

Declassified E.O. 12356 Section 3.3/NND No. 785016

10000 / 119 / 82

Declassified E.O. 12356 Section 3.3/NND No. 785016

2/119/82

34.33- Timber

Nov. 1943- Jan. 1944

file
EB CIPHER MESSAGE IN.

SIGS NO: 5167
IMPORTANT.
SECRET

per a
10 Apr

TO:- MOV FLAMBO RPTD MDV REGGIO ACC REGGIO ACC CATANIA.

FROM:- MOV DISTONE.

MOV 5530

08 Apr

=====

SECRET. FORCE 266 LOADING 120 LIMBERS ON 19 FLATS FOR ~~XXXXXXXX~~
MAINLAND. REQUEST PERMISSION SHIP FROM CATANIA ON TRAIN FERRY
IN EXCHANGE FOR EQUIVALENT NUMBER OF FLATS LOADED ROUND TIMBER
FOR ACC. REQUEST SAME ARRANGEMENTS 47 BREN CARRIERS 9 MANCHESTERS
IF SEA LIFT NOT AVAILABLE

=====

3934

SMC DISTRIBUTION

ACTION
INFO

MOV
ACC

34.33

J.S.C.
SMCTOR 091045B.

34.33

Declassified E.O. 12356 Section 3.3/NND No. 785016

File
EP
PLAIN MESSAGE IN

Delivered
March 11, 1944 8:35
4083
ROUTINE

TO FLORENCE NAPLES

FROM ACC CATANIA

CAT/186 QP

TO *W. M.*

PERMISSION REQUIRED FOR RELEASE OF TIMBER OVR 2 METRES LONG AT PRESENT
IN CROTONE FOR BUILDING OF SIMETO BRIDGE. BRIDGE AT MILITARY PRIORITY

34.33
SNC DISTRIBUTION

ACTION WORKS
INFO Q

Q(AE)

G4

ADD TO ✓

CDE/SPOTORI1030CA

Pro Forma 2.

Local Resources Section,
A.P.H.Q., Adv. Adm. Echelon,
C.M.F.

Ref. 7/4/LR

ENQUIRY NO 27

23 / 1 / 44.

R.G.S. (Adv) (2)

ENQUIRY REGARDS AVAILABILITY.

Seasoned Spruce for repairs to wooden aeroplane propellor blades

1. An enquiry has been received from No. 113 Maintenance Unit R.A.F. (214 Gp. RAF) reference 214G/ADV/3352/17/EQ of 25 Jan 44 for supply of the above commodity.

Approximate requirements -	400 ft 9"x3"	} per month
	400 ft 9"x4"	
Place of delivery	- Occupied Mainland of Italy	
Province	-	
Compartment	-	

2. Will you please state as soon as possible

- (i) Whether this commodity is available
- (ii) The nearest place of delivery
- (iii) Approximate quantity available
- (iv) Price per - cubic metre

Copy to:- File 23/LR

Miller H Brown
Major
for Lt. Col.,
A.Q.M.G.,
Local Resources Section.

3933

Crustum
28 34.33

COPY NO. 13

AFHQ ADV. ADM. ECHELON
LOCAL RESOURCES SECTION

Reference:- 7/2/LR

28 JANUARY 1944

SUBJECT:- Constructional Timber

The item of 4,390 cu.metres of timber reported at Navalmeccanica, Via Benedetto Brin, Naples, on Page 10 of Appendix "A" to the Minutes of the Engineering Materials Committee meeting of 14 January 1944, should be deleted, it having been found, after investigation, that there is no constructional timber available at these works.

J.C. RAMSDEN
MAJOR

JOINT SECRETARY (AM)
ALLIED FORCE LOCAL RESOURCES (ITALIAN) BOARD

S.J.B. LOUDEN
CAPTAIN

JOINT SECRETARY (BR)
ALLIED FORCE LOCAL RESOURCES (ITALIAN) BOARD

3932

DISTRIBUTION

Copy No.

Copy No.

1	Chairman, L.R. Board	29	AFLR (Sicilian) Board
2	Vice Chairman (Am)	30	AFLR (Sardinian) Board
3	Vice Chairman (Br)	31	C.G., P.B.S.
4	D.D.W. (Br)	32	DD/CAO
5	C.E., No.2 District.	33	Q.1
6	C.E., P.B.S.	34	Q.2
7/11	Flag Officer, Western Italy.	35	G.P.A., P.B.S.
12/13	M.G.S. (Adv)	36	A.D.W. (Stores)
14/19	L.O. XII A.F.S.C.	37	D.Q.M.G.
20/21	D.G.M.R.	38/47	Local Resources Section
22	ORD (Br)	48/50	H.Q., A.M.G., G.M.F.
23/24	A.M.G., 15 Army Group.	51	File
25/26	H.Q., A.C.C., BRINDISI.	52/57	Spares
27/28	H.Q., AFLRS, AFHQ.		

