

10000/148/3426

PORT OF MONOPOLI

NO DATE

ADRIATIC PORTS

15
HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF MONOPOLI

10000/48 / 3426

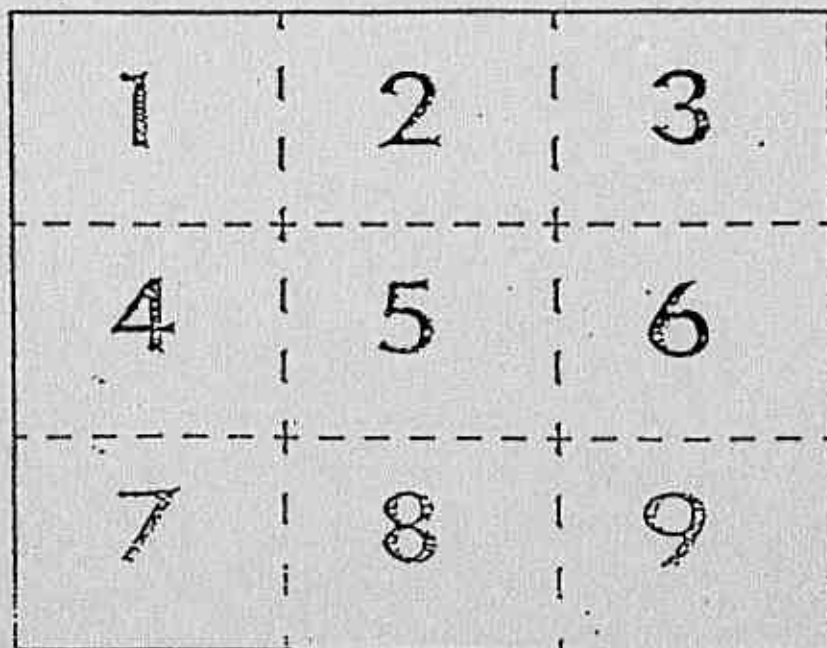
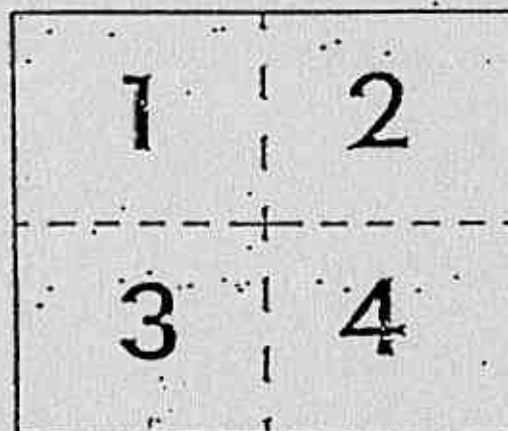
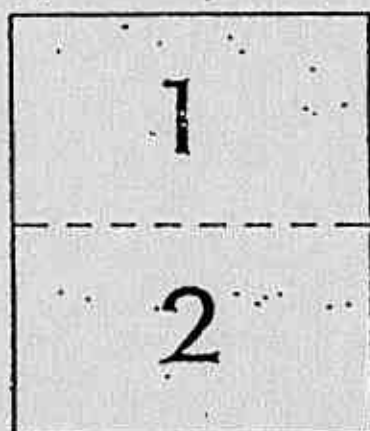
THIS FOLDER
CONTAINS PAPERS

FROM
TO NO DATE

CATALOGUE.

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.



FIRST EDITION

17° 18' 24"	East of Greenwich
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SCALE (APPROXIMATE) 1: 5000



