 18/8848
Casella Postale n. 4

CONSORZIO AGRARIO PROVINCIALE - BRINDISI

SEDE PROPRIA - PIAZZA CAIROLI N. 10

FILIALI:

PASANO - Via Roma : :
FRANCAVILLA - Piazza V. Emanuele
MESAGNE - Piazza V. Emanuele
OSTUNI - Piazza V. Emanuele
S. PIETRO V. - Via Mazzini : : : :

AGENZIE:

CAROVIGNO - Ceglie - Cellino
CISTERNINO - Grotte - Lariano
Grotte - S. Donaci - S. Michele
S. Pancrazio - S. Vito - Torchiarello
Torre S. Susanna - Villacastelli

ALLIED COMMISSION

PORT LIASON OFFICE

DL/am

ALIMENTARI

B A R I

=====

Brindisi, 5 Aprile 1945

Ritardo scarico Autocarri ex Brindisi Porto.-

A Vs. del 26 Marzo u.s.-

Vi comunichiamo che il ritardo nello scarico dell'orzo è dovuto alla scarsità di mano d'opera e alla abbondanza degli automezzi.-

La sera precedente allo scarico abbiamo chiesto all'ufficio di Collocamento Alleato la mano d'opera necessaria ed abbiamo avuto l'assicurazione che si sarebbero presentati 40 operai.-

Naturalmente in base alla mano d'opera prevista si è disposto un numero adeguato di automezzi, l'indomani però si sono presentati solo 4 operai e per poter far fronte in qualche modo allo scarico abbiamo dovuto sospendere ogni altra attività e impiegare per lo scarico dell'orzo tutti i ns. operai.-

Distinti saluti.-

IL DIRETTORE

06

INTER OFFICE MEMO

CNC/gb

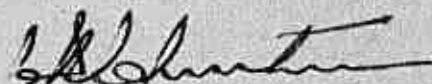
Our Ref : AC/27/8/Tn.3.

22 March 1945

SUBJECT :- Discharge of Barley at Brindisi

TO :- Port and Warehouse Division

1. Enclosed is AFHQ Letter ref G-4 (Mov & Tn) 5/215/G D M dated 17 Mar '45 with copy of report from Movements Brindisi regarding delay in clearance of 350 tons Barley and what appears to be unreasonable delay to W D Transport 2nd & 3rd March.
2. Also enclosed copy of Signal 3911 of 20 March addressed ALCOM Bari rptd AFHQ.
3. The matter is passed to you for investigation and reply to AFHQ. It would be appreciated if you would agree with this Division your final reply before it goes off to AFHQ.



C.N. CHRISTENSEN
LT. Col.
MOVEMENT DIVISION.
ROADS BRANCH

Copy to : Roads Division
Shipping Branch

3 ENCL : AFHQ LTR . G-4 (Mov & Tn) 5/215/GDM of 17
Mov Brindisi. LTR.
HQ. ALCOM CABLE No 3911 of 20

05

File

ALCON BARI AFHQ CITE PHOEN

3911

20 MARCH 45

ROUTINE

RESTRICTED PD

PARA ONE PD MOV BRINDISI VIA AFHQ REPORT EXCESSIVE DELAY WDEPT IN
CLEARANCE THREE FIVE ZERO TONS BARLEY TWO AND THREE MARCH PD DELIVERY
TO NEW WAREHOUSE AT RATE ONE ZERO TRUCKS PER HOUR AGREED BUT LABOUR
UNABLE COPE IN SPITE WARNING AND PD DIRECTION PD XX

PARA TWO ALCON BARI TO AFHQ CITE PHOEN FROM HQ ALCON CITE AGTPT PAREN
INVESTIGATE AND REPORT PD SIGNOR FORZALI QUOTED AS ABLE CHARLIE
RSP CONCERNED PD

TRANSPORTATION 30

390

04

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

COPY

SUMMARIES OF PORT FACILITIES

AS AT 31 MAR 45.

2. BRINDISI

(a) Berths Available.

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

Total berths available.
 MT/Stores 5
 MT 1
 Coaster 3
 RN Collier 1
 Lighter Quays 2

(b) Floating Equipment.

Tugs 2 Civilian
 3 W. D.

Craft 2 Launches

Lighters & 6 R.C.Ls
 Barges 14 Minca/Minus
 12 Civilian Lighters
 1 Steel (Midcast type)

Dredgers Nil

Floating Cranes.

1 Diesel Electric 40 Tons
 1 Steam Sheerlegs 8 tons at 5 Metres.
 Maximum Lift 9 Metres.

(c) Shore Cranes and Equipment.

1 R.B. 19 5 tons
 5 Hyster 2 "
 1 Wesserhutte 7 "
 1 FB 45 2t "
 1 Linkbelt Speeder 5 "
 1 R & R 6 "
 1 R & R 10 "

2 Coles
 3 Jones
 2 Morris
 3 Chaseside Tractors

(d) Rail facilities.