Austin ---cc--- *34.33*

HEADQUARTERS
REGION 3, ALLIED MILITARY GOVERNMENT
APO 394, U.S. Army

Lee
(4)

SUBJECT: Prices for local purchases
of Timber.

27 January 1944.

TO : S/Ldr R.E. MELVILLE,
214 Group RAF, C.M.F.

1. On 13 January 44, you requested the advice of this office as to whether the prices charged by the Ditta Nicola Vigilante, Portici, for timber purchased by your Hq were fair and reasonable. On the basis of existing fixed prices those charged by the Vendor are excessive.

2. After review this office recommends the following prices, based upon the last legal prices fixed by the Italian Government, and allowing proper prices for transportation, labor, and the profit of the Vendor:

- | | | |
|--|----------|-------------------|
| a) Planks (tavole); fir (abete); 1st quality
(primo assortimento) | L.2694.- | P. cubic
meter |
| b) Floor boards (setarine - doghe); fir (abete);
grooved; | " 3660.- | " |
| c) Boards, oak sizes (morali) | " 2543.- | " |
| d) Planks (tavole); Austrian pine (pino di Slavonia)
1st quality (primo assortimento); equal to white
pine (pino silvestri); 2nd grade; length in excess
if 4 meters. | L.2577.- | p. cubic
meter |

3. These prices are furnished subject to revision by Hq AMG, ACMF.

4. Attached hereto is a revised bill based upon the corrected unit prices.

For the Commanding Officer:

Harold E. Pomeroy
HAROLD E. POMEROY
Captain, A.U.S.,
Acting Adjutant General

DISTRIBUTION:

- 2 All SCAO'S
3 A.C.C.
1 Hq AMG, ACMF
4 Hq AMG
2 AMG, 5th Army
1 Gen. Econ. Comm. ADV. ECH. AFHQ
2 Base Purchasing Agent, PES
1 Hq 57 Base Area
1 Public Relations
1 Public Safety
1 Legal Div
1 Snr. Legal Officer Naples Prov. (Legal
Div. 3rd Floor)

34.33

- 1 D.D.W. British of AFHQ
3 AFHQ - ADV. ADM. ECH
10 N.O.I.-C. Royal Navy
2 ADV. HQ. 214 Group - RAF
3 Hq 12 Air Force Service Com.
1 Adjutant General
2 Economics & Supply
1 Labor Section
1 Agriculture
1 Transportation Com. & Util.
4 The Prefect, Naples Province

3931

U. S. SECRET
Equals British MOST SECRET

ALLIED FORCE HEADQUARTERS
Military Government Section

JCH/TBJ/eg

MGS 091.33

16 December 1943.

SUBJECT: Report on Corsican timber.

TO : MGS Advance, AFHQ Advance Administrative Echelon.

1. Forwarded herewith are two copies of a report on Corsican timber prepared by the Forestry Division, Allied Control Commission

2. Request that one copy of this report be transmitted to AFLR (Italian Branch).

J. C. Holmes
J. C. HOLMES
Brigadier General, G.S.C.
Chief, Military Government Section.

2 Incls:-
as above.

3930

34.33 U. S. SECRET
Equals British MOST SECRET

U.S. SECRET / EQUALS BRITISH MOST SECRET

INDEX TO REFERENCES

Letters from Maj. Gen. Stronge and Brig. Boulnois in support of recommendations contained in report.....	1
Report on Supply of Pit. props from Corsica for Sardinian Coal-mines...	2
Table I Labour Requirements.....	3
Table II Mill Requisites-Sawn Timber and Planks.....	4
Table III Transport Requirements.....	5
Explanation of Labour Requirements.....	6
Explanation of Transport Requirements.....	7
Explanation of Mill Requisites	8
Correspondence between Maj. Gen. Stronge, Gen. Martin and M .le Prefet.. (app I).....	9
Allocation of Corsican Timber for All Purposes.....	10
Details of Forest Resources in Corsica(French Report (App. 2).....	11
Forests in relation to usable roads and ports(Table IV).....	12
Italian Report on Forest Resources of Corsica(App.4).....	13
Corsican Sawmills of Practical Importance.....	14
Sketch Map of Corsican Forests and Sawmills.....	15
Allocation of French Mule Company for Extraction Purposes.....	16
Specification of Pit-Props.....	17

References marked (9) at bottom right corner of page.