GRID PROVISIONAL

978.000m E

FIRST EDITION

17° 18' 24" East of Greenwich

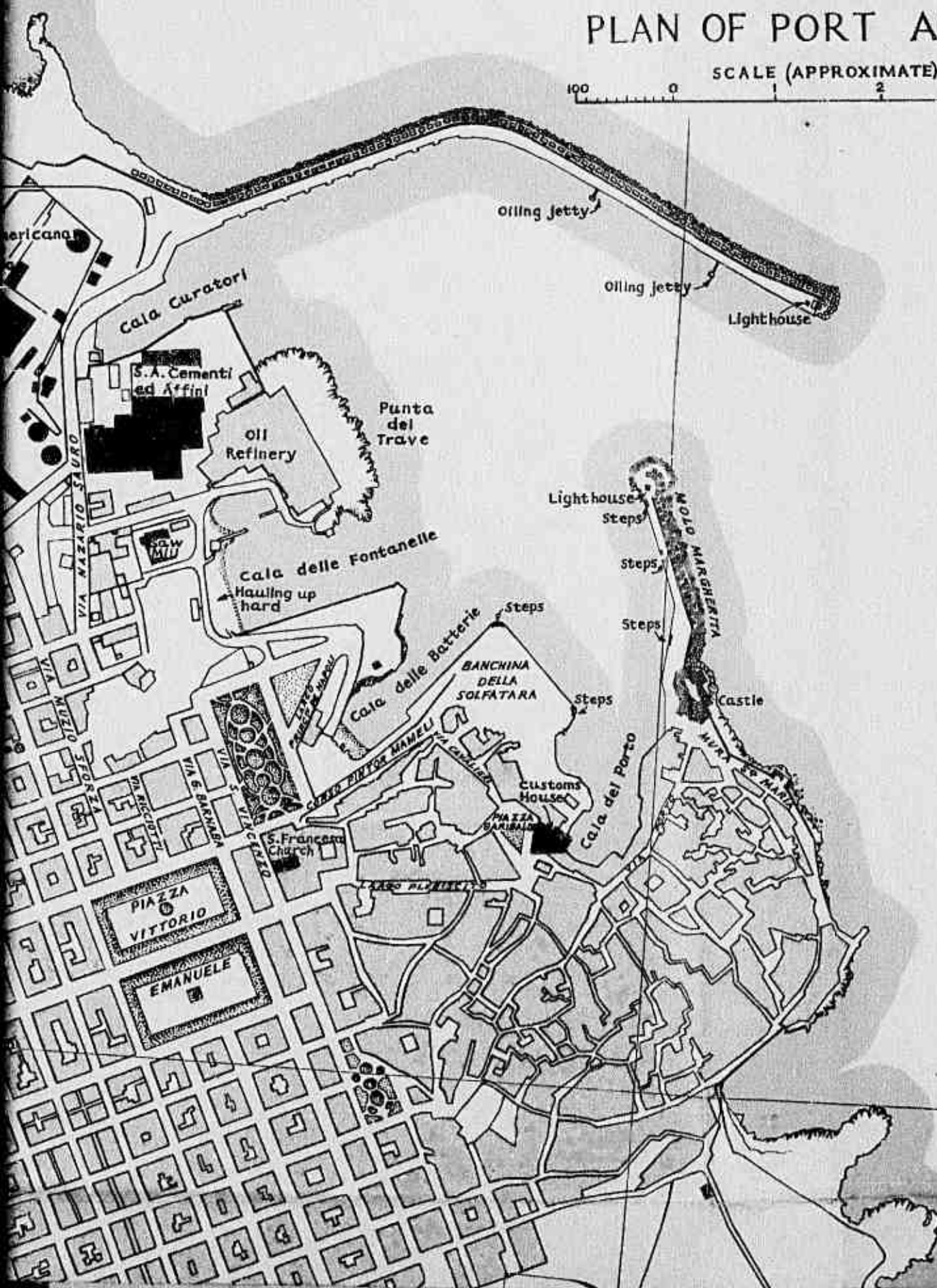
MONOPOLI

PLAN OF PORT AND TOWN

767.000m N

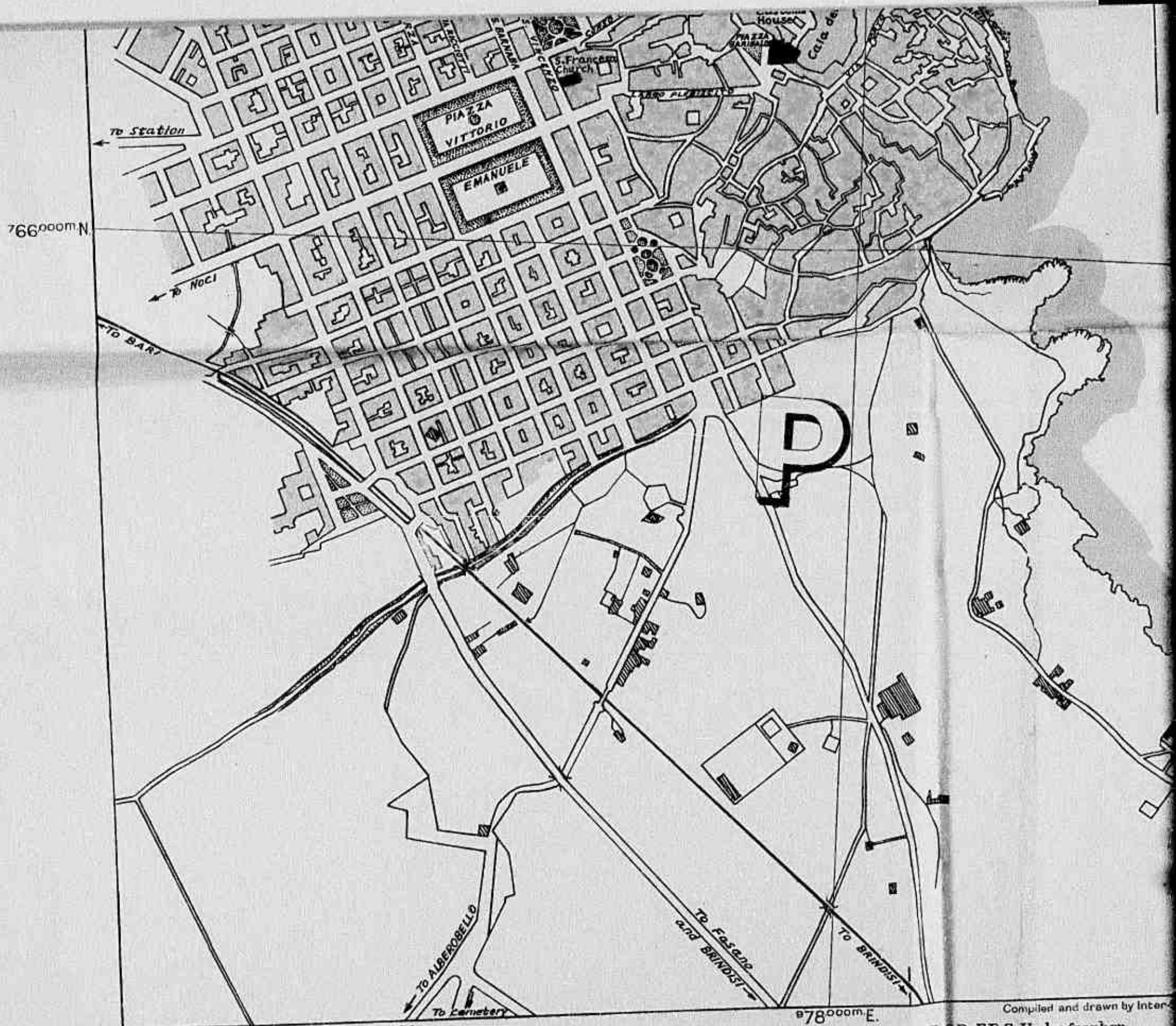
SCALE (APPROXIMATE) 1:5000

100 0 2 3 4 500yds.



40° 57' 17" North

