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PORT OF MESSINA
OCT. 1944 - MAY 1945

SICILIAN PORTS

HEADQUARTERS, ALLIED COMMISSION

TRANSPORTATION SUB-COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

MESSINA, SICILY

{ OPENED: 7 Oct 1944
CLOSED: 6 MARCH 1945

10000 / 148 / 34A9

THIS FOLDER

CONTAINS PAPERS

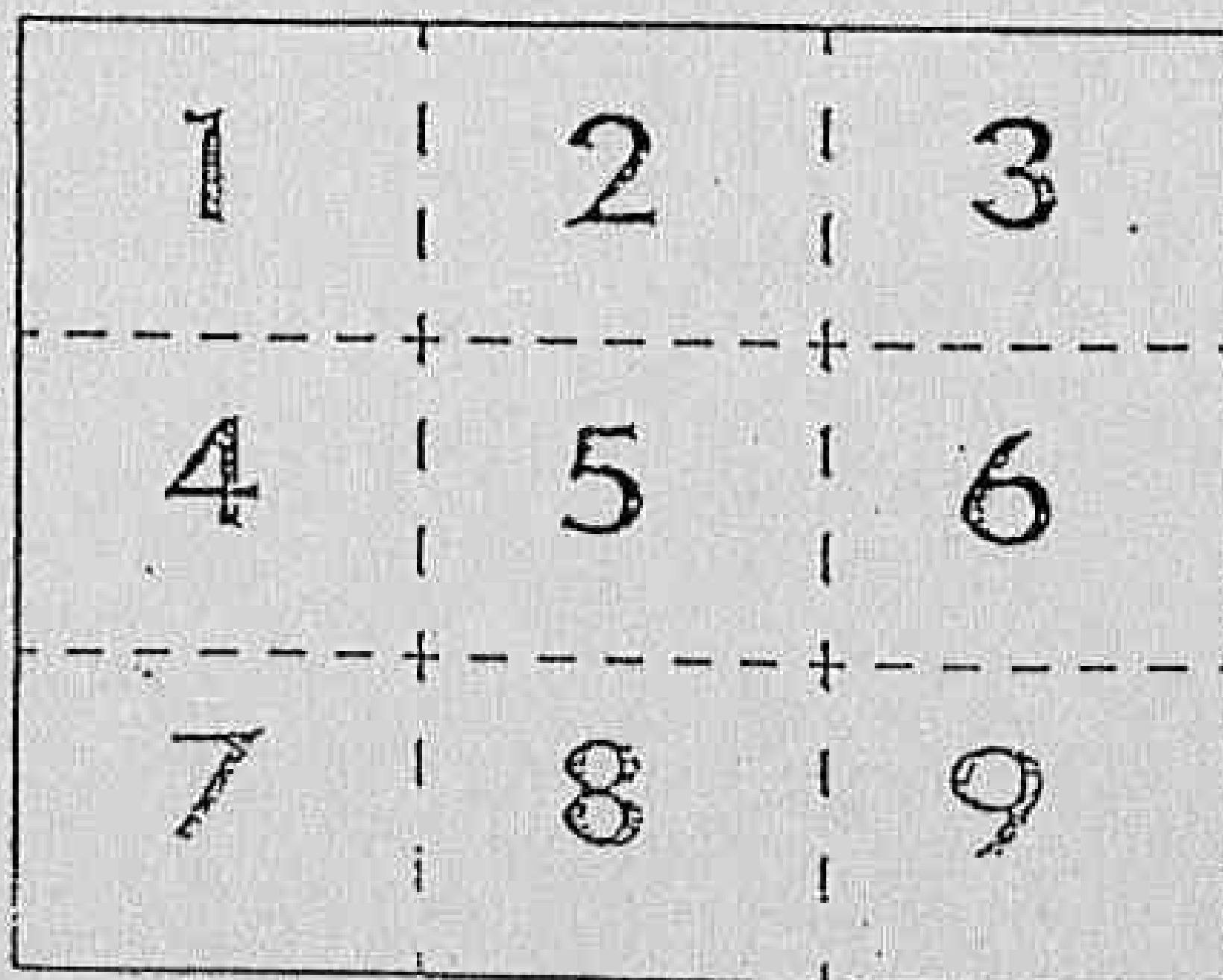
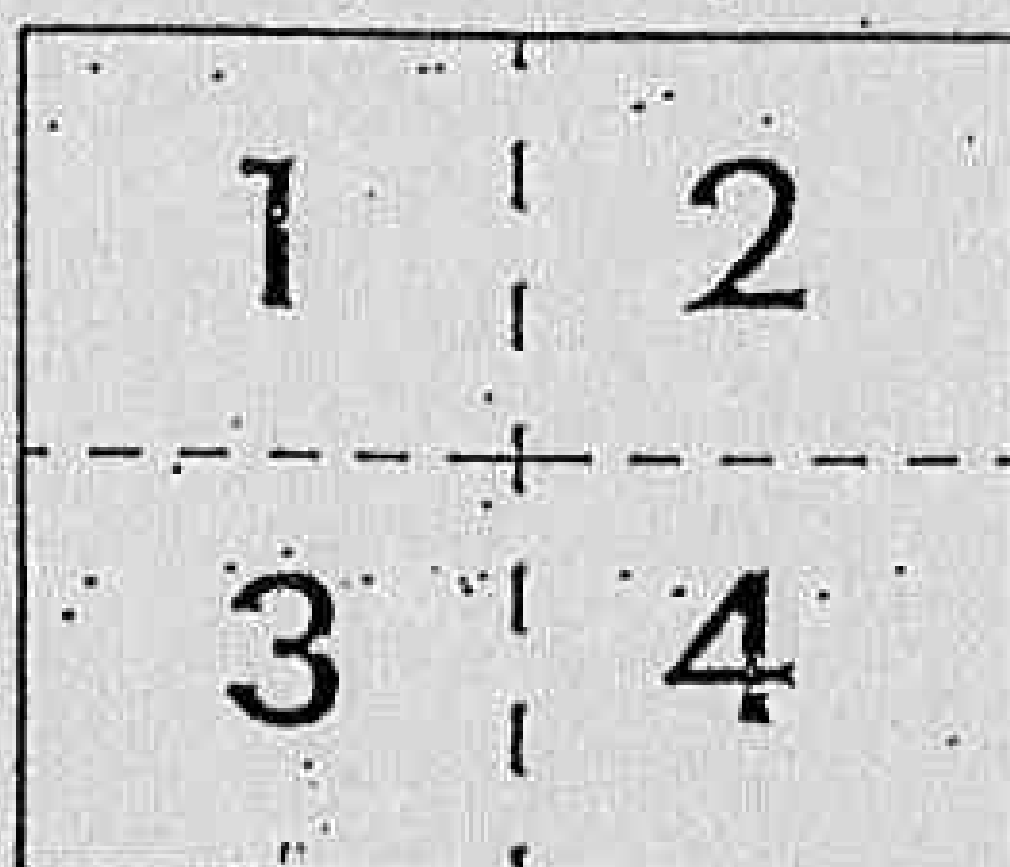
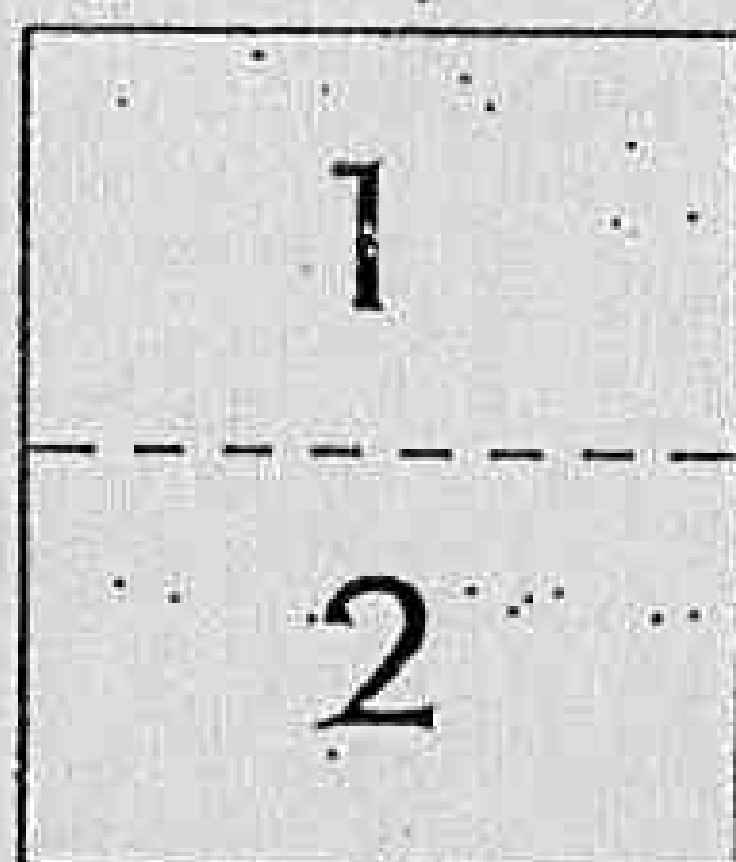
FROM OCT. 44

