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AC/24.5/TN.6

10000/148/3455

PORT
FEB. 1945

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PORT OF SALERNO
FEB. 1945 - JAN. 1946
TYRRENEAN

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF SALERNO

{ OPENED : 20 FEB. 1945
CLOSED : 17 JAN. 1946

10000

148/3455

THIS FOLDER

CONTAINS PAPERS

FROM FEB. 45

TO JAN. 46

CATALOGUE-

17

ITALIAN RAILWAY SINDACATE
SALERNO SECTION

Salerno 17 January 1946
File 16/PI

SUBJECT: Discharge of steamers at Salerno

TO: W.T.KELLY
Lt. Col. TC
Deputy Director MRS-I

The workers of the Porto of Salerno left for sometime without a continuous work are asking in analogy of what was done before the war that coal for Railways and industries of Salerno and hereby areas be discharged at Salerno Port where excavation works and repairs still going on already consent the approach of steamers with a cargo of 5.000 tons.

At the present the discharge of this coal is carried out at Bagnoli and other ports in the Gulf of Naples, thus requiring more railway cars which are badly needed for transport of other goods. 142

We allow ourselves to bring this request to the attention of your benevolent sense of justice for the decisions that you will consider advisable to take in order to attain that sound economy that must concur in the re-habilitation of this poor Italy as desired also by United Nations.

THE COMPARTIMENTAL COUNSELLOR

/s/.....

Translated 26 JAN 1946



SINDACATO FERROVIERI ITALIANI
SEZIONE DI SALERNO

Salerno 17 gennaio 1946

N. 16/II

OGGETTO: Scarico vapori a Salerno

Risposta al N. del

ILL^o W.T. Kelly Maj. Col. T.C.
Ass. deput. Director Equipment

R O M A

Le masse lavoratrici del Porto di Salerno, prive da molto tempo di lavoro continuativo, chiedono che, analogamente a quanto veniva fatto prima della guerra, il carbone occorrente all'esercizio delle Ferrovie ed alle industrie di Salerno e del suo retroterra, venga scaricato a Salerno ove i lavori in corso di scavo dei fondali e di riattamento delle banchine, consentono già l'approdo di navi con carico di 5000 e più tonnellate.

Attualmente lo scarico di tale carbone avviene a Bagnoli o ad altri porti del Golfo di Napoli, con evidente aggravio di spese di trasporto e con maggiore impiego di vagoni ferroviari, di cui il commercio lamenta penuria.

Ci permettiamo di sottoporre la richiesta al benevolo senso di giustizia della S.V. Illma per la decisione che riterrà di prendere, per il conseguimento di quelle sane economie che dovranno concorrere alla rinascita, auspicata anche dalle Nazioni Unite, di questa povera Italia.

Con riconoscente devozione.

IL CONSIGLIO COMPARTIMENTALE 41

Luciano

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.5/65/Tn6

WJDE/mvm
11 September 1945

SUBJECT: Report on Salerno

TO : Mr. R. M. Bazzanella, Chief
Ports & Warehouse Division

1. I arrived at Salerno on the morning of 6 September 1945 and contacted Signore Autuori and the Captain of the Port. Then I went down to inspect the dredging which had been done. The channel has been dredged to a depth of 24' and will eventually be dredged to 28'. The east quay at present is about 19' deep and will eventually be dredged to 24'. The depth of the west quay is 28'.

2. While there, I saw the dredger idle and was told that the suction mechanism had broken down and work was suspended until repairs could be carried out. I was informed that the dredger had not been in operation since 29 August 1945 and that the necessary repairs would not be completed before 16 September 1945.

3. According to a diver's report, there are large pieces of stone, which were blowing into the sea during the bombing, on the bed (see drawing of Port of Salerno). Some of these stones are too large for the dredger to cope with. Under the circumstances, it might be better to dispatch a bucket type dredger to Salerno to complete the job. The estimated time to reach the required depth with the suction dredger is 150 to 160 days; that is without any machinery breakdowns. With a bucket type dredger, the work could be done in 50 to 60 days. Lt. Col. Renaldi, the Port Commandant, also suggested that the work of the dredger be given out on a contract basis, as at present the crew get paid so much per day whether they work or not. The average dredging rate is 400 cubic meters per day, whereas the output should be 700 cubic meters per day.