766.000m N



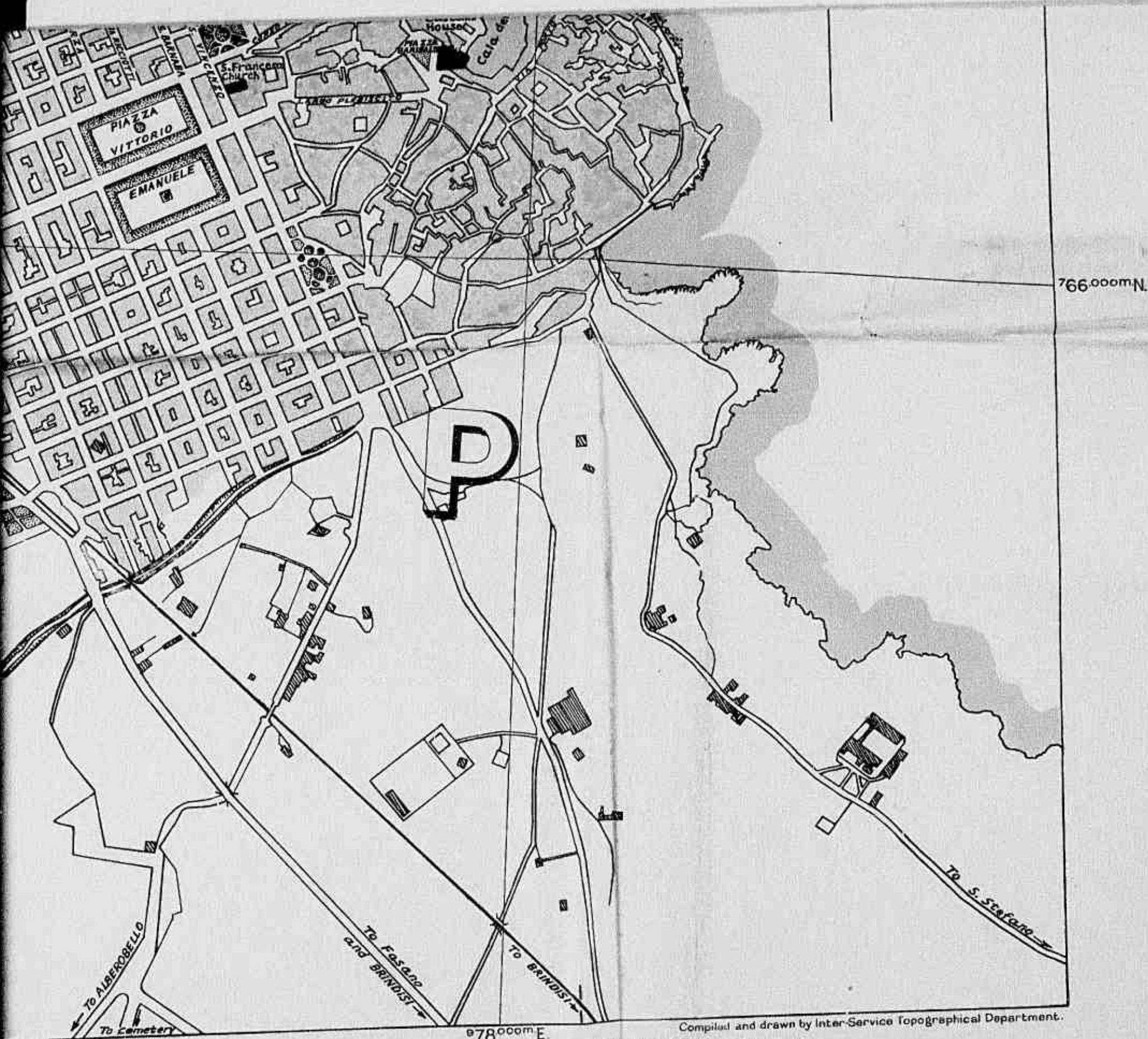
Geographical Section, General Staff No 4380
War Office 1943

Produced under the Superintendence of Vice-Admiral Sir John Edgell, KBE, CB, FRS, Hydrographer.

South Italy Grid.

Grid North is 2° 06' E. of True North.