TO MAY 45

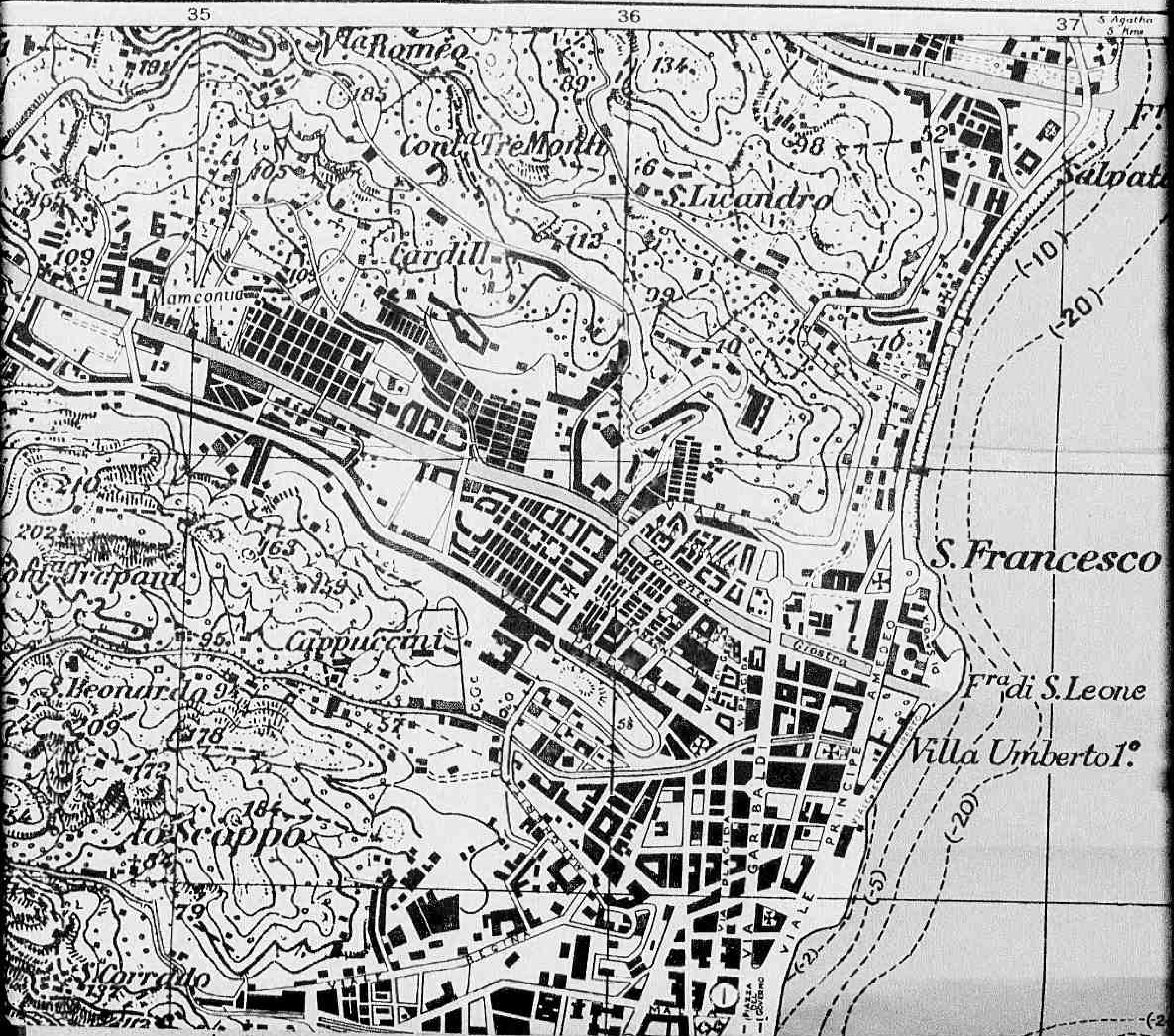
CATALOGUE.

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.