4. I mentioned to Col. Sarte at Naples about the repairs to the dredger and he said that he would see that repairs were done as quickly as possible.

W. Evans. Lt. R. E.

W.J.D. EVANS, Lt. R. E.
Ports Branch

Copy to:
Shipping Branch

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 349
Ref. AC/24.5/63/Tn6

ACA/HVB
10 September 1945

SUBJECT: Dredging at Salerno

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti
Rome
(Att: Col. E. Lauricella)

1. Your attention is drawn to the unsatisfactory progress of dredging at Salerno.
2. From our own investigation, we find that damage to suction mechanism of dredger has occurred and that no dredging has been done since 29 August to date.
3. We pointed out to you at time of assignment of dredger "Roma" to operations at Salerno that your Captain of the Port there should furnish frequent reports to you of progress of dredging operations and that you should advise us of same but such advices have not been forthcoming.
4. It is understood that the damaged mechanism has been sent to Naples for repair and you are particularly requested to expedite this repair and impress upon all concerned the necessity for speeding up dredging operations.
5. Please instruct your Captain of the Port at Salerno to furnish immediately a rough plan of the port, showing the areas so far dredged and the depths attained and let us have a copy of same.
6. Dredging, when in progress, was at the rate, we are informed, of only some 400 cubic meters per day. This is, in our view, a ridiculously low rate and as we understand that the Dredging Master and crew receive their full pay whether working or not, this must obviously militate against reasonable and proper prosecution of the work.
7. Please let us have your immediate observations and advice of action taken.

For the Director:

739

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Director of Harbor Craft, Naples

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.5/44/Tn6

ACA/mvm
16 August 1945

SUBJECT: Port of Salerno

TO : Capitaneria di Porto
Salerno
(Att. Comandante G. Rinaldi)

1. We wish to thank you for your report dated 8 August 1945, giving this Division of AC particulars of your port which will be most valuable to us for further reference.

2. With regard to the dredger, presently at your port, we presume that dredging is now in full progress and that you will be furnishing your Ministries with frequent reports on progress. We shall be glad to hear that our presumption is correct.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division



CAPITANERIA DI PORTO
SALERNO



Il Comandante

Salerno, lì 8 agosto 1945

Egregio signor Allman,

Le invio, qui allegata, la breve relazione da Lei richiesta circa le condizioni attuali del porto di Salerno e circa i lavori in corso.-

Resta inteso, naturalmente, che Lei potrà chiedermi qualsiasi altra notizia, che io mi farò premura di inviarle subito.-

Con viva cordialità e con i migliori saluti

IL TENENTE COLONNELLO DI PORTO
COMANDANTE

(GIUSEPPE RINALDI)

al sig. A.C. ALLMAN
Port Branch P.W.D.
Allied Commission
R O M A

R. CAPITANERIA DI PORTO DI SALERNO

--- DATI E NOTIZIE CIRCA IL PORTO DI SALERNO ---

1°) - BANCHINE PER ACCOSTO DI PIROSCAFI E MOTONAVI

a) - BANCHINA DI LEVANTE (Molo Manfredi)

Lunghezza - La banchina ha una lunghezza utile di m. 170.-

Fondali - I fondali attuali si aggirano intorno a m. 7 al centro, mentre alla testata e alla radice scendono a circa m. 5.-

A dragaggio eseguito, i fondali lungo tutta la banchina saranno portati a m. 7,50.-

Binari ferroviari - Lungo la banchina corre un doppio binario ferroviario; il primo binario dista m. 3,84 dal ciglio della banchina, mentre il secondo dista m. 11,80.-

Magazzini - Alla testata della banchina esiste un grande magazzino per deposito di merci, gravemente danneggiato in seguito agli eventi bellici ed attualmente in corso di ricostruzione.-

Tale magazzino, il quale dista m. 20 dal ciglio della banchina, a lavori ultimati avrà la capacità di mc. 18.000.- Attualmente nel magazzino possono essere depositate circa 2000 tonn. di cereali.-

Spazi per deposito di merci - Sulla banchina possono essere depositate, allo scoperto, circa tonn. 10.000 di merci.-