Compiled and drawn by Inter-



FC No 4380

Produced under the Superintendence of Vice-Admiral Sir John Edgell, KBE, CB, FRS, Hydrographer.

South Italy Grid.

Grid North is 2° 06' E. of True North.

ITALY 1:10,000

For use by
War and Navy Department Agencies only
Not for sale or distribution

MONOPOLI

976000m E. 17°17'

77

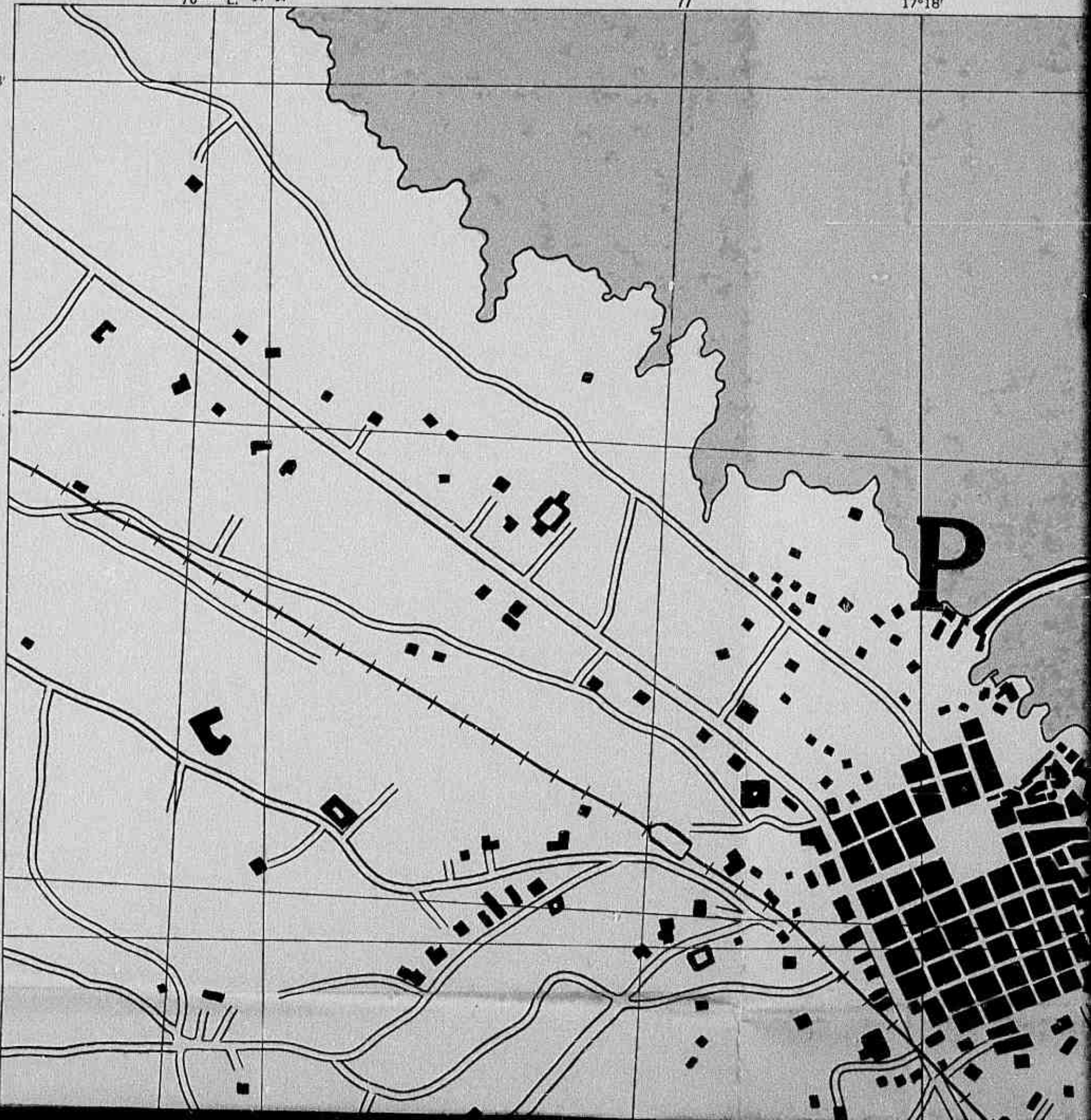
17°18'

40°58'

767000m N.

66

40°57'



MONOPOLI

FIRST EDITION - AMS 1

CITY PLAN

17°18'

78

17°19' 979000m E.