[illegible]



M.D.H. 539/7950

338 000 ml



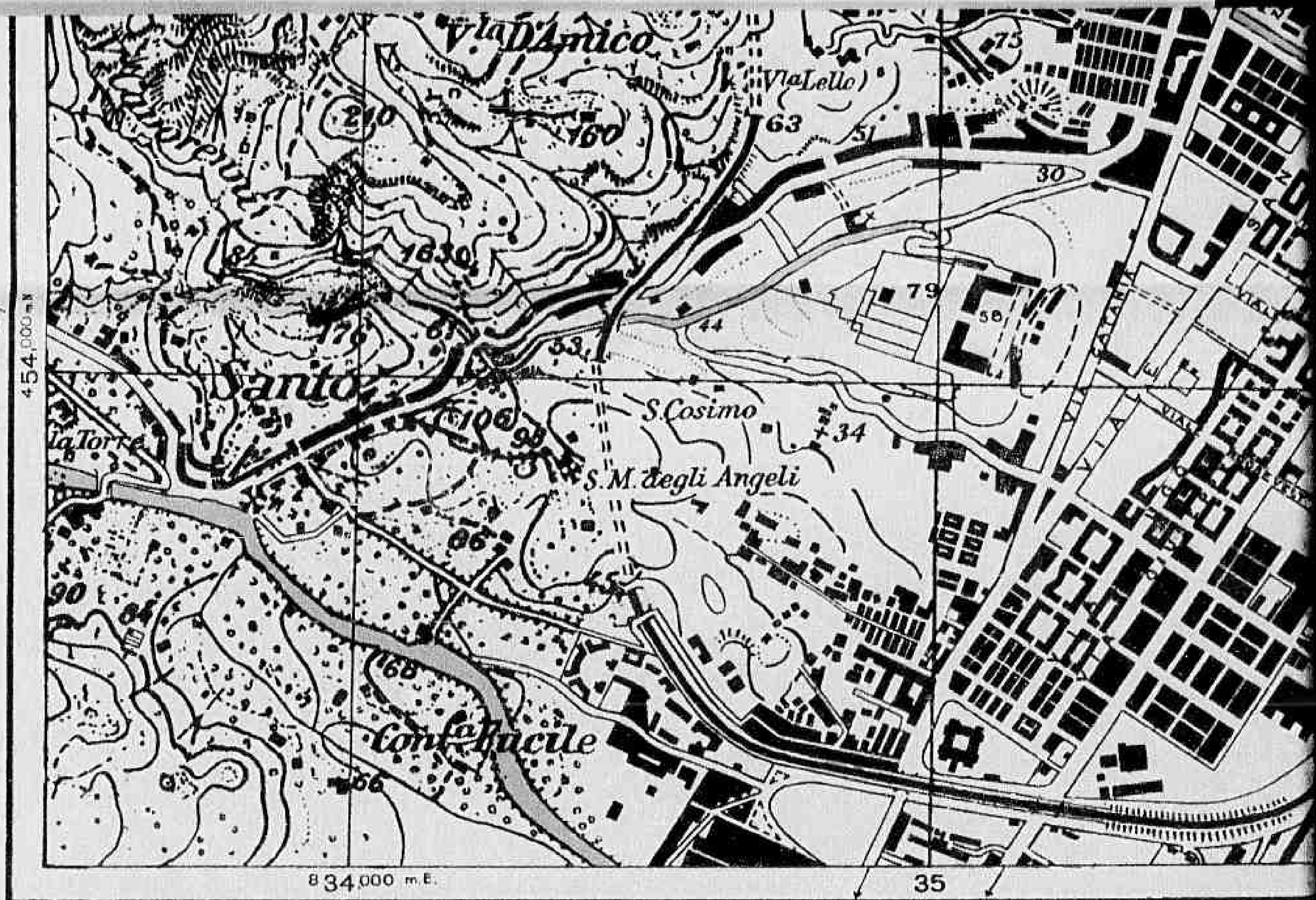






56

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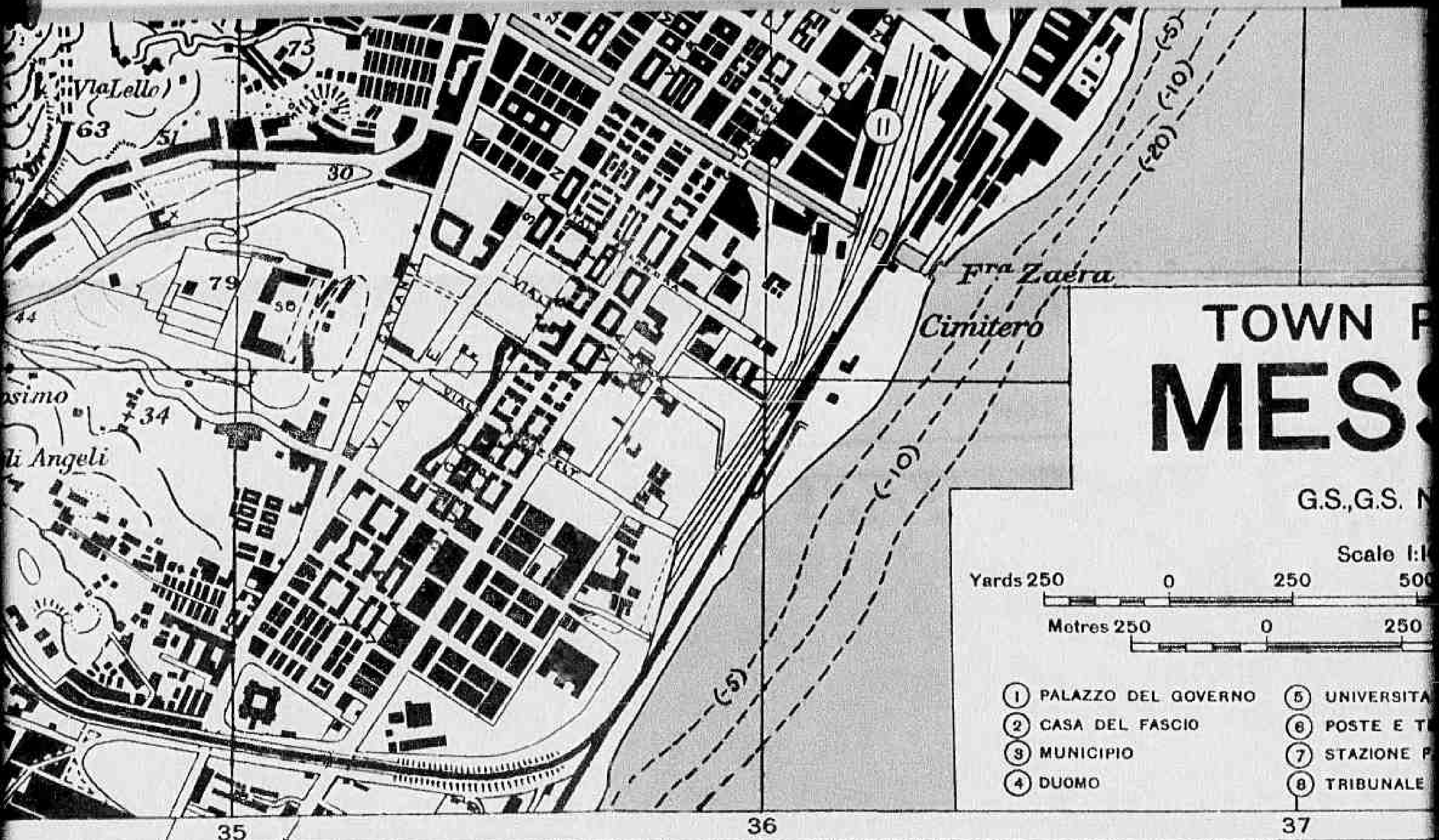


