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PORT
JAN.

10000/148/3443

PORTS OF AGRIGENTO AND
JUN. 1945 - FEB. 1946

EMPEDOCLE

HEADQUARTERS, ALLIED COMMISSION

TRANSPORTATION SUB-COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORTO MERMOCLE & AGRIGENTO, SICILY

OPENED : 21 JUNE 1946
CLOSED : 9 FEBR. 1946

CLOSED : 9 FEBR. 1946

10000/148/3443

THIS FOLDER	
CONTAINERS	3
FROM	JUNE 45
TO	FEB. 46
CATALOGUE	

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Declassified E.O. 12356 Section 3.3/N No.



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Declassified E.O. 12356 Section 3.3/N No. _____

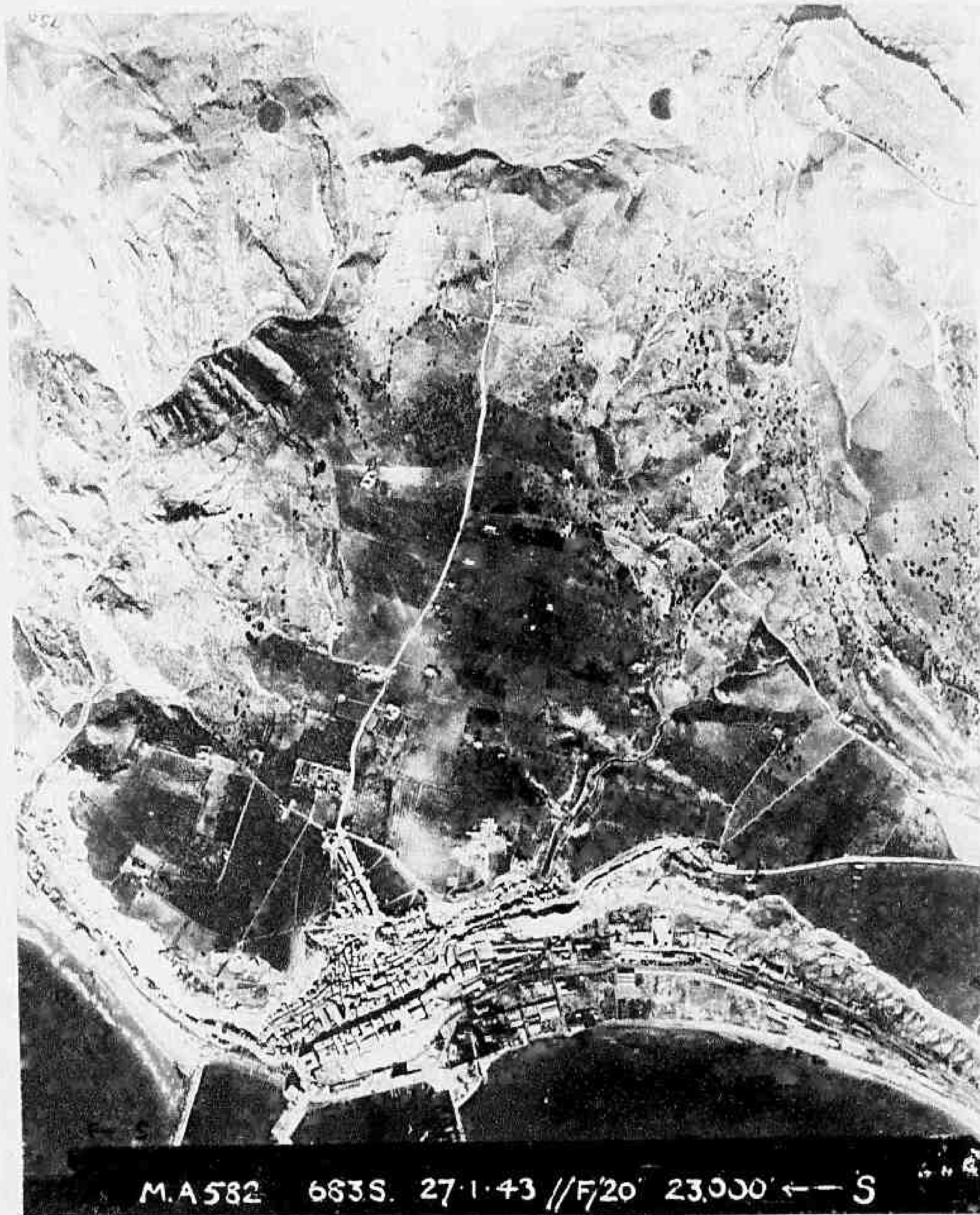


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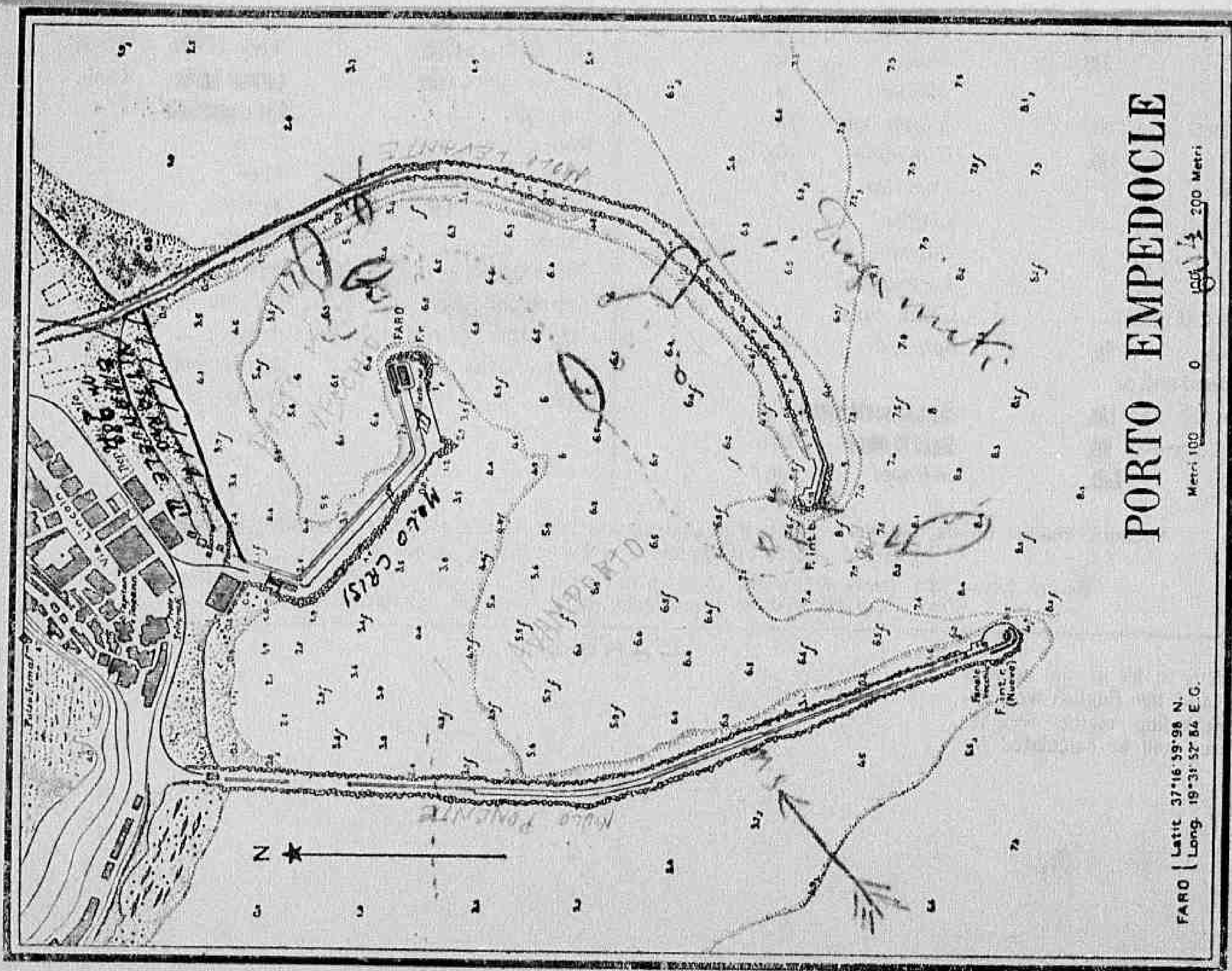
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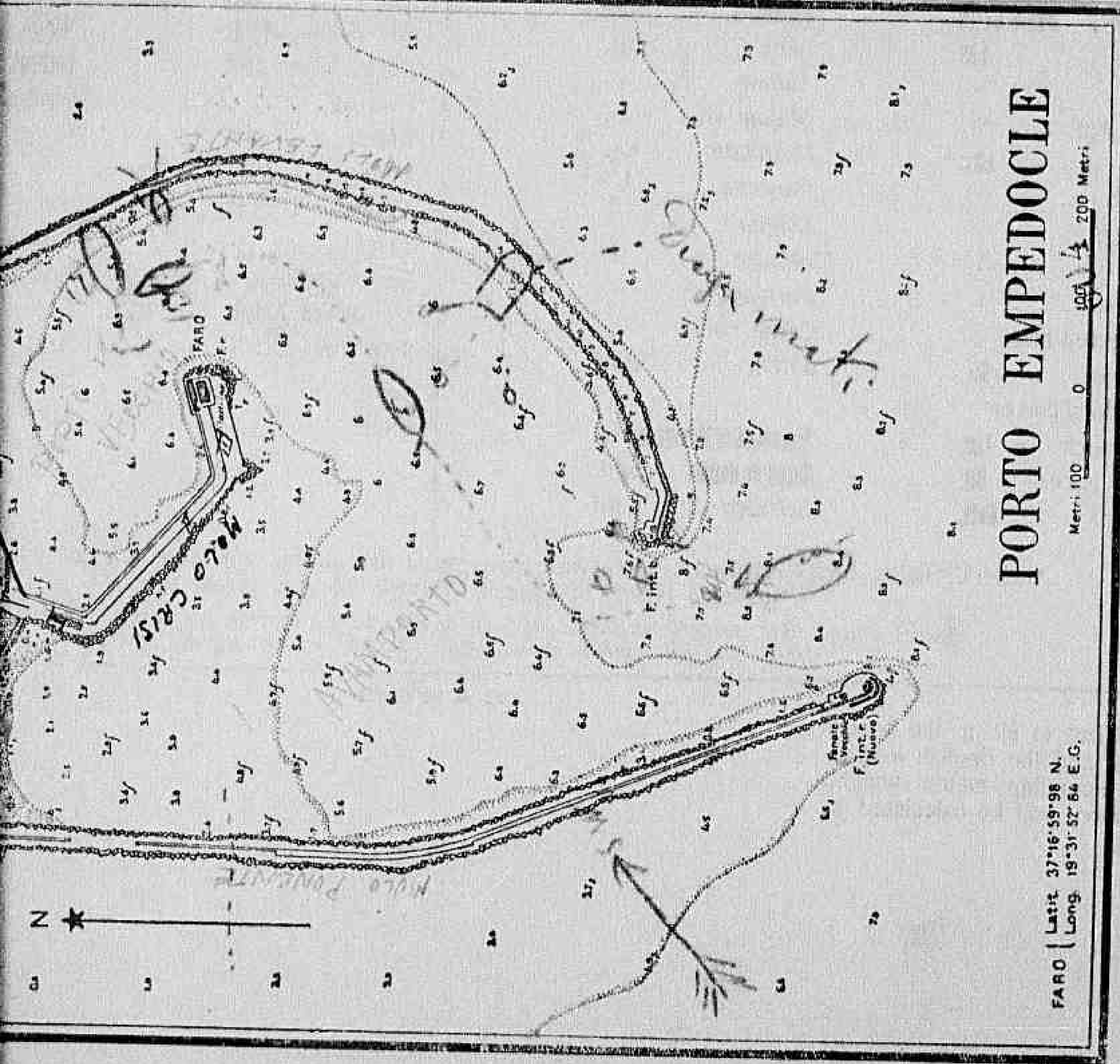
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PORTO EMPEDOCLE