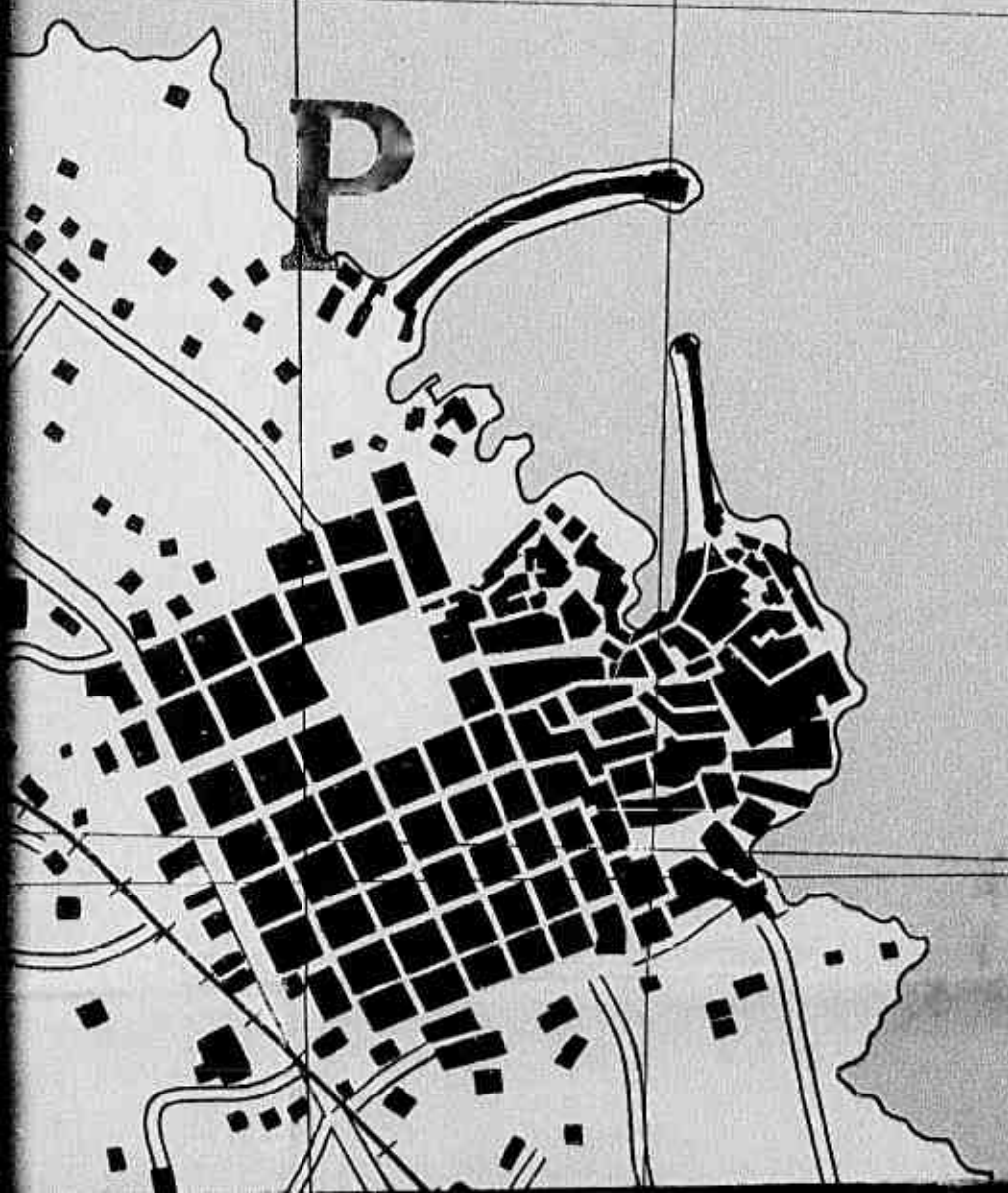
768000m N.

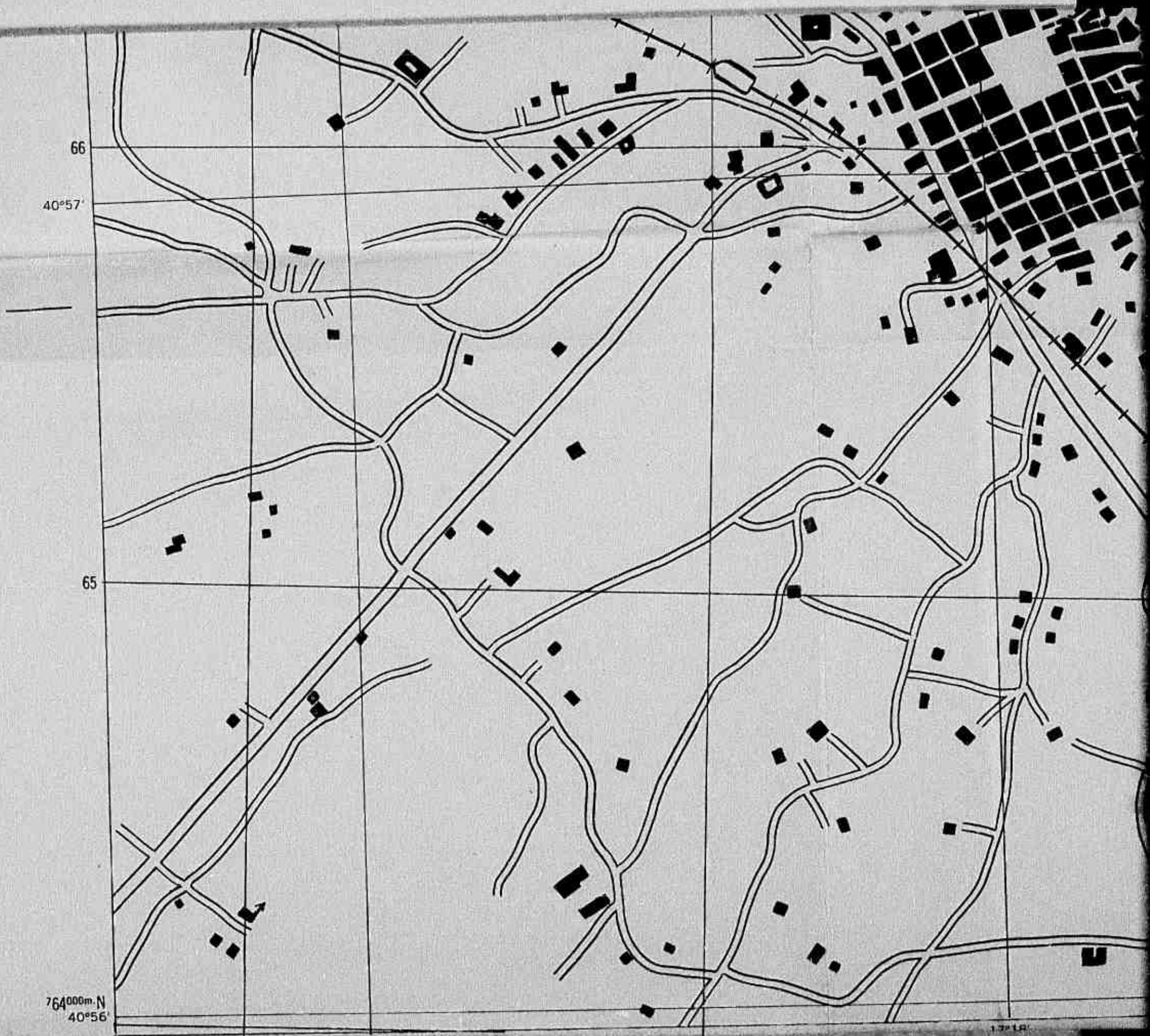
40°58'