M.D.R. 539/7050

REFER TO THIS MAP AS:
1:10,000 TOWN PLAN MESSINA

Scalotta
13 Km

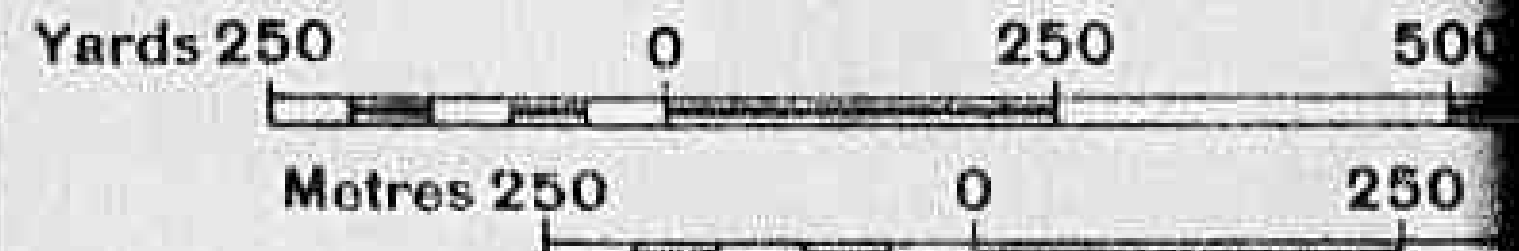
Scalotta
13 Km



TOWN OF MESSINA

G.S., G.S. N.

Scale 1:100,000



- | | |
|-----------------------|---------------------|
| ① PALAZZO DEL GOVERNO | ⑤ UNIVERSITA |
| ② CASA DEL FASCIO | ⑥ POSTE E TELEGRAMI |
| ③ MUNICIPIO | ⑦ STAZIONE FERROVIA |
| ④ DUOMO | ⑧ TRIBUNALE |

Reproduction
of 1:250,000

072



Reproduced by 512 Fd. Survey Coy., R. E., June, 1943, by enlargement of 1:25,000 Italy sheets. Revised from Air Photographs dated 1943

MESSINA

Banchina Sud Capitaneria-Fondali da m.4 a m.8. Può attraccare pfo m.86
Bitte e piazzale utilizzabili.

Banchina Nettuno. Piazzale e bitte discreto stato. Nave m.70

Banchina porta Valles 2° tratto. Piazzale utilizzabile. Pesc; 4 mt.
Lungh. mt. 90

Banchina Porta Valles 1° tratto. Piazzale discrete condiz. molto ampio
di cui si possono utilizzare solo mt. 90 (Posto di ormeggio affiancato
per navi anche da 9000 ton.

Banchina S. Martino util. per 20 mt. fondale ingombro.

Banchina Luigi Rizzo con fondale ingombro per pfo Iris semi sommerso.

Banchina Vecchia. Con precauzione pfo lungo 70 mt.

Banchina navi traghetto util. solo per la invasatura.

Banchina Norimberga N.E. cui solo piazzale è utilizz.

Banchina elevatore utilizz. per 140 mt. con fondale da mt. 7 a 8. (carbone)

PARTICULARS OBTAINED FROM Dr. GAMBIOLO.
 (DIREZIONE GENERALE MARINA MERCANTILE)

COAL BERTHS AT MESSINA

Present potentiality about 1500 tons per working day of 8 hours.

BERTHS : 8 Berths available as follows:

				Tons.	G.R.
Quay No. 2	- 1 vessel alongside	of	3000		
"	" 4 - 1	"	"	1200	"
"	" 6 - 1	"	"	9/10000	"
"	" 8 - 1	"	"	1500	"
"	" 14 - 1	"	"	8000	"
"	" 16 - 1	"	"	10000	"

Moored stern on:

		Tons.	G.R.
Quay Nos. 1 & 3	for 3 vessels up to	10000	

SPF/ml

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub Commission
Ports & Warehouse Division.

PORT REPORTMESSINA, SICILY1. Brief Physical Description.

The port facilities of Messina are in a state of almost total destruction.

Practically all dock buildings, equipment, wharves, warehousing, railroad sidings, etc., are badly damaged, if not destroyed.

There are 32 wrecked and sunken vessels in and around the harbour. In many instances badly damaged wharves have sunken vessels alongside.

The British Navy is using all wharf facilities and buildings between Pta S. Salvatore and Pontile Ethiopia (This area should therefore be excluded from present or near future considerations).

2. Tides.

There is a spring tide deviation not exceeding 1 ft.

3. Weather.

The harbour is well sheltered and shipping operations are not affected by bad weather.

4. Wharfage and Depths.

Attention is called to the attached copy of letter dated March 6, 1945, from the Ministry of Industry, Commerce & Labor relative to several wharf areas of the port.

Due to the extensive damage of wharf areas and obstructions alongside, wharf facilities are reduced to the following :-
(See attached map for locations)

Name of WharfRemarks

"Nettuno"

Wharf is very badly damaged, but vessels of almost unlimited draft may be moored stern on and loaded or discharged by lighter

"Porto Valles"

Approximately 350 ft. of this quay is badly damaged and fouled with a large quantity of debris in water alongside.
(Is being used at present by schooners).

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"Porto Valles"

Approximately 350 ft. of this quay is badly damaged and fouled with a large quantity of debris in water alongside. (Is being used at present by schooners).

"Marconi Quay"

Approximately 400 ft of operational space exists but rendered dangerous by wrecked ammunition ships laying at both ends.

"Banchina Vecchia" ("Rizzo")

A large sunken vessel, containing 5,600 tons of coal, is laying on its side alongside this wharf, practically nullifies use of the quay. Also, the British Navy continually uses this area for petrol operations and will not relinquish its use to civil operations for some time.

"Pontile Ethiopia"

Approximately 250 ft of this wharf is now under repair. Effective draft is 20 ft. However, this wharf is considered a British Naval Area, and will not be relinquished to civil control.

"Nurimberga"

There is a draft of 30 ft. alongside this quay, which is used for coaling by British Navy. This quay will not be relinquished to civil control.

