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AC124.1/TN6

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PORT 0
NOV. 1944-

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PORT OF CROTONE
NOV. 1944-MAR. 1946

ADRIATIC PORTS

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF CROTONE

OPENED : 9 NOV. 1944
CLOSED : 4 MARCH 1946

10000 / 14A / 3424

THIS FOLDER

CONTAINS PAPERS

FROM NOV - 44

TO MAR - 46

CATALOGUE -

TEL. 478420

KJO/1g

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

51-7/FA

4th March 1946.

SUBJECT : Transportation of wheat by canal.

TO : HQ. A.C. Tn. & Shipping S/C,
(Attn. Maj. Laraman).

1. Enclosed is translation of letter dated 22nd February from the Federazione Italiana dei Consorzi Agrari giving their position on the transportation of wheat from Venice by canal.
2. Above is for your information.

R. R. Snapp
R. R. SNAPP
Lt. Col.
For Director
Food & Agric. Branch

Enclosures

Translation of letter dated 22nd February from
the Federazione Italiana dei Consorzi Agrari.

Copy for infor. to :
Alto Commissariato dell'Alimentazione,
(Attn. Prof. De Marzi).

He/24.1/Tub
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Federazione Italiana dei Consorzi Agrari,
Servizio Distribuzione Cereali
Farina e Pasta

TO : A.C. Food & Agric. S/C

Rome : 22nd February 1946.

SUBJECT : Internal waterways for transportation of wheat from Venice.

Following our letter dated 19th January and a reply to your letter 51-7/FA dated 29th January we send the following information relative to wheat transportation from Venice by internal waterway.

Without considering the degree of efficiency of said waterways for which information was not requested the following places may be supplied by this means :

- a. directly the provinces of Udine, Venezia, Treviso & Padova.
- b. indirectly the provinces of Belluno (through Treviso where the milling also should take place) the province of Vicenza (through Padova) the provinces of Rovigo (through Cavarzere province of Venice).

At present the supply of the provinces of Ferrara, Mantova and Cremona is rendered very difficult owing to the interruption in navigation at Cavanella d'Adige.

As to possibility of shipping from the port of Venice, following upon a thorough examination carried out with a view to eventual arrivals of huge quantities of cereals, the conclusion was reached that the clearance of the a.m. port could be effected in the following manner for the average quantities listed below :

-by rail - about 13000 qts. (100 cars daily) to be sent, with preference, to the most distant places and more difficult of access ;

-by lorry - about 2000 qts. (a limited quantity so as not to face eventual unexpected urgent needs ;

-by internal waterway - about 10.000 qts. daily (for about 30.000 tons monthly) by which it was considered sufficient to satisfy the nearer zones and precisely the Venetian provinces in the neighbourhood of the port of Venice as the access to the River Po was, and still is, interrupted at a place called Cavanella d'Adige, and as the access to the river from the sea, was prohibited owing to mine fields which still exist. See map herewith enclosed.

51

As to the unloading, reception and reshipping possibilities at each single existing canal quay, there is no limit for unloading, whereas it

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depends on the availability of rail cars for reshipment to those provinces which cannot be supplied directly.

Theoretically, therefore, in relation to port clearance at Venice and reception at canal quays - it would be possible to ship to the various localities a monthly quantity of 30,000 tons. Said quantity however must have to undergo a considerable reduction owing to the present efficiency of the internal waterways and the necessity of utilizing only a limited number of canal quays and precisely those in the same locality where industrial mills are situated and precisely the following :

Ferrara, Bondeno, Mantova, Borgoforte, Padova, Monselice, Battaglia Terme, Mira, S. Dona di Piava, Motta di Rivenza.

This Federazione does not deem it advisable to transfer cereals from the port of Venice by internal waterways for the following reasons :

1. Canal transportation is generally more expensive ;
example No.1- supply of mills situated in the commune of Treviso and in the commune of Quinto di Treviso.