Lavori in corso - Sono in corso i lavori per il ripristino dei binari ferroviari e per la ripavimentazione della banchina.- Si prevede che i lavori potranno essere ultimati fra due mesi.-

b) - BANCHINA DI PONENTE

Lunghezza - La banchina ha una lunghezza utile di m. 170.-

Fondali - I fondali attuali sono di m. 9 alla testata e di m. 8 alla radice.- A dragaggio eseguito, i fondali saranno portati a m. 8,50 lungo tutta la banchina.-

Binari ferroviari - Lungo la banchina corre un doppio binario ferroviario; il primo binario dista m. 4,40 dal ciglio della banchina, mentre il secondo dista m. 8,33.-

Magazzini - Attualmente non esistono magazzini per deposito di merci sulla banchina di ponente.- E' in progetto la costruzione di un grande magazzino portuale, il quale avrà la capacità di circa mc. 16.000.-

Lunghezza - La banchina ha una lunghezza utile di m. 170.-

Fondali - I fondali attuali si aggirano intorno a m. 7 al centro, mentre alla testata e alla radice scendono a circa m. 5.-

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A dragaggio eseguito, i fondali saranno portati a m. 8,50 lungo tutta la banchina.-

Binari ferroviari - Lungo la banchina corre un doppio binario ferroviario; il primo binario dista m. 4,40 dal ciglio della banchina, mentre il secondo dista m. 8,33.-

Magazzini - Attualmente non esistono magazzini per deposito di merci sulla banchina di ponente.- E' in progetto la costruzione di un grande magazzino portuale, il quale avrà la capacità di circa mc. 16.000.-

Spazi per deposito di merci - Sulla banchina possono essere depositate, allo scoperto, circa 15.000 tonn. di merci.-

Lavori in corso - La banchina di ponente non ha sofferto danni.-

2°) - FONDALI DEL CANALE DI ACCESSO E DEL BACINO INTERNO

I fondali del canale di accesso al porto sono ora ridotti, nel punto più basso, a m. 7,30 circa, e consentono pertanto l'ingresso di navi con pescaggio non superiore a piedi 23½.-

Nell'interno del bacino i fondali si aggirano intorno a m. 8.-

A Salerno si trova attualmente una draga per l'escavazione del fondo del canale di accesso e del bacino interno.-

I lavori avranno inizio fra pochi giorni, non appena saranno ultimate le operazioni preparatorie.-

E' prevista l'escavazione di circa 200.000 mc. di materiale.-

I fondali del canale di accesso e del bacino interno saranno portati a m. 8,50.-

3°) - ILLUMINAZIONE NOTTURNA

L'impianto elettrico è andato completamente distrutto.-E' già stata fatta richiesta all'Ippettorato Funzionamento Porti dei materiali occorrenti per il ripristino.-

Anche il faro e i fanali del porto sono andati distrutti o gravemente danneggiati.-Sono in corso i lavori di ricostruzione e di riparazione.-

4°) - MEZZI MECCANICI PER L'IMBARCO E SBARCO DELLE MERCI

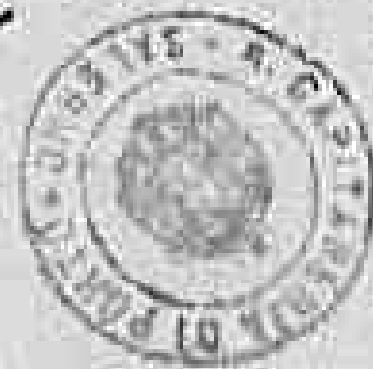
Non esistono mezzi meccanici per il compimento delle operazioni commerciali.-

Il lavoro, pertanto, viene compiuto esclusivamente a braccia.-

La resa per lo sbarco di grano ed altri cereali pesanti è di circa tonnellate 200 al giorno per ogni boccaporto, per otto ore di lavoro.-

Salerno, lì 8 agosto 1945

IL TENENTE COLONNELLO DI PORTO COMANDANTE
(Giusto RINALDI)



TRANSLATION of letter, dated 3 Aug. 1945, addressed by the Capitaneria di Porto, SALERNO, to Capt. Allman, Rome, (Ports & Harbors Div.).

Dear Mr. Allman,

I sent herewith a short report which you asked me for regarding present conditions in the port of Salerno, and about work being carried out.

It is understood, of course, that you can ask me for any other news, and I will send it to you forthwith.

Yours etc.