A relatively small amount of wreckage clearing has been accomplished by the Italian Government. However, the total job

constitutes a major operation which will undoubtedly take a considerable period of time for completion.

To substitute wharfage presently damaged beyond use, there is a possibility that improvisations may be created in the vicinity of "Sanità" (see map for location). Contingent on good weather, six vessels of unlimited draft could be moored stern to, and loaded or discharged by lighter.

The British Navy is willing to furnish three engineless LTC craft, to be used for lighters. A minimum of 12 lighters would be required for full operations.

5. Water Supply.

Supply of water is bad, but service could be restored to most quays heretofore served, by repairs to piping.

6. Coal Bunkers.

There is a coal bunker of approximately 10,000 ton capacity in the vicinity of wharf "Nurimburga", now being used exclusively by the Royal Navy.

7. Oil Bunkers.

Oil bunkers of undetermined capacity are located at Molo Rizzo and Lazzaretto, now being used exclusively by the British Navy.

8. Railroad Sidings.

Railroad sidings can be used at Molo Nurimburga and Molo Marconi, but sidings at other wharves are damaged beyond present use.

9. Warehouses.

All warehouses, except several now under the jurisdiction of the British Navy, are destroyed or damaged beyond use.

10. Dry Docks.

Capable of accommodating vessels up to 341 ft.

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6. Coal Bunkers.

There is a coal bunker of approximately 10,000 ton capacity in the vicinity of wharf "Nurimbarga", now being used exclusively by the Royal Navy.

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Oil bunkers of undetermined capacity are located at Molo Rizzo and Lazzaretto, now being used exclusively by the British Navy.

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9. Warehouses.

All warehouses, except several now under the jurisdiction of the British Navy, are destroyed or damaged beyond use.

10. Dry Docks.

A dry dock, capable of accommodating vessels up to 341 ft. in length, is located at Lazzaretto. It is in operating condition, and now being used by the Royal Navy.

11. Dredgers.

None.

12. Repair Plants.

There is a repair plant located between Pta. S. Salvatore and Lazzaretto, capable of engine and hull repairs, now being operated by Royal Navy.

13. Lighters.
No lighters at present. The Royal Navy has offered the use of 3 LCT craft (engineless).
14. Hoisting facilities.
All hoisting facilities are destroyed with the exception of one coal elevator, of 5 ton capacity lift in operating condition, and 4 cranes requiring repair, at "Nurimberga".
15. Stevedore Gear.
Cargo is handled by ships gear with the exception of coal at "Nurimburga". Ten vessels, of various sizes, were handled daily pre-war. The average is now reduced to approximately 15%.
Present general operations consist of loading citrus fruits and discharging grain and coal.
A small quantity of civilian owned stevedore equipment exists, but should be supplemented by the following material for fabrication into Japanese and rope slings:-
2,000 ft. hemp rope, 1 1/2" circ.
800 " " " 3 3/4" 2oz."
150 sq. yards canvas to the sq. yard.
25 Coal shovels.
16. Labor.
Dock labor pool averages 500-600 men. No labor problem exists
17. Stevedore Contractors.
Speciale & Costa
Via Tommaso Cannizzaro, 134
Tel. Nos. 11106 (Office)
12496 (Private)
18. Italian Port Captain.
Capt. Rando
Tel. No. 11922
19. Fed. Consorzio Agrario.
This agency is working efficiently. However, their insistence on weighing all goods, particularly intact bagged grain, tends to slow up discharge operations.
20. I.C.E.
This agency is doing a good job, particularly in the export of citrus fruits to England.

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21. Military Cargoes.
There is no responsibility on the part of A.C. for handling military cargoes. 667
A military skeleton force^{was} be maintained at Reggio, Calabria; for handling any future military supplies.

Summary of Recommendations

1. If creation of additional wharfe is contemplated, request study and report by experts on the feasibility of using space at "Sanitè" (refer to concluding paragraphs under Item 4), also provide lighterage for discharge and loading operations thereat.

2. Furnish stevedore material as indicated under Item 15.

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer

Attachments :

1 ~~Town~~ Plan of Messina, including port.

COPY

/lr

TRANSLATION

MINISTRY OF INDUSTRY COMMERCE AND LABOUR

The Undersecretary of State for Industry and Commerce

Rome 6 March 1945

To the Colonel :

The Chamber of Labor and Commerce in Messina asked me to contact the appropriate authorities, so that the port of Messina can be utilized more fully. This utilization of the Port could help in the war effort, resulting in a rapid adjustment of the economic life of the region.

They state that they can use the dock "Norimberga" which has elevators and cranes especially adapted for unloading coal and another dock "Porta Valles" which can be used for the rapid unloading of grain and fruits. The docks "Porta Valles", "Nettuno", and "Banchina Vecchia" can be used for vessels of 100 meters.

I have already informed the Undersecretary of State of the Merchant Marine and I would like your cooperation in this matter.

Yours truly
/S/ U. Fiore

Umberto Fiore

RECEIVED BY THE CHIEF COMMISSIONER
AND THE
Transportation Sub-Commission

Ref. : 10/11/1967/203

7 May 1968

Subject : Discharge of passenger at terminal

Re : 104 (104-10) 104-104

1. Receipt is acknowledged of your 5/17/68 letter dated 5 May 68 on the subject of discharge of passenger at terminal.

2. A signal was sent to terminal by this office requesting a report on the place discharge of bulk grain on 5 May 68, and the following reasons were given in reply :-

- a) rain
- b) inadequate bags (too small)
- c) repairs on bags (worn)
- d) delay in port clearance.

3. As mention is made of shortage of labour, and it is hoped therefore that there will be no difficulty in obtaining acceptance for a smaller into terminal in conjunction with O. in. J. 104.

4. Investigation is being made by Road Sub-Commission into the alleged impurity of bags, and a signal has been sent to terminal asking for information on the reported shortage of labour.

For the Chief Commissioner :

John A. Chur
C. S. Chur, Major I. S.

Copy to : O. in. J. 104.

Road Sub-Commission.
Shipping Sub-Commission.
Industry Sub-Commission, Civil Service.
S. S. S.
Post & Telephone Division.

664

ad/11/104

(TRANSLATION)

MINISTRY OF INDUSTRY, COMMERCE
AND LABOR

The Undersecretary of State
for Industry and Commerce

Rome, 6 March 1945

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Umberto Fiore



Roma, 7 Marzo 1945

*Ministero dell'Industria,
del Commercio e del Lavoro*IL SOTTOSGREGARIO DI STATO
PER L'INDUSTRIA E IL COMMERCIO

Ill.mo Signor Colonnello,

La Camera del Lavoro e la Camera di Commercio di Messina mi rivolgono insistenti e giustificate premure per indurre le autorità competenti ad una utilizzazione più razionale del porto di Messina, utilizzazione che, oltre a secondare lo sforzo bellico, consentirebbe la rapida ripresa dell'economia della regione.