<u>By Canal</u>	<u>By Lorry</u>	<u>By Rail</u>
(Duration of trip : 4 days)	(duration of trip : 8 hours)	(duration of trip 2 days)
Boat freight Venice/Silea Liras30	Lorry forfeit freight from Venice/mill Liras45	Rail freight Venice/Treviso Liras7.50
Sackage, storage & redelivery from Silea. Liras18	Sacking, loading & arrangement on lorry. Liras8	Sacking and loading on car. Liras8
Hiring of tarpaulines & cord. Liras13	Hiring of tarpaulines & cord. Liras16	Hiring of tarpaulines & cord. Liras16
Loading on truck. Liras1.50	Unloading at mill. Liras1.50	Transportation to the station. Liras6
Transportation on Silea/mill (average) Liras...22		Transportation Station/mill.24
Unloading at mill . 1.50		Unloading at mill. Liras50... 1.50
By canal Liras86	By Lorry Liras 70.50	By rail Liras63

-3-

Another inconvenience complained of during transfers that have been carried out in the past to the province of Treviso in the high percentage of humidity found on the wheat transported on lighters, i.e. percentage of 14.5 and 15 % which has never been verified in the past.

Recapitulating the above it appears evident that owing to the following :

- a. slowness of canal transportation, while the provinces of destination must be supplied as rapidly as possible ;
- b. the high cost which in many cases will increase considerably when it is necessary to set up transit warehouses owing to the lack or shortage of rail cars ;
- c. the inevitable loss of goods which would occur during the various loadings and unloading along the route.

we must rely exclusively on rail transportation, completing the latter with some lorry transportation, excluding as a general rule canal transportation to which recourse should be taken only in case of emergency and for exceptional cases.

HEADQUARTERS ALLIED COMMISSION

SPF/LR

APO 394

Transportation Sub-Commission

PORT REPORTCROTONE1. Brief Physical Descriptions.

Harbor consists of two ports - Porto Vecchio and Porto Nuovo. The easterly side of Porto Nuovo is bounded by Molo Giunti the westerly side by Molo Foraneo.

Porto Nuovo, northward of Porto Vecchio, is an artificial harbor, separated from the latter by a projection of mainland extending to the eastward about 350 ft. and from 560 ft. to 675 ft. wide. There is a total harbor area of approximately 36 acres.

Crotone is on the main line from Reggio Cal. to Brindisi, and a secondary line leads inland from Crotone to Petilia Policastro about 18 miles distant. A branch line serves the port area.

The harbor proper has sustained no war damage whatsoever, and is in excellent condition.

Porto Nuovo is used for steamers and schooners; Porto Vecchio for fishing boats and small craft.

2.

Tides.

There is a spring tide variation not exceeding 9".

3.

Wharfrage and Depths.

<u>Berths</u>		<u>Length</u>	<u>Depth</u>
+ Molo Giunti		850 ft.	28 ft.
	Molo Foraneo	1,250 ft.	28 "

+ A sunken vessel at the end of Molo Giunti prevents the use of 250 ft. of this berth.

There is no silt deposit alongside Molo Giunti.

A silt deposit varying from 3 to 6 ft. occurs alongside

Molo Foraneo.

The harbor was last dredged in 1940.

Vessels with draft up to 30 ft. can enter the main channel of Porto Nuovo.

4.

Weather.

During sirocco winds cargo operations for approximately 2000 tons of Molo Giunti are affected.

Nuovo. The easterly side of Porto Nuovo is bounded by Molo Giunti the westerly side by Molo Foraneo.

Porto Nuovo, northward of Porto Vecchio, is an artificial harbor, separated from the latter by a projection of mainland extending to the eastward about 350 ft. and from 560 ft. to 575 ft. wide. There is a total harbor area of approximately 36 acres.

Crotone is on the main line from Reggio Cal. to Brindisi, and a secondary line leads inland from Crotone to Petilia Policastro about 18 miles distant. A branch line serves the port area.

The harbor proper has sustained no war damage whatsoever, and is in excellent condition.

Porto Nuovo is used for steamers and schooners; Porto Vecchio for fishing boats and small craft.