Translation of enclosure to above letter:

DATA AND NEWS REGARDING THE PORT OF SALERNO

1) WHARVES WHERE STEAMERS & MOTORSHIPS MOOR ALONGSIDE.

a) EAST WHARF (Manfredi Mols):

Length: The wharf has a usable length of 170 metres

Depth of water: The depth of water is about 7 metres at the middle, while at both ends it lowers down to about 5 metres.

When dredging is carried out, the depth of water along-side the whole wharf will be brought to 7.5 metres. ~~24.5/1~~

Railway sidings: Along the wharf there is a double railway track; the first line is 3.84 metres from the edge of the wharf, and the second line is 11.80 metres from the edge.

Warehouses: At the end of the wharf there is a large warehouse for goods, seriously damaged through war action, and now is being rebuilt.

This warehouse, which is 20 metres from the edge of the wharf will have, when finished, a capacity of 18,000 cubic metres. At the present moment there can be stored in this warehouse about 2000 tons of cereals.

Space for back-piling of goods: On the wharf there can be stored in the open about 10,000 tons of goods.

Work in hand: There are in hand works for the repair of the railway lines and for repaving the wharf. ~~130~~ is expected that these works will be finished in two months.

b) WEST WHARF:

Length: The wharf has a usable length of 170 metres.

Translation of enclosure to above letter:

DATA AND NEWS REGARDING THE PORT OF SALERNO

1) WHARVES WHERE STEAMERS & MOTORSHIPS MOOR ALONGSIDE.

a) EAST WHARF (Manfredi Mole):

Length: The wharf has a usable length of 170 metres

Depth of water: The depth of water is about 7 metres at the middle, while at both ends it lowers down to about 5 metres. When dredging is carried out, the depth of water along-side the whole wharf will be brought to 7.5 metres. = 24.3 1/2

Railway sidings: Along the wharf there is a double railway track; the first line is 3.84 metres from the edge of the wharf, and the second line is 11.80 metres from the edge.

Warehouses: At the end of the wharf there is a large warehouse for goods, seriously damaged through war action, and now is being rebuilt.

This warehouse, which is 20 metres from the edge of the wharf will have, when finished, a capacity of 18,000 cubic metres. At the present moment there can be stored in this warehouse about 2000 tons of cereals.

Space for back-piling of goods: On the wharf there can be stored in the open about 10,000 tons of goods.

Work in hand: There are in hand works for the removal of the railway lines and for repaving the wharf. 133 is expected that these works will be finished in two months.

b) WEST WHARF:

Length: The wharf has a usable length of 170 metres.

Depth of water: The present depth of water is about 9 metres at the end and of 8 metres at the beginning of the wharf. After dredging, the depth of water will be metres 8.5 along the whole side of the wharf. = 27.6

Railway sidings: Along the wharf there is a double line, the first is metres 4.4 from the edge of the wharf, the second is metres 8.33.

Warehouses: At present there are no goods warehouses on the West wharf. There is planned the building of a large port warehouse, which would have a capacity of 16,000 metres.

Space for back-piling of goods: On the wharf there can be stored, in the open, about 15,000 tons of goods.

p.t.o.

Work in hand: The west wharf has not suffered any damage.

2) DEPTH OF WATER IS CHANNEL OF ACCESS TO PORT AND OF INNER BASIN.

The depth of water in the channel of access to the port is now reduced, in the lowest point, to about 7.3 metres, and therefore allows the entrance of ships drawing not more than 23.1/2 feet.

In the basin the depth of water is about 8 metres.

At Salerno there is at present a dredger for dredging the channel and the inner basin.

Work will start in a few days, as soon as preparatory work is completed.

There is foreseen the dredging of about 200,000 cubic metres of material.

The depth of water in the channel and in the inner basin will be increased to 8.5 metres. = 27'6"

3) NIGHT ILLUMINATION.

The electric plant was completely destroyed. Request has been put in to the Ispettorato Funzionamento Porti for the material needed to renew the lighting.

The lighthouse and navigation lights of the port were destroyed of seriously damaged. Reconstruction and repair work is in hand.

4) MECHANICAL MEANS FOR LOADING AND DISCHARGING GOODS:

There are no mechanical means for the carrying out of loading or discharging.

Work, therefore, is done exclusively by hand.