FARO | Latit 37°16' 59" 98 N.
Long. 19°31' 52" 84 E. G.

Volume 18 N.Y. 10



Handwritten notes on the right side of the chart, including "Moto Crisi" and "F. Int. (Nuovo)".

T R A N S L A T I O N

AS/fl

Ref: 1536

P. Empedocle 9 Feb. 46

Subject : Rehabilitation of the Port
of Porto Empedocle.

To : ~~Marimercant~~ - Roma
~~Marimercant~~ Ispett. Porti - Roma-
Commissione Alleata del Quartiere Generale
Sottocommissione Marina e Trasporti WPO- Roma
Alto Commissario per la Sicilia - Palermo -
Direziomare- Palermo -
R. Prefettura - Agrigento -

We inform you that on the 27 Jan. in the rooms of the Port Workers Company "Salvatore Sicurelli" of the Port of Porto Empedocle, a meeting, of the "Collegio dei Fiduciari" under the presidency of the "Console", took place.

From the minutes of the meeting, presented to us we gather that said "Collegio" has examined the situation brought about by war in said port and the measures to be taken to eliminate, at least partially, the lack of traffic which from 1940 has almost totally paralyzed the activity of the port.

Since the persisting situation is due to the diminished number of vessels of medium and small tonnage in navigation, and also mainly due to the difficulty of anchoring of vessels with a depth above 21 feet at the side of the quay, the a/m "Collegio" to contribute to the rehabilitation of the Port of Porto Empedocle has unanimously decided the following:

1. - for each vessel arriving to this port which has a depth above 21 feet the Compagnia Portuali "S. Sicurelli" will take upon herself the expenses for the lighterage necessary to enable the vessel to ancor at the side of the quay.
2. - to avoid that commodities, (wheat-coal), which are meant for this Port or for its surrounding area be unloaded from large vessels in other ports of the Island and then carried here overland, the a/m Company engaged to discharge working over time, (also night time), renouncing to the overtime pay provided

Alto Commissario per la Sicilia - Palermo -
Direzione- Palermo -
R. Prefettura - Agrigento -

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2. - to avoid that commodities, (wheat-coal), which are meant for this Port or for its surrounding area be unloaded from large vessels in other ports of the Island and then carried here overland, the a/m Company engaged to discharge working overtime, (also night time), renouncing to the overtime pay provided by present tariffs so as to meet the over expenses which vessels must bear for the movement from the main port to Port Empedocle.

We have deemed it necessary to bring the above to the knowledge of the addressees for consideration.

Il Ten. Col. del Porto
Comandante
sgd A. Cherubini.



Porto Empedocle, li 9 febbraio 1946

Indirizzo Telegrafico: COMPANARE

R. CAPITANERIA DI PORTO

DI

PORTO EMPEDOCLE

Al MARINERCAET = ROMA
MARINERCAET Impett. Porto

ROMA

COMMISSIONE ALLEATA DEL CHIARE

TIERE GENERALE - SOCCORSO

SIONE MARINA E TRASPORTI VPO

ROMA

ALTO COMMISSARIO PER LA SICILIA

PALERMO

DIREZIONE

R. PREFETTURA =

AGRIGENTO

Prot. N.

Allegati N.

Argomento: Rinascita economica delPorto di Porto Empedocle.RACCOMANDATA

Si informa che in data 27 gennaio u.s. nei locali della Compagnia Portuali "Salvatore Sicurelli" di questa sede, si è riunito il Collegio dei Fiduciari sotto la presidenza del Console.

Dal verbale redatto al termine della riunione, presantato per competenza a questo Ufficio del lavoro, si rileva che il predetto Collegio ha preso in esame la situazione determinatasi in questo Porto a causa della guerra e le misure che possono essere adottate per eliminare almeno in parte la crisi del traffico che dal 1940 ha quasi totalmente paralizzato le attività di questo porto.

Poichè il perdurare di tale situazione deve imporre alla rinfacciatura del naviglio di medio e piccolo tonnellaggio e principalmente alle difficoltà di attracco alla banchina, dal Collegio del porto, si bastimanti con pescaggio superiore ai 21 piedi, il Collegio predetto allo scopo di contribuire quanto più possibile alla rinascita economica del porto di Porto Empedocle ha deciso, con l'unanimità approvazione di tutti i presenti, quanto segue:

- 1°) - per ogni arrivo in questo porto di piroscafi con pescaggio superiore ai 21 piedi che abbiano bisogno di attracco alla banchina la Compagnia Portuali "S. Sicurelli" assume a suo totale carico le spese di allido che si rende eventualmente necessaria per alleggerirli fino a quando i piroscafi stessi non saranno nelle condizioni di effettuare tale attracco;
- 2°) - per evitare che merci destinate in questa sede od al suo naturale retroterra (grano, carbone) vengano sbarcate in altri porti dell'isola da grandi piroscafi e qui trasportate via terra, la Compagnia predetta, si impegna a svolgere le operazioni di scarica con lavoro in ore straordinarie, anche notturne, rinunciando alle migliorazioni previste dalle tariffe in vigore allo scopo di compensare le maggiori spese che incontrano le navi per il trasferimento dal porto principale a Porto Empedocle.