2. Tides.
There is a spring tide variation not exceeding 4".

3. Wharfrage and Depths.

<u>Berths</u>	<u>Length</u>	<u>Depth</u>
+ Molo Giunti	850 ft.	28 ft.
Molo Foraneo	1,250 ft.	28 "

* A sunken vessel at the end of Molo Giunti prevents the use of 250 ft. of this berth.

There is no silt deposit alongside Molo Giunti.
A silt deposit varying from 3 to 6 ft. occurs alongside Molo Foraneo.

The harbor was last dredged in 1940.
Vessels with draft up to 30 ft. can enter the main channel of Porto Nuovo.

4. Weather.
During sirocco winds cargo operations for approximately 450 ft. at the north end of Molo Giunti are affected.

5. Electric current.
3 - Phase, 260 Volts, A.C. is available.

6. Water.
A small Italian tanker supplies water - capacity 120 tons per day

7. Coal and Oil Bunkers.
None.

- 2 -

7. Coal and Oil Bunkers.
None.
8. Hoisting Facilities.
There are two mobile electric cranes of 5-ton capacity each, located on Molo Giunti and Molo Foreneo.
9. Grain Elevators.
None.
10. Dry Docks.
None.
11. Railway Sidings.
Railway sidings serve all berths at Porto Nuovo.
12. Dredgers.
None.
13. Repair Facilities.
One small repair shop, capable of making minor repairs.
14. Lights.
None.
15. Tugboats.
None.
16. Storage Warehouses.
One 1-storey warehouse, approximately 7,500 sq. yds.
17. Port Captain.
G. Battista Vitali - Tel No. 87 Crotone - Teleg. address COMPARE, Crotone.
18. Stevedore Contractors
Compagnia Lavoratori di Portuale, Crotone.
19. Stevedore Gear.
Cargoes are handled by ships' gear.
All stevedore gear is now on loan from the Army.
No civilian owned gear available.
Lumber and bagged grain are main cargoes.
Minimum stevedore gear required for civilian operation of port will be as follows :-
12 Slings, Chain
15 " , Rope, 3 "circ".
2 Coils Rope, Manila, 3 "circ".

11. None.
Railway Sidings.
 Railway sidings serve all berths at Porto Nuovo.
12. Dredgers.
None.
13. Repair Facilities.
 One small repair shop, capable of making minor repairs.
14. Lighters.
None.
15. Tugboats.
None.
16. Storage Warehouses.
 One 1-storey warehouse, approximately 7,500 sq. yds.
17. Port Captain.
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 Minimum stevedore gear required for civilian operation
 of port will be as follows :-
 12 Slings, Chain
 15 " , Rope, 3 "circ".
 2 Coils Rope, Manila, 3 "circ".
20. Federazione Consorzi Agrari and I.C.E.
 Vessels are being efficiently and without delay by the
 above organizations.
 Approximate daily discharge of bagged grain - 400 to
 500 tons.
21. Allied Military Cargoes.
 Allied military cargoes are now handled by a military
 Port Liaison Officer, who has an office in Crotone. This officer
 informed me that if and when his duties are terminated, the mili-
 tary authorities at Reggio Calabria will maintain liaison with
 Crotone for the handling of any military supplies thereafter.
 A.C. will have no responsibility for Allied military
 cargo.

Summary of Recommendations.

Provide the following stevedore gear for civil operation of port :-

- 12 Slings, Chain
- 15 " , Rope, 3 "circ."
- 2 Coils, Rope, Manila, 3 "circ."

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer.

Stanley P. France
STANLEY P. FRANCE
Port Liaison Officer.

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AFHQ CITE FHGDM

AC FROM ADAMS

6311

ROUTINE

11 NOV 44

TPTN 30

CONFIDENTIAL PD

PARA ONE PD REFERENCE YOUR BOX XRAY FOUR NINE THREE NINE ONE PD

PAREN TO AFHQ CITE FHGDM FROM AC FROM ADAMS SIGNED STONE PAREN

ADEQUATE FACILITIES FOR EFFICIENT LOADING AND DISCHARGE AT GROTON PD

NICHOLAS PICCHINO

CWO. U.S.A.