The output per day per hatch per 8-hour shift is of about 200 tons for wheat and other heavy cereals.

Salerno, 3 August 1945.

THE LT. COLONEL COMMANDING THE PORT

(ad) Ciueto Rinaldi.

HEADQUARTERS ALLIED COMMISSION
- APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.5/43/Tn6

UAG/mvm
14 August 1945

SUBJECT: Dredging at the Port of Salerno

TO : Movements Division
(Att. Lt. Col. J. W. Baker)

1. For your information and retention, attached is copy of report made by Mr. A. C. Allman of this Division on the above subject following his recent trip to Salerno.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/24.5/40/Tn6

ACA/mvm
6 August 1945

SUBJECT: Dredging at Port of Salerno - Visit by Mr. A.C. Allman

TO : Mr. R. M. Bazzanella, Chief
Ports & Warehouse Division

1. As directed, I visited the port of Salerno, arriving there in the morning of 3 August. Signor Autuori of the Firm of Michele Autuori & Figlio, General Shipping Agents, proffered his services and introduced me to Lt. Commander J. Rinaldi, Capitano di Porto, who accompanied me to the harbor.

2. I found that the suction dredger "Roma" had arrived on 23 July but had not been able to commence dredging operations owing to the non-arrival of the self-propelled hopper barge "P.B.24" which was still under repairs at Navy Yard, Naples.

3. Upon enquiry of the Master of the Dredger as to why pipe-lines for discharge of dredged material to shore or elsewhere had not been shipped with the dredger (I understood this had been provided for in the sailing orders to enable her to commence dredging while awaiting arrival of the hopper barge), I was informed that this could not be done due to lack of space on deck and also because the weight would have endangered the stability of the dredger.

4. The Master reported the dredger in good order and ready to commence operations immediately upon arrival of the hopper and/or pipe-lines.

5. The following particulars of the "Roma" and the "P.B.24" were supplied by the dredge-master:

a. Dredger "Roma": Length 23 meters. Beam 8 meters. Draft 1.75 meters. Maximum dredging depth 13 meters. Capacity (in sand) 12,000 cubic meters in 24 hours.

b. Hopper-barge "P.B.24": Capacity 400 cubic meters. Self-propelled.

c. Both dredger and hopper are steam driven.

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6. I was also informed that crew, fuel and stores for working the dredging plant are supplied by the owners - Empresa Cidonia.

7. Upon my return journey to Rome, I called at the office of the Fleet Civil Engineer, Captain Robinson, R.N.V.R., at ATHQ, Caserta, where I saw his assistant, Commander Croxford, R.N.V.R. and reported the delay to him. While with him, he received a telephone message from Naples to the effect that the hopper-barge "P.B.24" had sailed for Salerno.

8. Since my return to Rome, I have arranged, through the mediation of Lt. Marena, Italian Liaison Officer with this Division, for a diver to be sent immediately by Empresa Cidonia to Salerno with a view to ensuring that any possible sunken obstructions may be located and avoided by the dredger.

A.C. Allman

A. C. ALLMAN
Ports Branch

732

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290

Ref. AC/24.5/27/Tn6

RMB/svm
20 July 1945

SUBJECT: Ports of Castellammare, Torre Annunziata & Salerno
TO : Movements Division

1. For your information and retention, attached are copies of reports on the above mentioned ports submitted by Mr. A. C. Allan of the Ports Branch of this Division.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated above.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/24.5/26/Tn6

ACA/mvm
19 July 1945

SUBJECT: Report on Visit by Mr. A. C. Allman to the Port of
Salerno on the 13 July 1945

TO : Mr. R. M. Bazzanella, Chief
Ports & Warehouse Division

1. Owing to a heavy itinerary, I did not reach Salerno until 5:45 P.M. but was fortunate in quickly contacting Signor Autuori of the Firm of Michele Autuori & Figlio, General Shipping, Forwarding & Insurance Agents, whom I was recommended to see by Mr. Fleury, MWT representative at Castellammare.

2. Signor Autuori has received very fine testimonials from British Naval and American Military Authorities for services rendered to the Allies following the landing at Salerno and I received a very favorable impression of his character and ability.