Argomento: Rinascita economica del Porto di Porto Empedocle.
 DIREZIONE - VALMIO
 R. PREFETTURA - AGRIGENTO

RACCOMANDA

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Poiché il perdurare di tale situazione deve imporre gravi alla rerefazione del naviglio di medio e piccolo tonnellaggio e principalmente alla difficoltà di attracco alla banchina, dai i fondali del porto, ai bastimenti con pescaggio superiore ai 21 piedi, il Collegio prodotto allo scopo di contribuire quanto più possibile alla rinascita economica del porto di Porto Empedocle ha deciso, con l'unanimità approvazione di tutti i presenti, quanto segue:

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Quanto sopra si è ritenuto opportuno portare a conoscenza delle Autorità ed Enti in indirizzo per le eventuali considerazioni di merito.

IL TENENTE COLONN. DI PORTO
 Comandante
 (A. CRISTOFANI)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Ports & Warehouse Division

/gs
el

Port Report

Porto Empedocle & Agrigento, Sicily.

1. Brief Physical Description

Porto Empedocle consists of two harbours.

The inner harbour is known as Porto Vecchio and the outer harbour as Avamporto.

Porto Vecchio is divided from Avamporto by an irregularly constructed mole, known as molo Crisi which protrudes south S/E, southwest and east N/E. The east and west enclosures of the ports are bounded by Molo Levante (east) and Molo Ponente (west).

Use of a considerable portion of the harbour is presently nullified by a sunken German Torpedo boat, containing a number of live torpedoes, laying alongside Molo Crisi, many unexploded bombs in and around the harbour, and approximately six sunken vessels in the harbour.

2. Shipping Traffic.

Only Porto Vecchio is used for commercial steamers and schooners. Approximately 10 schooners and 4 small steamers (not over 1,500 tons) call each month.

Principal discharges are phosphate, coal, timber and general cargoes.

Principal loadings are sulphur and citrus fruits.

Present discharges average 5,000 tons per month.

Present loadings average 5,000 tons per month.

Pre-war discharges and loadings averaged 600 tons per day.

3. Tides.

Spring tide variation is less than 1 ft.

4. Weather.

Shipping operations are little disturbed by bad weather.

001

5. Electricity

3 Phase A.C., 50 cycles, 150/160 volts, is available

6. Water Supply

Piped water supply is available at Banchino Vittorio Emanuele II. The supply pipes serving Molo Crisi are badly damaged by bombing.

7. Wharriage & Depths

Please refer to attached maps for locations.

<u>Name of Wharf</u>	<u>No. of Wharf.</u>	<u>Length</u>	<u>Depth</u>
Banchino Vit-			
torio Emanuele	1	923'	19'
Molo Crisi	1	325'	1' 6"
" "	2	810'	12'
" "	3	325'	16'

The use of Berth No. 2 on Molo Crisi is presently nullified by extensive war damage sustained to 325' of mole.

Wharriage alongside Molo Levante is used for schooner traffic. However, vessels up to 16' draft could be discharged or loaded at the south end of this mole, where four anchorages are available, if lighter barges are provided.

There is 3 ft. of silt throughout the harbour.

8. Coal Bunkers

There is ample space for coal bunkering in the vicinity of Banchino Vittorio Emanuele II.

9. Oil Bunkers

Three tanks, totalling 60 ton capacity, are damaged.

10. Warehouses

All warehouses are damaged beyond use.

11. Railroad Sidings

Banchino Vittorio Emanuele II and 900 feet of Mole Levante are rail served.

12. Dry Docks

None

13. Repair Facilities

One shop, capable of making ordinary repairs.

600

14. Dredgers.
None.

15. Tugboats.
None.

16. Lighters.
None.

17. Hoisting Facilities
None.

18. Grain Elevators.
None.

19. Stevedore Gear.

All cargoes are worked by ships' gear.
There is an ample supply of stevedore equipment on hand, owned by Compagnia Portuale, for present and potential operations.

No additional equipment is necessary.

20. Stevedore Contractors.

Compagnia Portuale
Porto Empedocle.

21. Labor

A dock labor pool of 400 men is available, which is more than adequate. At the present time there is insufficient work for all, resulting in a continual surplus.

22. Italian Port Captain.

Lt. Col. CHERUBINI ATTILIO

Tel. No. None

Tel. Address:- COMPAGNIE, Porto Empedocle.

23. Fed. Consorzi Agrari

this agency is operating efficiently.

24. I.C.E.

Not operating at this port.

25.