Asst. Adjutant

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

0/364

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TO: ALLIED COMMISSION HOME FOR ADAMS: MEDIO SCHOONER CONTROL NAUTICS, DISTO EAST ITALY:
 DUTY CAGLIARI, ALLIED COMMISSIONER ***** SIGNAL MESSAGE CENTER No: 12/02
 FROM: AFHQ SIGNED SACRED CLASSIFICATION:
 REFERENCE No: FX 49291 PRECEDENCE: ROUTINE
 DATE AND TIME OF ORIGIN: NOV 16 1944 OFFICE OF ORIGIN: CITE: FRODM

*****SARDINIA : AC PROVINCIAL OFFICER REGGIO :

ACTION

SECRET.

1. SANTA CHIARA ETA CROTONE 16 Nov will load to capacity pit props approx 1500

tons for ALLIED COMMISSION SAN ANTIOTTO.

2. To AC HOME. As no nov personnel are now at CROTONE and no indent from you has been received for port handling gear presume you can effect efficient loading

and discharge of vessels at this port.

3. Request confirmation. Agreed.

DIST

ACTION: Tn S/C 2

INFO: A/CC

Industry

Econ Sec

File



*Goodman to write para 1.
 Lt. Waringley to reply to para 2.*

DEPT. CAGLIARI, ALLIED COMMISSIONER: SIGNAL MESSAGE CENTER NO. 12356
FROM: AFHQ SIGNED SACRED CLASSIFICATION: ROUTINE
REFERENCE No: FX 49291 PRECEDENCE:
DATE AND TIME OF ORIGIN: NOV 16 1944 OFFICE OF ORIGIN: CITE: FHECM

*****GARDINIA: AC PROVINCIAL OFFICER REGGIO:

ACTION

SECRET.

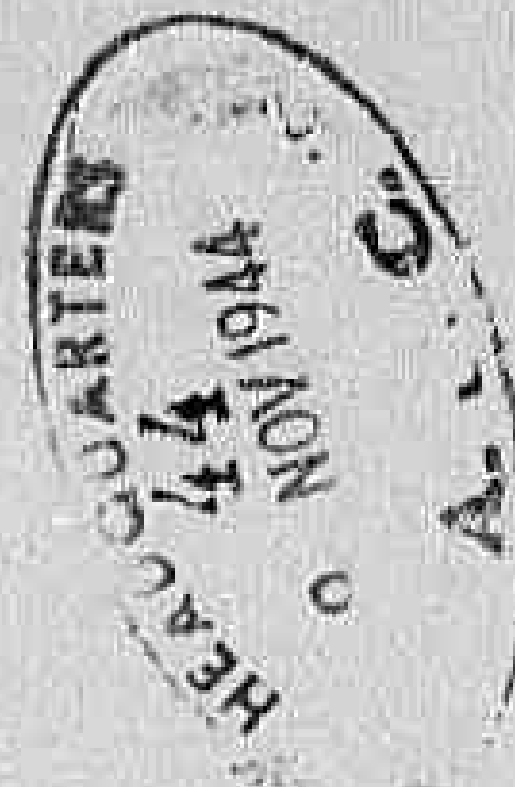
1. SANTA CHIARA ETA CROTONE 16 Nov will load to capacity pit props approx 1500 tons for ALLIED COMMISSION SAN ANTIOCO.

2. To AC ROME. As no NOV personnel are now at CROTONE and no indent from you has been received for port handling gear presume you can effect efficient loading and discharge of vessels at this port.
3. Request confirmation. Agreed.