67

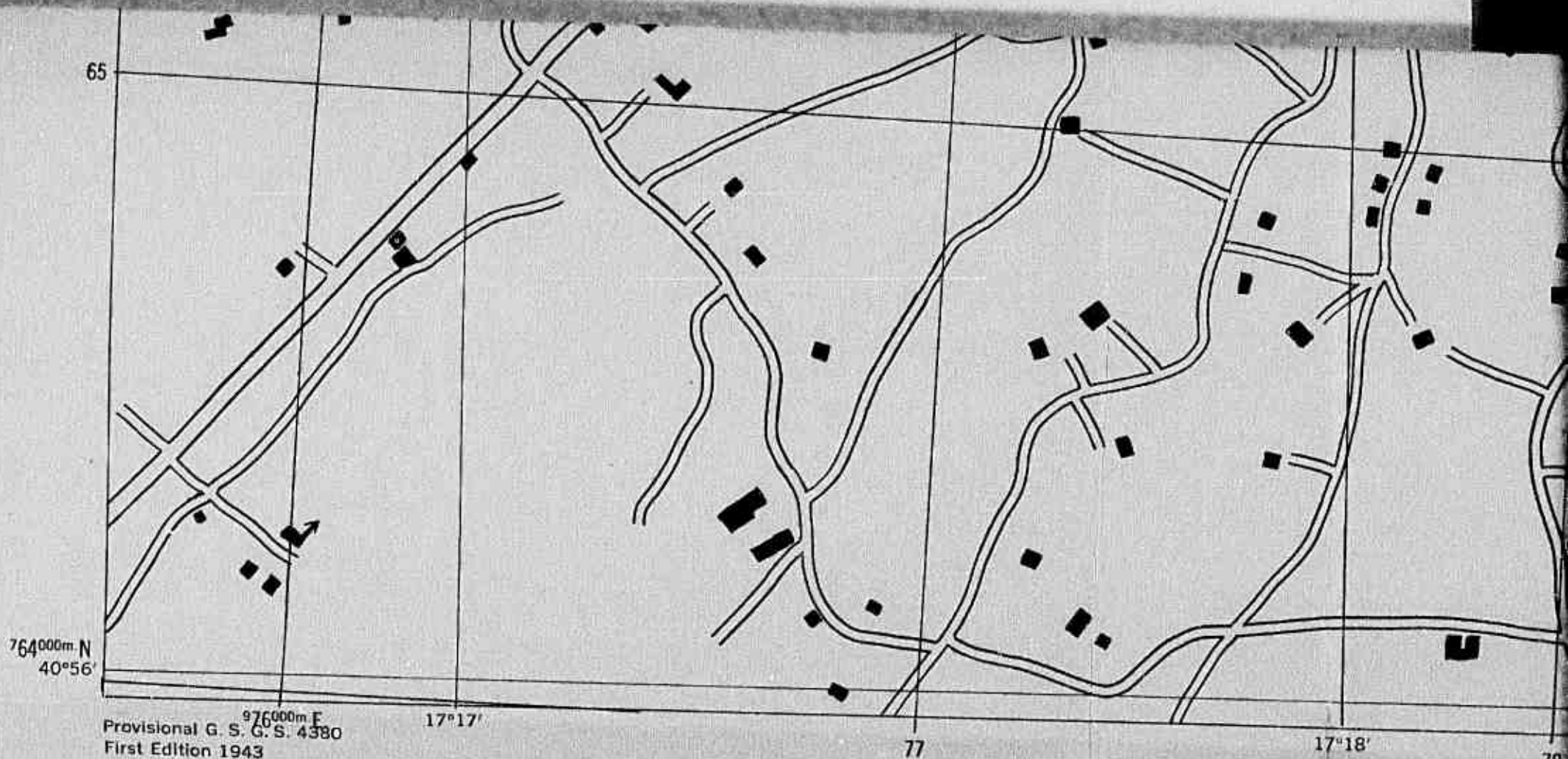
40°57'