Military Cargoes

Military cargoes are not consigned to, or discharged at, this port. There is no responsibility on the part of A.C. for handling.

Summary of Recommendations

1. Repair Berth No. 2. Molo Crisi (obligation of the Italian Government)
2. Remove sunken vessels, live torpedoes and bombs from the harbour (obligation of the Italian Government).

Stanley P. France
STANLEY PL FRANCE
Port Liaison Officer

Attachments :-

- 1 Plan of Porto Empedocle
- 3 Aereal photos of Porto Empedocle.

PX 26345
JULY 21 1910Z

RESTRICTED

F/701
JULY 22 0930Z
OP-PRIORITY

APHQ CITE WHSUP SIGNED SACMED
REGI NAT MINING DIVISION ALCON BARDININA INFO ALCON FOR TN SC
CITE ACCOL DMSTR CATANIA HIGH COMMISSIONER SICILY MWTR CAGLIARI

RESTRICTED.

At SAN ANTIOCO approx 30th July will be MARVIA to load 2500 tons
number 4 size and 500 tons modified mine run mixture coal for
PORTO EMPEDOCLE.

P. & H. P. R.

DIST

INFO ACTION TN SC 2
COAL DIV
INFO CHIEF COMMISSIONER
ECON SEC
MWTR
WIA
FILE

[Handwritten signature]

RECEIVED
72 JUL 22
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RESTRICTED

4274

HIGH COMMISSIONER SICILY INFO AFHQ CITE FREGM FREGG MEDBO SCHOON-
NER CONTROL NAPLES

244

21 JUNE 45

PRIORITY

CONFIDENTIAL PD

PARA ONE PD REF OUR SIGNAL TWO FOUR DATED ONE/EIGHT JUNE NOT TO ALL PD
PARER TO HIGH COMMISSIONER SICILY INFO TO AFHQ CITE FREGM FREGG TO
MEDBO SCHOONER CONTROL NAPLES FROM HQ ALCON CITE ACERT PAREN

PARA TWO PD IF SUGAR SUGAR ITU HAS NOT SAILED FROM PORTO MEPEDOOLM
SHE WILL LOAD FOUR SEVEN FIVE TONS GROUND SULPHUR ACCOUNT CONSORZIO
AGRARIO AND THEN PROCEED CATANIA TO COMPLETE LOADING WITH GROUND
SULPHUR PD

COPY TO : AGRICULTURE SC
PORTS & WHEAT DIVISION
MINISTRY OF MARINE
SCHOONER OFFICE

TRANSPORTATION SC

534

396

NICHOLAS PICKBINO
CIT U.S.A.
Asst. Adjutant

PORT OF PORT EMPEDOCLE

Name of wharves etc.	Length wharves		Wharf surface Sq.mt.	Depth water mt.	BERTHING		USE OF WHARF
	Total l.mt.	Rly. l.mt.			Alongside	Stern on	
1. CRISPI MOLE 1st section	120	-	1392		3 small schoon.	5 small schoon.	Gypsum, cereals, salt, sulphur, general cargo
2nd section (50 m. in the center destroyed)	210	-	2504				sulphur, gypsum cereals, salt, coal, cement, phosphates, transport by carts or barges
Littorio's Mole 1st & 2nd Sec.	700	400	-		2 ships working with stages	4 ships working with craft	
3rd, 4th & 5th Sec.	500	-	-	5,50		10 ships or which 4 working with craft	
IMPERO MOLE	1060	No wharf on the west side On the east side m. 120 of quay			there is no possible way of mooring or loading and unloading, towards the shore in summer are moored craft laid up.		
VITTORIO EMANUELE WHARF	310	310	9000		3 Ships or 6 schooners		Sulphur, building stones, gypsum cereals, coal cement, general cargo