DIST

ACTION: To S/C 2
INFO: A/CC
Industry
Econ Sec
File

*Godson to write para 1.
H. Waring to reply to para 2.*



DATE and Time of RECEIPT: NOV 19 1944

Distribution:

SECRET

PORT OF CROTONE

Name of wharves, etc.	Length wharves		Wharf Surface Sq. Mt.	Depth water mt.	BERTHING		USE OF WHARF	REMARKS
	Total linear metres	Rly. lines metres			Along- side	Stern on		
Port Nord New outer mole	420	-	8550	3.50- 8.50	2 Liberty ships	10	loading & unloading with possibility of temporary depôt	TOTAL W the new port. UNCOVER the All
Mole of Ponente (Gemiti)	2 parts of 125 m. each -	-	13125	3-7,50	2 Liberty ships or 4 of medium tonnage	5	"	WAREHOUSE surface 30.000 MECHANIC west mo. working power 5- 280 ton co e s for the Pertuso hourly ting po put 350 break d electric Craft n
Southern Port (Old) Jetty	77	-	460	5 only on the N.E. side	1	2	Only loading and unloading without leaving goods on wharf	P 21 &
Wharf outer mole	300	-	3000	5 only at the head	1	3	At head dangerous goods and inflamma bles "	which t with a lifting tugs no from th
North wharf	86	-	860	5-5,5	1	3		
West wharf	170	-	5910	5-5,5	3	5	loading and unloading with possibility of depôt	

Loading and unloading capacity : a) Simultaneous loading and discharging of two ships of large and medium size. Same of 5 schooners. Average daily number of rail cars which can be loaded and unloaded in the Port a) Val di Neto railway (small cars of 1 ton) n. 800 b) Meriodonale Calabro - Lucca cars 12 tons n. 100. Berthing is regulated by the Port Authorities according the general needs and the railway service possibility.

PORT OF GROTONE

Wharf Surface Sq. Mt.	Depth water Mt.	BERTHING		USE OF WHARF	REMARKS
		Along- side	Stern on		
8550	3.50- 8.50	2 Liberty ships	10	loading & unloading with possibility of temporary depôt	<u>TOTAL WATER SURFACE</u> : 200.000 m ² in the new port and 67.000 in the old port. <u>UNCOVERED area</u> : 25.000 m ² (used by the Allies as a timber yard)
13120	3-7,50	2 Liberty ships or 4 of medium tonnage	5	"	
460	5 only on the N.E. side	1	2	Only loading and unloading without leaving goods on wharf	<u>WAREHOUSES</u> : n. 9 private warehouses surface 22 6500, n.1 shed capacity 30.000 tons. <u>MECHANICAL MEANS</u> : 1 crane: at the west mole in the Old Port 40 hourly working capacity 40 tons, lifting power 5-8 tons, medium daily out put 280 tons, operated by Soc. Ind; Cari- co e scarico for bulk minerals and for the A/C of Montecetini and of Pertusola. 1 crane on the outer mole hourly working capacity 50 tons, lif- ting power 7 tons, medium daily out put 350 tons, insufficient due to break down to the motors and to the electric power for bulk minerals. <u>Craft</u> none existent. 2 small pontoons P 21 & P22 of the Imprese Cidonio which together forms a single pontoon with a wooden sheers with 3 tons lifting power. <u>Bugs</u> none existent. Going and out from the Port is very difficult.
3000	5 only at the head	1	3	At head dangerous goods and inflamma- bles	
860	5-5,5	1	3	"	
5910	5-5,5	3	5	loading and unloading with possibility of depôt	

a) Simultaneous loading and discharging of two ships
of 5 schooners.
 which can be loaded and unloaded in the Port a) Val
 (ton) n. 600 b) Meriodonale Calabro - luoca cars 12
 ted by the Port Authorities according the general needs
 lity.

PORTO DI CROTONE

Denominazione	Lungh. Tot. ml.	Banch. serv. da binari	Superf. d. Celate	Fondali	Accosti Pianco - Punta	Destinaz.
---------------	-----------------------	------------------------------	-------------------------	---------	---------------------------	-----------

Porto nord
(nuovo)-Molo
foraneo

420

-

8550

3,50:850

2 pfi
tipo
Liber-
ty.

10

Imbarco e sbar-
co con possib. ta
di dep. temp.