3. Signor Autuori informed me as follows:

a. The Harbor is well protected with the exception that southeasterly gales cause a ground swell which affects vessels at the berths.

b. The Entrance Channel is at present obstructed by siltation over two small areas, which is restricting the draft of vessels to 22 feet. Normal dredged depth is 27 feet.

c. There are two berths for Liberty size ships, one at the West Quay, length 250 metres with present depth of 27 feet shoaling shorewards to 26 feet. This berth is rail served and has back-piling space for some 5000 tons. The other berth - East Quay - length 130 metres with present depth of only 18 feet, *is also rail served. Rf.*

d. Dredging of the bar in Entrance Channel, some dredging inside the basin and dredging of the berth at East Quay to a depth of 26 feet has been requested and the dredger "Roma" from Naples was due to arrive Salerno in two days time, as Sig. Autuori was informed.

- 2 -

e. When dredging is effected, it will be practicable to discharge two Liberties simultaneously at the two alongside berths where discharging by ship's gear can be directly on to rail cars.

f. Working 3 shifts, 5 gangs have discharged 1200-1300 tons grain in bags and bulk (bagging grain in hold) 800 tons per day. Adequate labor is available.

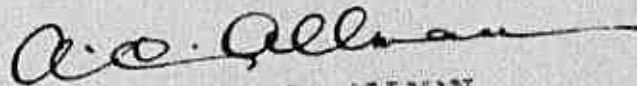
g. A good warehouse (cap. 2000 tons) is available at East Quay.

4. Recommendations:

a. That every effort be made to expedite the dredging program with view to providing a handy alternative port, particularly for Liberty ships discharging grain.

b. That the port be equipped with some fifteen Mincas and requisite towing facilities for lightering vessels of over 26 feet draft.

c. That greater use of this port be then made consonant with road and rail facilities and over-all movement requirements.



A. C. ALLMAN
Ports Branch

APRIL 20th 1945

Golfo di Napoli

SALERNO

Salerno is a well sheltered small port, with a long stone breakwater. The basin consists of discharging berths, most of which are presently out of use owing to war damage, on the East and West sides, whilst at the North side are boat building Yards and at the South the breakwater.

BERTHS The berths at the East side of the basin have been damaged, and the stonework of the quays would need replacing before use.

In normal times these repairs would not take long to complete.

On the West side of the basin is a good rail served berth, capable of taking a vessel up to about 8000 but with a draft not exceeding about 19 ft. Although there is a draft of 24ft alongside this quay, the depth at the bar is only 20ft. This could be dredged to a depth of 26ft is a dredger were available.

SCHOONER BERTHS There is accommodation for several schooners.

On the West side of the basin is a good railroad berth, capable of taking a vessel up to about 8000 but with a draft not exceeding about 19 ft. Although there is a draft of 24ft alongside this quay, the depth at the bar is only 20ft. This could be dredged to a depth of 26ft is a dredger were available.

SCHOONER BERTHS There is accommodation for several schooners.

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APRIL 30th 1945

DREDGING REQUIREMENTS at the Ports of
SALERNO, CASTELLAMARE and TORRE ANNUNZIATA.

SALERNO There is a depth of 24ft alongside berths, but at the entrance a depth of only feet. (Twenty feet)
The entrance should be dredged to a depth of 26ft
It is suggested this is Priority ONE.

CASTELLAMARE There is one berth for Coasters with a draft of 17ft outside of 15ft breasting barges. This berth could be improved but is not urgent.
At the Silo are two berths with a depth of 26ft 6ins.
These could be cleaned.

TORRE ANNUNZIATA.

The depth at the entrance is 24ft. This could be dredged to its original depth of 27ft.
The estimated time required for carrying out this work is 10 days.
Berths 3 and 4 could be dredged to a depth of 25ft. At present the depth is 19ft outside of 15ft breasting barges.
Between nos 3 and 4 berths was originally a stone pier. This has been removed except for the base, below water. It prevents a ship of more than about 3000 tons lying alongside except out side a double breasting barge.
The stone base would have to be blasted.

The silo berths No 1 and 2 could be improved by dredging.
At present there is a depth of 22ft 6 ins outside 15ft barges.
121

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
27th March, 1945.

Med.45/1089/4/6.

G-4 (MOV & TN), ALLIED FORCE HEADQUARTERS.

(Copies to:-

Headquarters Allied Commission,
Transportation Sub-Commission.

The Director of Harbour Craft, Allied
Force Headquarters.