Si riferisce in ispecie che sono compiutamente utilizzabili la banchina denominata "Norimberga", la quale è munita di elevatore trasbordatore, specialmente adatta allo sbarco di carboni, e l'altra denominata "Porta Valles" per il rapido sbarco di grano ed agrumi. Così sono utilizzabili per piroscafi non superiori ai cento metri le banchine a sud della Capitaneria: "Porta Valles", "Nettuno" e "Banchina Vecchia".

./.

Ho già informato della cosa il sottosegretario di Stato della Marina Mercantile e rivolgo ora a Lei calde preghiere di interessamento.

Distinti ossequi.



(Umberto Fiore)

Lt.Col. OXLEY
Industry Sub Commission
Coal Division

A.C.
-Via Veneto- Roma

CONFIDENTIAL

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

7352

INFO - ACTION

TO: AFHQ G4 CITE FHGDM INFO ACC (TN. SUBCOMMISSION) ROME MOVEMENT
WESTERN ITALY DMRI
FROM: MOVEMENT REGGIO CALABRIA
REFERENCE No: MOVO/139
DATE AND TIME OF ORIGIN: Oct 07/1215
OFFICE OF ORIGIN: _____

SIGNAL MESSAGE CENTER No: N99/7

CLASSIFICATION: CONFIDENTIAL

PRECEDENCE: PRIORITY

CONFIDENTIAL. Confirming conversation WOMBWELL - PHILLIPS.

C.E. MESSINA REGGIO CALABRIA ferryboat reports further two cylinders out of action. States imperative that boat is removed from service for repair. N.O. i/o MESSINA agrees assist with ferrying to mainland. X

X - Note: Corrupt - a check and repeat has been requested.

ACC DIST

INFO-ACTION : TN S/C (2)

INFO : A/CC
ECON SEC
FILE (M)

INFO - ACTION

CONFIDENTIAL

DATE and Time of RECEIPT October 09/0854661

Distribution:



3/1

PORT OF MESSINA

Name of wharves	Length wharves		Wharf surface Sq. Mt.	Depth water Mt.	<u>BERTHING</u>		Use of wharf	
	Total linear metres	Rly. lines metre			Alongside	Stern on		
South wharf Capitaneria	100	-		4,8	At present because of a sunken ship at 5 m. from the wharf) a ship 66 m long. When the sunken ship taken away, 3 a ship of 9000 tons		Timber	<u>TOTAL WA</u> <u>Mechanics</u> 1 Electric or 3 ton vator crane of N.B. the were on been des
Nettuno wharf	220	-	3500	2,50-4	At the beginning of the wharf there is a sunken ship. In the remaining port can moor alongside a ship 70 m. long		layup and waiting ships	WAREHOUSE
Mercato wharf	220			2-4			General cargo S.S.	<u>TYPE</u> 1 bonded warehouse 1 custom warehouse 2 tanks for oil 2 tanks for petrol 2 Tanks coal depô
Porta Valles Wharf second Section	110		4000	6-7	At present a vessel 4 m. long with 4 m. draft but once taken away the two pontoons sunk at the shore part of the wharf, there can be moored a ship of any draft.		General cargo mail-boat.	

PORT OF MESSINA

Wharf Surface Sq. mt.	Depth water mt.	BERTHING		Use of wharf	REMARKS																																
		Alongside	Stem on																																		
3500	4,8	At present because of a sunken ship at 0 m. from the wharf) a ship 60 m long. When the sunken ship taken away 1 3 a ship of 9000 tons		timber laid up and waiting ships	TOTAL WATER SURFACE m/2 Mechanical means : 1 Electric crane Norimberga N.E. of 3 tons, 1 Travelling crane, elevator and transporter 1 Electric crane of 3 tons. N.B. the 2 electric cranes which were on the Custom wharf have been destroyed. WAREHOUSES AND DEPOTS :-																																
	2,50-4	At the beginning of the wharf there is a sunken ship. In the remaining port can moor alongside a ship 70 m. long																																			
4000	2-4			General cargo S.S.	<table><thead><tr><th>TYPE</th><th>LOCALITY</th><th>SURFACE m/2</th><th>CAPACI TY</th></tr></thead><tbody><tr><td>1 Bonded warehouse</td><td>RIZZO Wharf</td><td>5700</td><td>5000 tons</td></tr><tr><td>1 Custom warehouse</td><td>Custom Wharf</td><td>1000</td><td>5000 "</td></tr><tr><td>2 Tanks for oil</td><td>-</td><td>-</td><td>2500 m/3 each</td></tr><tr><td>2 Tanks for petrol</td><td>-</td><td>-</td><td>3700 m/3</td></tr><tr><td>2 Tanks</td><td>-</td><td>-</td><td>3000 m/3</td></tr><tr><td>Coal depôt</td><td>Norimberga & Lazzaretto</td><td>-</td><td>3225 m/3</td></tr><tr><td></td><td></td><td></td><td>50.000 tons</td></tr></tbody></table>	TYPE	LOCALITY	SURFACE m/2	CAPACI TY	1 Bonded warehouse	RIZZO Wharf	5700	5000 tons	1 Custom warehouse	Custom Wharf	1000	5000 "	2 Tanks for oil	-	-	2500 m/3 each	2 Tanks for petrol	-	-	3700 m/3	2 Tanks	-	-	3000 m/3	Coal depôt	Norimberga & Lazzaretto	-	3225 m/3				50.000 tons
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PORT OF MESSINA

Name of wharf	Length wharves		Wharf Sq. Mt.	Depth water Mt.	BERTHING		USE OF QUAY
	total linear metres	Rly. lines metres			ALONGSIDE	Stem on	
Porta Valles wharf 1st Section	91	-	-	6-7	1 ship up to 9000 tons.	2	General Cargo Cereals
S. Martino wharf	110 (in use only	20 m)	2000	6	1 Ship		Passengers
Custom wharf	120	Rly	2500	6	At present out of use because completely smashed. Also the 2 cranes destroyed.		
Luigi Rizzo wharf	105	Rly	4800	7	The bottom is obstructed by the SS Iris partly submerged.		
Old wharf	102	Rly	400	6	Carefully, a ship 70 m. long can moor between the stern of the Iris and the wreck of the tug Kapallo of the Royal Navy partially submerged.		Passengers, cement building material
Ferry wharf	The 2nd cradle is out of use because obstructed by the wreck of the ferryboat Reggio partly summerged.						
Norimberge S.E. wharf	100	Rly	6.30	1			Coal citrus fruit cement
	Quay dama- ged						