Number alongside rail served berths 10
 Number quays rail served 2

5.	"	28'	MT	1
6.	"	23' 6"	Coaster	3
7.	MT	23'	RN Collier	1
8.	MT/Stores	21'	Lighter Quays	2
9.	Coaster	22'		
10.	Lighter	20'		

(b) Floating Equipment.

Tugs 2 Civilian
3 W. D.

Craft 2 Launches

Lighters & Barges 6 R.C.I.s
14 Minca/Minus
12 Civilian Lighters
1 Steel (Mideast type)

Dredgers Nil

Floating Cranes.

1 Diesel Electric 40 Tons
1 Steam Sheerlegs 8 tons at 5 Metres.
Maximum Lift 9 Metres.

(c) Shore Cranes and Equipment.

1 R.B. 19	5 tons	2 Coles	3 tons
5 Hyster	2 "	3 Jones	3 "
1 Wesserhutte	7 "	2 Morris	5 "
1 FB 45	2 1/2 "	3 Chaseside Tractors	
1 Linkbelt Speeder	5 "		
1 R & R	6 "		
1 R & R	10 "		

(d) Rail facilities.

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

PORT OF BRINDISI

Name of wharves, etc.	Length total linear metres	wharves Rly. lines	wharf surface Sq. Mt.	Depth water	BERTHING		USE OF WHARF	REMARKS
					Along- side.	Stern on		
S. Apollinare	80	Yes	Sq. metres 7,50	8,50	1 med ium	inside the port	Pyrites & Phosphates	TOTAL WAT
Montecatini	242	Yes		7-8	2 M.T.	on buoys	"	
Feltrinelli o Nuova Carbonara	232	-		7-7,50	1 lar ge	2 on the east and	Coal, timber, Cement,	OPEN SP Posillip Royal N General wharf 3
Mattonelle	227	Yes		4,50-7	1 small Tn.	west		MECHAN Craft O certain sizes. Tugs: C it. Roy
Naita	241	-		4,70-3	1 small Tn.	In the port, east on buoys	Fuel Oil	Warehou next to Maritti
Marittima n. 2-3	253	Yes		7-8,70	1.4.1. not over 20000 Tns	3 of large size	Pozzolana, Coal Timber, g. Cargo Passengers	Coal d wharf m in a p wharf Uncover N. 1 Ma phosph zone n
Marittima n. 1.	126	Yes		7-8,70	2 M.T.	The buoys belong to the Royal Navy		depôt infil 7 tanks of pipes. In p Railways wa 4500 tons b n. 90
Central (Montene gro) 2, Rascarini e Lloyd) St	320	Yes		8-6	1 large Tn.		General Cargo	
Montenegro 2	80	Yes		8-5,20	1 mediu m Tn.		Cereals & G. Cargo	
Sciabiche Posillipo	140 200	Yes -		7,50 7,50-3			Coal Royal Navy.	

PORT OF BRINDISI

Sq. metres	Wharf surface Sq. mt.	Depth water	BERTHING		USE OF WHARF	REMARKS
			Along- side.	Stern on		
Sq. metres 7,50		8,50	1 med	inside	Pyrates & Phosphates	TOTAL WATER SURFACE:- 4.927,100 m ²
7-8		7-8	1 med	the port	"	
			1 med	on buoys	"	
			2 M.T.			
7-7,50		7-7,50	1 lar	2 on the	Coal, timber,	OPEN SPACES : N° 3 (1 at the Pogillipo Wharf for coal, property of Royal Navy; 1 on Montenegro wharf for General cargo; 1 on the marittima wharf 3 for Coal)
			ge In.	east and	Cement,	
			not over 20000 Tons	2 on the		
4,50-7		4,50-7	1 small	west		
			In.			
4,70-3		4,70-3	1 small	In the port,	Fuel Oil	MECHANICAL MEANS :- none existent
			In.	east on buoys		
7-8,70		7-8,70	1. I.T.	3 of large	Pozzolana, Coal	CRAFT Only the It. Royal Navy has a certain number of barges of various sizes.
			not over 20000 T	size	Timber, g. Cargo	
					Passengers	
			2 m.T.			
7-8,70		7-8,70		The buoys belong		TUGS: Only those belonging to the It. Royal Navy.
				to the Royal Navy		
6,30-8		6,30-8	1 large			Warehouses : Custom-house warehouse next to the Custom-house m ² 140; 1 on marittima Wharf m ² 190
			In.			
6-6		6-6	1 large		General Cargo	Coal dump, uncovered 1, mattonelle wharf m/2400 Timber yard; uncovered in a private property on the Feltri wharf 2000 m ²
			In.			
8-5,20		8-5,20	1 mediu		Cereals & G. Cargo	Uncovered area as depôt for sand etc. N.1 marittima 2/3 1500m ² Pyrates, phosphates etc n.1 in small parts per zone next S. Apollinare wharf.
			m In.			
7,50		7,50			"	Depôt inflammables N°1 of the S.I.A.P. 7 tanks of 53.000 litres, of which n.4 with pipes. In private zone
7,50-6		7,50-6			Coal	
					Royal Navy.	
						Railways wagons can be loaded n. 230 per 4500 tons both the daily average loaded is n. 90