G-5, Allied Force Headquarters).

DREDGING SALERNO - USE OF "ROMA".

With reference to your G-4 (MOV & TN) 5/117/GIM dated 25th February 1945, the dredger in question can not at present dredge to the depth required at Salerno. An extension to the suction pipe is being prepared however, and it should be possible to undertake the work at Salerno after the completion of work for which the dredger is at present allocated at Fiumicino.

2. It will be necessary for the Allied Commission to arrange supervision of dredging at Salerno in due course.

for H. H. H.
COMMOLORE ADMINISTRATION

EXTRACTED FROM PORT REPORT (1) MR. S. P. FRANCE - MARCH 1944 (1)

SALENNO: Excellent port which is used very little. Instituted procurement of stevedore gear for working future phosphate discharge.

Subject : Dredging SALERNO.

ALLIED FORCE HEADQUARTERS

G-4. (MOV & TN) 5/117/CIM

To : C-in-C Med.

25 Feb 45

Tel: FREEDOM 302

1. Application has been made by HQ Allied Commission for a dredging operation at SALERNO, which if carried out will increase the port capacity.
2. There is a bar with 22' draft which could be dredged to 25'. A passage 8 metres wide could be cleared in 15 days, which would be sufficient to admit a Liberty. It is estimated that it would take six weeks to give an overall depth of 24'.
3. It is estimated that 2160 cu feet will require to be dredged to clear a passage over the Bar.
4. The West Quay has a draft of 24', and such a dredging operation would obviate lightening to 22' at CASTELLASARE.
5. It is suggested that the dredger "Rose" be sent to SALERNO to carry out this work.

CS/EN

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

Copy to: H.Q. Allied Commission. }
Tn Sub Commission. }
D.Q.M.G.
G-5.

27/5
724

AMHOO/fd

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Tele : 484

20 Feb. 1945

Our ref.: AC/841/114/Tn 3

SUBJECT : Dredging Salerno

TO : G-4 (MOS & Tn) A.P.H.C.

In order to increase the port capacity of Salerno, a dredging operation is necessary.

There is a bar with 20' draft which could be dredged to 25'. A passage 8 metres wide could be cleared in 10 days, which would be sufficient to admit a Liberty. It is estimated that it would take six weeks to give an overall depth of 24'.

The West Quay has a draft of 24', and such a dredging operation would obviate lightening to 22' at Castellammare.

It is therefore requested that the dredger "Roma", now in Naples be sent to Salerno to carry out this work.

Copy to : G-3 A.P.H.C. (2)
 Navy Sub-Commission
 Ports & Warehouse Div. Tn. 3/C.

Arthur Clark
 HENRIETT H. TAYLOR
 DIRECTOR

723

Our ref.: AC/541/114/Tn 3

SUBJECT: Dredging Salerno

TO : G-4 (NOV & TN) A.2.2.E.C.

In order to increase the port capacity of Salerno, a dredging operation is necessary.

There is a bar with 22' draft which could be dredged to 20'. A passage 8 metres wide could be cleared in 10 days, which would be sufficient to admit a Liberty. It is estimated that it would take six weeks to give an overall depth of 24'.

The West Quay has a draft of 24', and such a dredging operation would obviate lightening to 22' at Castellammare.

It is therefore requested that the dredger "Roma", now in Naples be sent to Salerno to carry out this work.

Copy to : G-5 A.2.2.E.C. (2)
NAVY Sub-Commission
Ports & Warehouse Div. Tn. 3/3.

723

Arthur Clark
HARRITT E. TAYLOR
DIRECTOR

Handwritten notes and stamps:
"COMM" stamp
"ad" stamp
"114" stamp

- 2 -

19 February

INTER-OFFICE MEMORANDUM

SUBJECT : Trip 15-17 February 1945.

TO : Major McClure.

Salerno:

Governing factor bar 22' - could be dredged to 25'.

E Quay - 16' deepening to 18' at north end.

W Quay - 24'

Dredger could clear passage 8m width in 15 days.

" " give overall depth of 24' in 6 weeks.

South end of E Quay is slightly damaged. Italian Public Works have been informed, but work not yet in hand. The matter is being pursued.