PORT OF MESSINA

Wharf Sq. Mt.	Depth water Mt.	BERTHING		USE OF QUAY	REMARKS
		ALONGSIDE	Stern on		
-	6-7	1 ship up to 9000 tons.	2	General Cargo Cereals	659
2000	6	1 Ship		Passengers	
2500	6	At present out of use because completely smashed. Also the 2 cranes destroyed.			
4600	7	The bottom is obstructed by the SS Iris partly submerged.			
400	6	Carefully, a ship 70 m. long can moor between the stern of the Iris and the wreck of the tug Repallo of the Royal Navy partially submerged.		Passengers, cement building materials	
6.30	1	is out of use ted by the wreck Reggio partly		Coal citrus fruit cement	

PORT OF MESSINA (3)

Name of wharves etc.	Length wharves		Wharf surface Sq. mt.	Depth water Mt.	BERTHING		USE OF WHARF
	Total linear metres	Rly lines metres			ALONGSIDE	Stem on	
Norimberga Head Wharf	wharf 96 very much damaged	Rly	23000	8.30	1	3	Coal pozzola citrus fruit
Norimberga Wharf	133	Rly		8.30	Ground obstructed by wreck of ferry boat "Scilla"		do
Elevator wharf	100	Rly	8500	7 - 8			Coal
Lazzaretto Wharf	124		5000	8	1	3	Used by the Allied Command
Lazzaretto South Wharf	Out of use because of a German sunken ship						

PORT OF MESSINA (3)

PORT OF MESSINA (3)						
VESSELS	Wharf Surface Sq. Mt.	Depth water Mt.	BERTHING		USE OF WHARF	REMARKS
			ALONGSIDE	Stem on		
Rly	23000	8.30	1	3	Coal pozzolana citrus fruit	850
Rly		8.30	Ground obstructed by wreck of ferry boat "Scilla"		do	
Rly	8500	7 - 8			Coal	
	5000	8	1	3	Used by the Allied Command	
use because of a German Su nken Ship						

PORTO DI MESSINA

Denominazione	Largh. banchine		Superficie delle calate	Fondali	Accosti Fianco Punta	Destinaz.	N O T
	Totale	Servita da binari					
Banchina Sud Capiteneria	100	-	-	4-8	In atto per la presenza e 6 m. di distanza dalla banchina, di uno scafo affondato un pfo lungo m.86; tolto il relitto anche un pfo da 9000 tonn.	3 Legname	Superficie acqu Mezzi meccanici
Banchina Nettuno	220	-	3500	2,50-4	All'inizio delle banchine vi è uno scafo affondato: nella restante parte si può affiancare una nave lunga 70 m.	Navi in disarmo o in at- tese	Tipo N° Gru elettr. 1 Gru con car- rello, ele- vatore e tra- sportatore 1 Gru elettr. 1 N.B. distrutte esistenti sull Magazzini e de
Banchina Prosto	220	-	-	2-4	Inutilizzabile per il poco fondale ingombro di relitti	Merchi varie Piroscafi	Tipo N° Mag. Gener. 1 Mag. Dogan. 1 Serb. metal. per olio pes 2
Banchina Porta Valles secondo tratto	118	-	4000	6-7	In atto una nave lunga m.4 e con pesceggio di m.4, ma, tolte le due baracche affondate all'inizio delle banchine, anche una nave di qualsiasi pesceggio	Merchi varie Piroscafi postali	Serb. metal. per petrol. 2 Serb. metal. 2 Depositi carboni -

PORTO DI MESSINA

Superficie delle calate	Fondali	Accosti		Destinaz.	N O T E																			
		Fianco	Punta																					
					Superficie acquea complessiva m ²																			
-	4-8	In atto per la presenza a 6 m. di distanza dalla banchina, di uno scafo affondato un pfo lungo m.86; tolto il relitto anche un pfo da 9000 tonn.		3	Legname	Mezzi meccanici: 7 10																		
					<table><tr><th>Tipo</th><th>N°</th><th>Ubicazione</th><th>Portate</th></tr><tr><td>Gru elettr.</td><td>1</td><td>Norimb.N.E.</td><td>3 tonn.</td></tr><tr><td>Gru con carrello, elevatore e trasportatore</td><td>1</td><td>Elevatore</td><td></td></tr><tr><td>Gru elettr.</td><td>1</td><td>id.</td><td>3 tonn.</td></tr></table> N.B. distrutte le 2 gru elettriche già esistenti sulle banchine Dogana				Tipo	N°	Ubicazione	Portate	Gru elettr.	1	Norimb.N.E.	3 tonn.	Gru con carrello, elevatore e trasportatore	1	Elevatore		Gru elettr.	1	id.	3 tonn.
Tipo	N°	Ubicazione	Portate																					
Gru elettr.	1	Norimb.N.E.	3 tonn.																					
Gru con carrello, elevatore e trasportatore	1	Elevatore																						
Gru elettr.	1	id.	3 tonn.																					
3500	2,50-4	All'inizio della banchina vi è uno scafo affondato: nella restante parte si può affiancare una nave lunga 70 m.			Navi in disarmo o in attesa	Magazzini e depositi																		
					<table><tr><th>Tipo</th><th>N°</th><th>Ubicazione</th><th>Super.</th><th>Capacità</th></tr><tr><td>Mag.Gener.</td><td>1</td><td>Banch.Rizzo</td><td>5.700</td><td>Tonn.5000</td></tr><tr><td>Mag.Dogan.</td><td>1</td><td>Banch.Dogana</td><td>7000</td><td>" 6000</td></tr></table>				Tipo	N°	Ubicazione	Super.	Capacità	Mag.Gener.	1	Banch.Rizzo	5.700	Tonn.5000	Mag.Dogan.	1	Banch.Dogana	7000	" 6000	
Tipo	N°	Ubicazione	Super.	Capacità																				
Mag.Gener.	1	Banch.Rizzo	5.700	Tonn.5000																				
Mag.Dogan.	1	Banch.Dogana	7000	" 6000																				
-	2-4	Inutilizzabile per il poco fondale ingombro di relitti			Merci varie	Serb.metal. per olio pes2 - - m ³ 2500 ciascuno																		
					-	Serb.metal. per petrol. 2 - - m ³ 3700 e 3000																		
4000	6-7	In atto una nave lunga m.4 e con pescaggio di m.4, ma, tolte le due baracche affondate all'inizio della banchina, anche una nave di qualsiasi pescaggio			Merci varie	Serb.metal. 2 - - m ³ 3225																		
					Piroscafi postali	Depositi carboni - Norimberga e Iazzaretto - Tonn.50000																		

PORTO DI MESSINA (Cont'd)