66







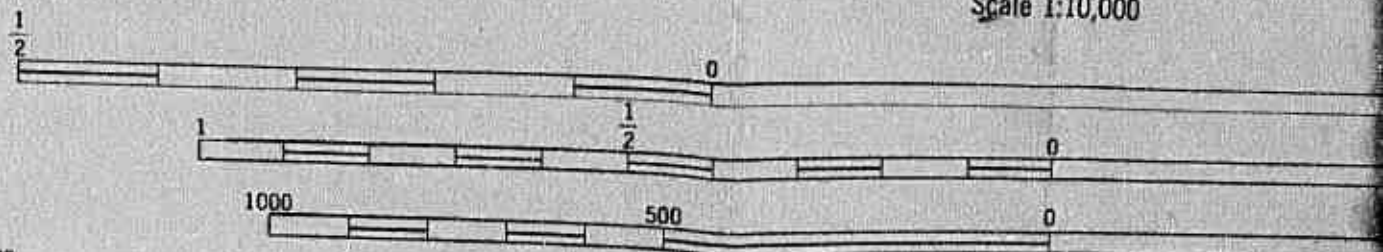


Provisional G. S. G. S. 4380
First Edition 1943

Prepared under the direction of the
Chief of Engineers, U. S. Army, 1943.
Copied from Italian Map, 1:50,000,
Monopoli, F 190 No. 1, 1914.

SOUTH ITALY ZONE GRID (Blue)

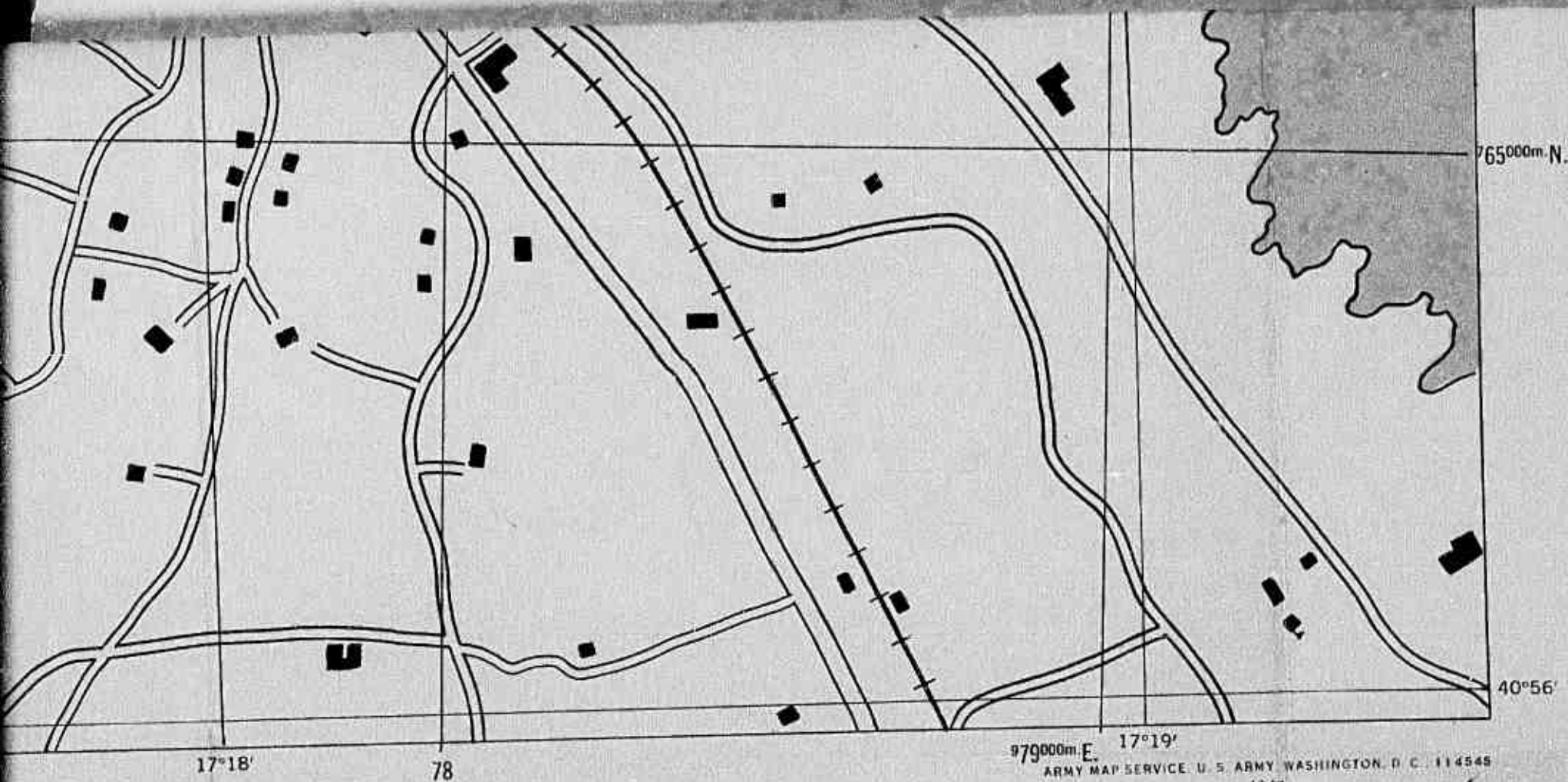
Projection:	Lambert Conical Orthomorphic
Spheroid:	Bessel
Origin:	39°30'N and 14°E
False Co-ordinates of Origin	700,000 meters East 600,000 meters North
Scale Factor:	.99906