G. W. E. WARLEY
Ports & Warehouse Division
Transportation Sub-Commission

722

AC/245/Tm6

PORT OF SALERNO

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	
MANFREDI	150(1)	7500	6200	4-5,50	of m ² (2500 3000 tons)		Grain, timber, liners
OLD BREAKWATER	-	20000		7		1 for big steamers	-
WEST BREAKWATER	-	6000		7 v	2		Laid-up ships and delayed small ships
West wharf	250(2)	10000	14700	7.20	2		Coal
Zone in front of the inside beach of the port	-	-		2-5			Crane, tugs, pontoon, small sail boats in repair
					4	1	

railway today unserviceable: (1) the Port Authorities proposes the assignment of a movable crane with a lifting capacity of 2 to 3 tons.
For the normal needs of the port, where the ships are worked, no other means are needed

PORT OF SALERNO

Wharf Surface sq.mt.	Depth water mt.	BERTHING		USE OF WHARF	REMARKS
		Alongside	Stern on		
8200	4-5, 50	of m ² (2500 3000 tons)		Grain, timber, liners	Total surface of water m ² 125.000
	7		1 for big steamers	-	Sheds and wharves nearly completely destroyed (only one part of the existing wharf along the quay manfredi)
	7 v	2		Laid-up ships and delayed small ships	No tugs, there are two light- ers with deck of 100 t. each
14700	7.20	2		Coal	Average No of rly.cars which can be daily loaded in port is from 30 to 70 correspondi- ng to a total of tons 340 to 1200.
	2-5			Craft, tugs, pontoon, small sail boats in repair	Mechanical means, none existent (1)
		4	1		

The Port Authorities proposes the assignment of a movable caterpillar crane with
lifting capacity of 2 to 3 tons.

For the normal needs of the port, where the ships are worked alongside of the quays
no other means are needed

PORTO DI SALERNO

Denominazione	Lunghezza delle banchine m.l.	superficie delle acque m/2	superficie della calata m/2	Fondali in ml.	Accosti di fianco di punta	Destinazione delle banchine	
Banchina Man- fredi	150(1)	7.500	8.200	4-5,50	2 di NT(2500 3000 tonn)	grano-le-na- me, prof. di linea	superficie m. 2. 125.00
Vecchio ante- murale	-	20.000		7		1 di grossi si pfi.	Lettoie e m distrutti(a te lungo la
Molo di Po- nente	-	6.000		7		Navi in disarmo e piccolo naviglio in attesa	Non esistono maone ponte
Banchina di Ponente	250(1)	10.000	14.700	7,20	2	Carbone	
Zona fronteg- giante la spiaggia in- terna del Porto	-	-		2-5		Galleg.ti, rimorchia- tori, ponto ni piccoli velieri in riparaz.	N° medio de sono essere to è di 30 media globa
(1) Scinti da binari oggi inservibili			(1) La Cap. propone che sia assegnata mobile a cingoli della potenza di di 2, 3 tonn. Per le normali esigenze del porto lavorano affiancate alle banchine, non sono ne- cessari altri mezzi.		4	1 in uso varna sollevamento	Mezzi mecca

PORTO DI SALERNO

/bm.

superficie della calata m/2	Fondali in m.	Accosti di fianco di punta	Destinazione delle banchine	N o t e
8.200	4-5,50	2 di MT(2500 3000 tonn)	grano-legna- me, prof. di linea	Superficie totale degli specchi acquei n. 125.000
	7	1 di grossi di pfl.	-	Tettoie e magazzini quasi completamente distrutti (solo una parte del mag. esistente lungo la banchina Manfredi
	7		Navi in disarmo e piccolo naviglio in attesa	Non esistono rimorchiatori; vi sono due maone pontate da tonn. 100 ciascuna.
14.700	7,20	2	Carbone	N° medio dei <u>carri ferroviari</u> che pos- sono essere giornalmente caricati in por- to è di 30 a 70, corrispondente ad una media globale di tonn. da 540 a 1260.
	2-5		Galleg. ti, rimorchia- tori, ponto ni piccoli velieri in riparaz.	Mezzi meccanici : N.N. (1)
(1)		4	1	
La Cap. propone che sia assegnata in uso magna mobile a cingoli della potenza di sollevamento di 2 3 tonn.				
Per le normali esigenze del porto dove le navi lavorano affiancate alle banchine, non sono ne- cessari altri mezzi.				

14201