Molo di
nente (det-
to Genuti)

2 Scagio
ni di
125 m.
ciascu-
no.

13126

3:7,50

2 pfi
tipo
Liber-
ty o 4
di me-
dio Ton

5

q.s.

Superficie acqua c
nuovo e m² 67000 in
Magazzini - n.9 mag
n.1 tettoia cap. t
Aree scoperte : m²
per depositi legnam

Porto Sud
(Vecchio)

Pontile in
muratura

77

-

460

5
Solo lato
N.E.

1

2

esclusivamen-
te imb. e sb.
senza dep.
passeggiata.

Banchina molo
foraneo

300

-

3000

5
solo in
testata

1

3

q. s.
In testata m.
pericolose e
liq. infiamm.

Banchina Nord

86

-

860

5:5,5

1

3

q. s.

Banchina di
Ponente.

170

-

5910

5:5,5

3

5

imb. e sb. con
possib. di Dep

Gli accosti sono regolati dalla Capitaneria di volta in volta secondo le esigenze generali e la possibilità della ferrovia.

Mezzi meccanici - 1
P.V. potenza oraria
rend. medio giornal
Ind. Carico & Scari
della Montecatini e
rali alla rinfusa.
pot. or. tonn. 50;p
giornaliero tonn. 3
fidiente per avaria
corrente - per mine
"alleggianti : N.N.
Esistono 2 piccoli
sa Cidonio, collega
un solo pontone ove
gno della portata d
Rimorchiatori N.N.
uscita è molto diff
Potenzialità di car
a) carico e scarico
di 2 di m.t.
b) idem di 5 motove
N° dei carri ferro
giornalmente in por
Neto (piccoli carri
b) della Meridional
trasp. tonn. 12) n.

PORTO DI CROTONE

/bm.

Fondali Accosti Destinaz.

N O T E

Pianco - Punta

3,50:850	2pfi tipo Liber- ty.	10	Imbarco e sbar- co con possib. ta- di dep. temp.	Superficie acque complessiva m ² 200000 in porto nuovo e m ² 67000 in porto vecchio.
3:7,50	2 pfi tipo Liber- ty o 4 di me- dio ton	5	q.s.	Magazzini - n.9 magazzini privati sup. m ² 6500 n.1 tettoia cap. tonn. 30000.
				Aree scoperte : m ² 25.000 (occupate dagli Alleati per depositi legname destinato all'imbarco.
				Mezzi meccanici - 1 gru: al molo di Ponente del P.V. potenza oraria 40 tonn., portata 5:8 tonn. rend. medio giornaliero tonn. 280, della Sov. Ind. Carico & Scarico che gestisce per conto della Montecatini e della Pertresola per mine- rali alla rinfusa. - 1 gru al molo foraneo, pot. or. tonn. 50; portata 7 tonn. rendim. medio giornaliero tonn. 350 - proprietà e.s. - Insuf- ficiente per avaria ai motori e alla presa di corrente - per minerali alla rinfusa.
5 Solo lato N.E.	1	2	esclusivamen- te imb. e sb. senza dep. passeggiata.	Galleggianti : N.N.
5 solo in testata	1	3	q.s. In testata m. pericolose e liq. infiamm.	Esistono 2 piccoli pontoni P21 e P22 dell'Impre- sa Cidonio, collegati insieme da navi formano un solo pontone ove è installato un bigo in le- gno della portata di 3 tonn.
5:5,5	1	3	q.s.	Rimorchiatori N.N. - La manovra di entrata ex- uscita è molto difficile.
5:5,5	3	5	imb. e sb. con possib. di Dep	Potenzialità di carico e scarico: a) carico e scarico contemp. di 2pfi di g.t. e di 2 di m.t. b) idem di 5 motovelieri.
pitaneria di volta in volta secondo le della ferrovia.				N° dei carri ferroviari che possono caricare giornalmente in porto : a) - della ferr. di Val di Neto (piccoli carri di tonn. 1 in media) n. 800; b) della Meridionale Calabro-Lucca (carri atti a trasp. tonn. 12) n. 1000.

0 1 2 0 |