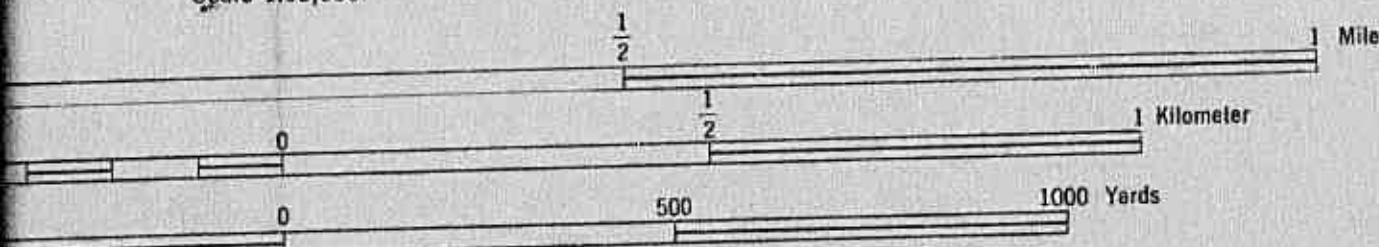
Scale 1:10,000

Grid and Projection Approximate

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WH
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON



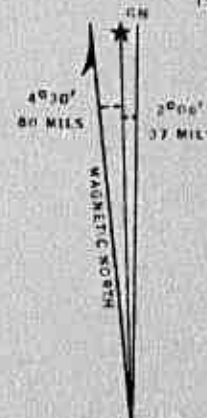
Scale 1:10,000



Grid and Projection Approximate

USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME FROM AND MAIL DIRECT TO THE CHIEF OF ENGINEERS WASHINGTON D C

979000m E. 17°19'
ARMY MAP SERVICE U. S. ARMY WASHINGTON, D. C. 114545
3-43 1943



APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 6' DECREASE

SPF/bm

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

PORT REPORTMONOPOLI1. Brief description

See port plan attached hereto.

This is a small port presently being used in connection with military operations for dispatching supplies to Yugoslavia, and discharging and loading of oil. It is now under control of Movements - East Italy of the British Army.

2. Tides.

There is a spring tide variation of less than 1 ft.

3. Weather.

Bad weather does not affect operations at Banchina della Solfatara wharf, but sometimes affects tanker operations at the Oiling Jetty.

4. Wharves.

Name	Length	Draft
Banchina della Solfatara	341 ft.	23 ft.
Oiling Jetties No. 1 & 2 (on south side of north mole)	750 ft.	37 ft.

5. Depths.

Entrance channel - 37 ft.

There is a general silt deposit of approximately 3 ft.

6. Electricity

None (Military port authorities are using a temporary improvisation).

7. Water Supply

None.

8. Coal Bunkers.

None.

9. Oil Bunkers.

Two oil storage units of very considerable but undetermined capacity)

10. Hoisting Facilities.

There are three electric cranes at cement factory (one is in operating condition for location). One is in operating condition

discharging and loading of oil. It is now under control of Movements - East Italy of the British Army.

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10. Hoisting Facilities.

There are three electric cranes at cement factory (See attached plan for location). One is in operating condition and the remaining two are undergoing repairs.

11. Grain Elevators.

None.

12. Dry Docks.

None. There is a slip yard at Cala delle Batterie (See attached plan for location), now being used for repairing LST's and LCT's. Repairs to small craft can be performed.

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Railway Sidings.

None.

Dredgers.

None.

Lighters.

None.

Warehouses.

There is a one-storey warehouse, approximately 2,000

sq. ft.

Labour.

At the present time most operations consist of loading schooners for Yugoslavia. This work is being done by Yugoslav Patriots, who generally work for no pay.

An Italian civilian labour pool of 80 men is available. They are transported by truck to Bari daily, where they are more constantly employed.

No labour problem exists.

Port Traffic.

Approximately 90 schooners, 3 coastal steamers and 16 tankers per month are using this port.

Stevedore Gear

No civilian gear. Present equipment is loaned by

military.

Cargo handling is by ships' gear.

When port is relinquished to civil operation, twelve Japanese slings will be required.

Consorzi Agrari & I.C.D.

These organizations have not yet operated in this port. Local supplies are brought from Bari by truck and the Consorzi Agrari are handling these operations efficiently.

Allied Military Cargoes.

Military authorities will maintain control over military cargoes either at Monopoli or from Bari, and A.C. will have no responsibility in this matter.

Summary of Recommendations.

1.

Provide 12 Japanese slings when military relinquish operation of port.

operation of port.

17. Schooners for Yugoslavia. This work is being done by Yugoslav Patriots, who generally work for no pay.
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Summary of Recommendations.

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

0158|