Denominazione	Lungh.banchine		Superficie delle calate	Fondali	Accosti		Destinazione
	Totale	servite da binari			Pianco	Punta	
Banchina Porta Valles primo tratto	91	-	-	6-7	1 nave fino a 9000 tonn.		Merci varie Cereali
Banchina S.Martino	110 (utilizzabili solo 20 m.)	-	2000	8	1	2	Passeggeri
Banchina Dogana	120	st	2500	8	Attualmente inutilizzabile perchè completamente sconvolte. Distrutti il birceanone e le due gru ivi esistenti.		
Banchina Luigi Rizzo	105	st	4800	7	Ha il fondale ingombro dal pfo "Iris" semisommerso.		
Banchina Vecchia	162	st	4000	6	Con precauzione una nave lunga m.70 tra la poppa dell'"Iris" e il rimorch."Rapallo" della R.Marina semisommerso		Passeggeri, cemento, la- terizi, pozzo- lana.
Banchina Navi traghetto	La 2 invasatura è inutilizzabile per la presenza della nave traghetto "Reggio" semisommerso						
Banchina Norimberga S.W.	166	st	)	8,30	1	-	Carbone, agrumi pozzolana
	(banchina danneggiate)	)	)				

Superficie delle calate	Fondali	Accosti		Destinazione	N O T E
		Fianco	Punta		

-	6-7	1 nave fino a 9000 tonn.		Merchi varie Cereali	g.c.c.
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2000	8	1	2	Passeggeri	
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2500	8	Attualmente inutilizzabile perchè completamente sconvolta. Distrutti il bircarione e le due gru ivi esistenti.			
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4800	7	Ha il fondale ingombro del pfo "Iris" semisommerso.			
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4000	6	Con precauzione una nave lunga m.70 tra la poppa dell'"Iris" e il rimorch."Rapallo" della R.Marina semisommerso		Passeggeri, cemento, la- terizi, pozzo- lana.	
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re è inutilizzabile per la presenza della nave traghetto
sommerso

8,30	1	-		Carbone, agrumi pozzolane	
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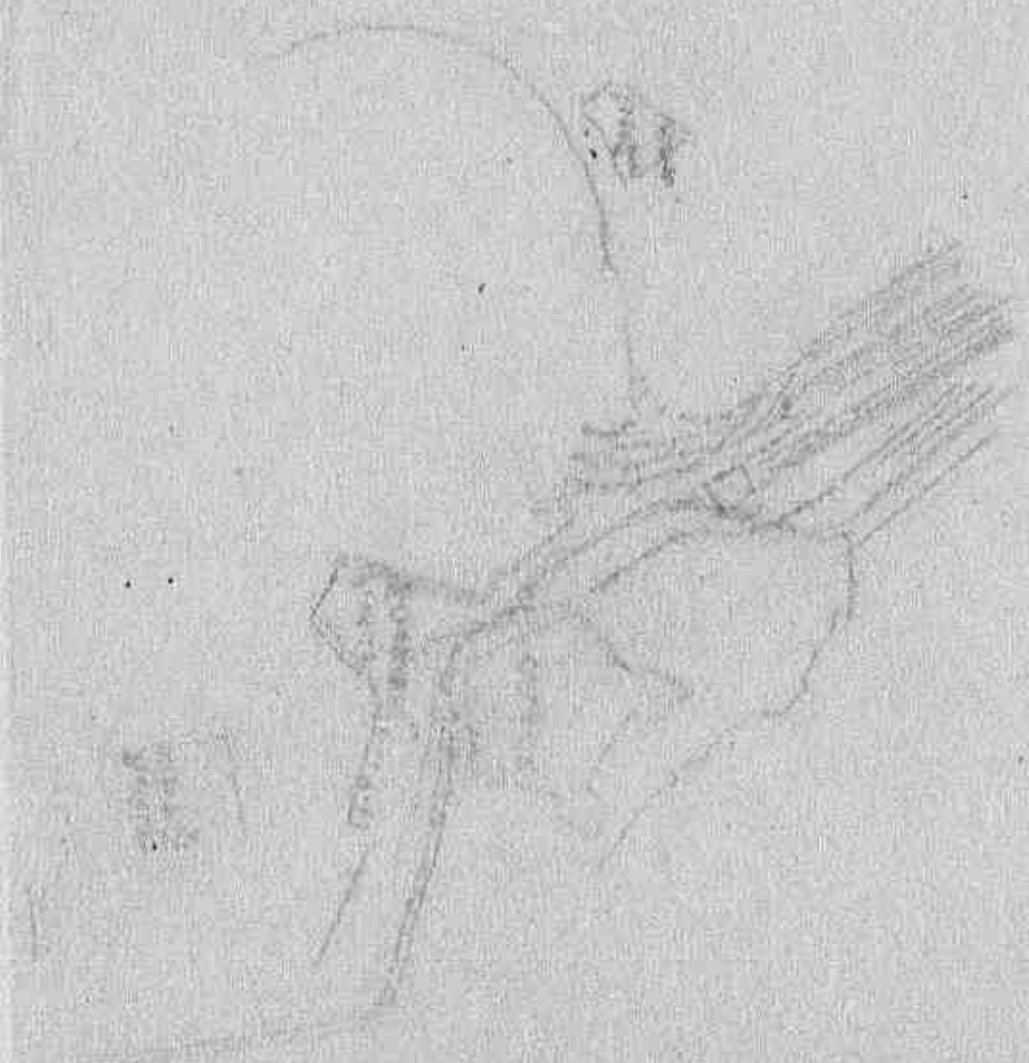
PORTO DI MESSINA (Cont'd)

Denominazione	Lungh. banchine		Superficie delle calate	Fondali	Accosti		Destinazione
	Totale	Servita da binari			Fianco	Punta	
Banchina te- state Norimberga	96	st)	23000	8,30	1	3	id.
(Banchina molto dan- neggiata)		)					
Banchina Norim- berga N.E.	133	st)					
		)					
				8,30	Fondale ingombro per id. la presenza della nave traghetto "Scilla"		
Banchina Elevatore	166	st	8500	7-8			Carboni
Banchina Lazzaretto	124		5000	8	1	3	Utilizzata del Comando Alleato
Banchina Sud Lazzaretto	Inutilizzabile per la presenza di un piroscafo tedesco ivi affondato.						

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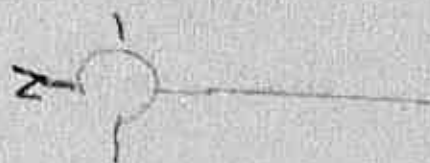
Superficie delle casse	Fondali	Accosti		Destinazione	N O T E
		Fianco	Punta		
23000	8,30	1	3	id?	655
	8,30	Fondale ingombro per la presenza della nave traghetto "Scilla"		id.	
8500	7-8			Carboni	
5000	8	1	3	Utilizzata dal Comando Alleato	

per la presenza di un piroscafo tedesco ivi affondato.



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