CRAFTS. No. 5 capacity of

PORT OF PORT EMPEDOCLE

Wharf	Wharf surface Sq.mt.	Depth water mt.	BERTHING		USE OF WHARF	REMARKS
			Alongside	Stern on		
	1392		3 small schoon.	3 small schoon.	Gypsum, cereals, salt, sulphur, general cargo	Total water surface: hectars 40. working (Anchored 0/11, 5 output sch. Ships: 13 V.E.W. 3 2 F.C. mole 1 L. mole
	2004				sulphur, gypsum cereals, salt, coal, cement, phosphates, transport by carts or barges	<u>Stern on</u> 19 ships (on which only 3 operated by crafts) <u>Alongside</u> only 2 schooners <u>Stern on</u> 6 ships or 12 schooners
	-		2 ships working with stages	4 ships working with craft		
	-	0,50		10 ships of which 4 working with craft		
Wharf the side the east m. 120 quay			there is no possible way of mooring or loading and unloading, towards the shore in summer are moored craft laid up.			<u>Open spaces, sheds & whses:</u> 3 open spaces m/2 16.000 various private whses m/2 800 <u>Depots & Commercial Establishments.</u> Sulphur Depot (bonded whse) N.5 north shore, surface m/2 10000 capacity 29.000 tons. Coal depot N.1 F.C. mole surface m/2 1229 capacity 3000 tons Uncovered areas. N.9 surface m/2 1705 capacity 5000 tons
	9000		3 ships or 6 schooners		Sulphur, building stones, gypsum cereals, coal cement, general cargo	<u>Crafts.</u> N.5 capacity of about 10 tons. <u>Tugs</u> none exist

PORTO DI PORTO EMPEDOCLE

Denominazione	Lungh. - - Banch.	Superficie	Accosti	Fondali	Destinazione	N	O
Tot.ml.	Servita da da binari	Calate	di fianco	di punta			
Molo F.Crispi 1° Braccio	120	-	1392	3 vel.picc	3 vel.picc.	Gesso, cereali salgemma, zolfo, m.v.	Superficie tari 40
2° Braccio	210	-	2604			Zolfo, gesso, cer. salgemma, carbone, pozz. fosfati mediante carri e barche.	Capac. di Lav.
(Parte cent. distrutta per 50 m.)							
3° Braccio			1302				
Molo del Littorio - 1° e 2° braccio	700	400	-	2 pfi operanti con ponti	4 pfi oper. con barche		
3° e 4° e 5° Braccio	500	-	-	-	10 pfi di cui 4 op. con barche	5,50	Piazzali 3 piazza Mag. pri Depositi
Molo dell'Impero	1060	Manca di banchina nella parte occid. nella p. orientale m. 120 di banch.		Non si possono fare accosti, né compiere operaz. commerciali - verso la rada, in estate, si ormeggiano galleggianti in disarmo.			Dep. zol n. 5 spi cap' ton Dep. car fossile Sup. m ² Aeree s cap. ton Gallegg tati del Rimorch
Banchina Vittorio Emanuele	310	310	9000	3 pfi a 6 vel.	6 pfi a 12 vel.	Zolfo, pietra, gesso, cereali carbone, cemento m.v.	

PORTO DI PORTO EMPEDOCLE

/km.

Superficie Accosti Fondali Destinazione
Calate di fianco di punta

N O T E .

1392 3 3
vel.pico vel.pico.

Gesso, cereali
salgemma, zolfo, m.v.

Superficie acquea : complessive et-
tari 40 5 vel.

2604 Zolfo, gesso, cer.
salgemma, car-
bone, pozz. fo-
sfati median-
te carri e bar-
che.

norm. 6/11 pfi-13 banch. V.E.3:
in
accosto 2 molo F.C.
1 molo L.(m.bar.

1302

Capac. di
Lev. } di punta :
19 pfi (di cui solo 3 op.
comm. per men. di
gelli.)

- 2 pfi ope- 4 pfi oper.
ranti con con barche

affiancati:
massima 2 velieri
~~di punta~~ di punta : 6 pfi o 12
velieri.

- 10 pfi di
cui 4 op. 6,50
con barche

Piazzali, tettoie e Magazzini :

3 piazzali m² 16.000
Mag. privati vari : m² 860

Depositi e stabil. Commerciali :

Dep. zolfo (Mag. ni Generali)
n. 5 spiaggia nord- sup. m² 10.000
cap. tonn. 29.000

Dep. carbon
fossile (terr. comunale), n. 1-Molo F.C.
Sup. m² 1229 cap. tonn. 3000.
Aeree scoperte - n.9- sup. m. 1765,
cap. tonn. 5000.

Galleggianti : n.5 gozzia non pon-
tati della portata di 10 tonn. circa

Rimorchiatori : N.N.

9000 3 pfi d 6 pfi o
6 vel. 12 vel.

Zolfo, pietra,
gesso, cereali
carbone, cemento
m.v.

Non si possono fare acco-
sti, né compiere operaz.
commerciali - verso la ra-
dice, in estate, si or-
meggiano galleggianti in
disarmo.

11171