PORTO DI BRINDISI

Denominazione	Lungh.	Banch.	Superf.	Fondali	Accosti	Destinazione
	Tot.ml.	Servita da bin.		in ml.	Fianco - Punta	
S. Apollinare	80	si		7,50-8,50	1 m.t.	Nel porto Piriti e int. su boe: fosfati
Montecatini	242	si		7-8	2 m.t.	2 nel seno di Pon. e 2 q.s. nel s. lev.
Feltrinelli o Nuova Carboni- fera.	232	-		7-7,50	1 g.t. non oltre 20000t	Nel porto Carbone Est su boe Pozzol, 3 di g.t. Legname
Nafta	241	-		4,70-3	1 p.t.	Le boe so- no della Nafta
Mattonelle	227	si		4,50-7	1 p.t.	Pozz. e Carbone
Marittime, n. 2 - 3	253	si		7-8,70)		Pozz. Carb legn. m.v.
Marittima n. 1	126	si		7-8,70)	1 g.t. (non oltre 20000 tonn.) 2 m.t.	Passegg. ri
Dolina	165	si		6,30-8	1 g.t.	q.s.
Centrale (Mon- tenegro 2, Baccarini e Lloyd.	320	si		8-6	1 g.t. non oltre 20000 t.	M;V.
Montenegro 2	80	si		8-5,20	1 m.t.	Cereali
Schabiche	140	si		7,50- 4,80	1 p.t.	M.V. q.s.
Posillipo	200	-		7,50-6	1 m.t.	Carb. R.M.

Superficie acquea o
Piazzali : n.3 (1 a
della R.M. per carb
Montenegro 1 per m
rittima 3 per carbo
Mezzi meccanici: N.
Galleggianti : Solo
numero di bettoline
Rimorchiatori :
Solo quelli della R
Magazzini :
Mag. doganali n.1 pr
" in cem. arm. 1 Ba
Dep. carbone, scoper
Dep. legname, scop. n
privato a monte de
Area scoperta per d
etc. n. 1 Maritt
Pirite, fosfati ecc.
parte per zona
b.S. Apollinare
Deposito per infier
serbatoi di litri 5
con tubatura - In z
Carri ferroviari :
nalmente caricati:
però ne vengono gio

PORTO DI BRINDISI

/bm.

Superf. Fondali in ml. Accosti Fianco - Punte Destinazione

N O F E

7,50-8,50 1 m.t. Nel porto Pititi e
int. su boe: fosfati
7-8 2 m.t. 2 nel seno
di Pon. e 2 q.s.
nel s. lev.
7-7,50 1 g.t. Nel porto Carbone
non oltre Est su boe Pozzol.
20000t 3 di g.t. Legname
4,70-3 1 p.t. Le boe so- Nafta
no della
R.M.
4,50-7 1 p.t. Pozz. e
Carbone
7-8,70) Pozz. Carb
) legn. m.v.
(1 g.t. non oltre
7-8,70) tre 20000 ri
tonn.) Passegg.
2 m.t.
6,30-8 1 g.t. q.s.
8-6 1 g.t.
non oltre
20000 t.
1 m.t. M;V.
8-5,20 1 m.t. Cereali
M.V.
7,50- 1 p.t. q.s.
4,80 1 p.t. Carb.
7,50-6 1 m.t. R.M.

Superficie acque complessiva: m² 4.927.100 .
Piazzali : n.3 (1 a monte della banch. Posillipo
della R.M. per carbone; 1 a monte della banch.
Montenegro 1 per m.v.; 1 a monte della banch. Ma-
rittima 3 per carbone da
Mezzi meccanici: N.N.
Calleggianti : Solo la R.M. dispone di un certo
numero di bettoline di varia portata.
Rimorchiatori :
Solo quelli della Regia Marina.
Magazzini :
Mag. doganali n.1 presso R. Dog. m² 140
" in cem. arm. 1 Banch. Maritt 2/3 " 190
Dep. carbone, scoperton. 1 banch. Mattonelle " 400
Dep. legname, scop. n.4 In terr. privato a monte della b. Feltri. " 2000
Area scoperta per deposito sabbia
etc. n. 1 Marittima 2/3 " 1500
Pirite, fosfati ecc., n.1 In minima
parte per zona presso la
b.S. Apollinare " --
Deposito per infiammabili n.1 della S.I.A.P. 7
serbatoi di litri 53000, complessivamente n.4
con tubatura - In zona privata.
Carri ferroviari : che possono essere a mare gior-
nalmente caricati: n. 230 per t. 4500, in media
però ne vengono giornalmente caricati 90.

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