3929

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SECRET.

Representative in Corsica of the Allied C. in C.

FAX/11/4.

2nd December, 1943.

G-3,
Allied Force Headquarters.

Lt. M.R.L. Macdonald, Forestry Division, Allied Commission, has now completed his work in Corsica and has submitted his report.

With the exception of certain minor reservations involving projected attachments to my staff and one major reservation, I am in entire agreement with the report and strongly recommend that the measures advocated be put into effect as soon as possible.

The major reservation concerns the question of the re-entry into Corsica of a battalion of Alpini troops from Sardinia. If labour were the only consideration I should have no objection to supporting the suggestion but there are strong political reasons why this is undesirable unless the priority of the work to be done is considered to over-ride all other considerations. The Alpini work very efficiently and it is doubtful whether any substitute of equal value can be found. However, this should be explored and if the French authorities should be in a position to find the skilled labour required and in sufficient numbers it would be better that that solution should be selected. I am not in a position here to assess the urgency of the work in relation to operations in the Mediterranean theatre of war nor as to labour supply in N. Africa.

Lt. Macdonald has carried out his work very conscientiously and efficiently and has made all the necessary local contacts to enable work to proceed rapidly as soon as the measures he advocates are approved. I would again stress that I hope such approval will not be long delayed.

/s/ H. A. Stronge

Major-General,

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Lt. Macdonald has carried out his work very conscientiously and efficiently and has made all the necessary local contacts to enable work to proceed rapidly as soon as the measures he advocates are approved. I would again stress that I hope such approval will not be long delayed.

DIJ.

/s/ H. A. Stronge

Major-General,
Representative in Corsica of the Commander-in-Chief
of the Allied Forces.

3928

34.33

U.S. SECRET EQUALS BRITISH MOST SECRET

U.S. SECRET **EQUALS** **BRITISH MOST SECRET**

TO: G-3 A.F.H.Q.
FROM: Regional Allieu Commissioner, Region 6.
SUBJECT: Pit Props
REFERENCE: COMD/3/35/REG.6
DATE: 7 December 1943

I wish to add to what Major General Stronge has said the following observations:

1. The coal mines of Sardinia cannot possibly be brought to maximum efficiency without a liberal supply of pit props from Corsica. The degree of urgency with which the supply of Sardinian coal is viewed at A.F.H.Q. is therefore that which applies to the question of the provision of this Corsican timber, no more and no less.
2. The problem as I see it is now largely one of what motor transport can be provided in Corsica to take these props to Porto Vecchio; This is on the assumption that sea transport by the schooner "Costanza" has been arranged as requested already.
3. From my knowledge of conditions in Corsica I can see very great difficulty in getting the necessary priority on allotment of existing motor transport. I therefore add my recommendation that the Forestry Company of U. S. Engineers together with their usual complement of motor transport should be assigned to Corsica forthwith.
4. As regards the Alpini Battalion, it is unnecessary to add that any movement of troops from Sardinia to Corsica would be welcome in this island which has such a surplus already of Italian military mouths.

/s/ P. K. Boulnois,
Brigadier.

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PKB/gch

/s/ P. K. Boulnois,
Brigadier,
P. K. BOULNOIS,
Brigadier,
Regional Allied Commissioner, Region 6.

3927

U.S. SECRET EQUALS BRITISH MOST SECRET

U.S. SECRET EQUALS BRITISH MOST SECRET

SUBJECT:- Report on Corsican Supplies of Timber
for Allied Armies in Italy.

To:- Col. D.S. Adams, Economics & Finance Sub-Commission,
Allied Commission.

From:- Major N.R.L. Macdonald, Forestry Division, Allied Commission.

Date:- 1st December, 1943.

Reference:- AC/1075/2 (Forestry).

Sir,

1. I have the honour to report that lumber of the dimensions required by the Allied Armies in Italy (for the repair of ports and bridges) can be supplied from Corsica.

2. The quantities of such timber are sufficiently large to supply 20,000 cubic metres from the accumulated annual increment over the last three years, without damaging the forest capital, and without affecting French, military and civil requirements.

3. Should larger quantities be required, for Italy, however, cutting is possible, without inflicting lasting damage, if carried out under the supervision of forestry officers.

4. Notwithstanding the immense value to the Allied Armies of a source of bridge and harbour lumber so close to Italy's western seaboard, no short term supplies of timber can be made available, owing to the lack of labour, transport and mill requisites (see paras. 19, 25, and 30.).

5. In view of the vital need for such lumber to assist the advance of the Allied Armies and owing to the long sea-transport involved in procuring supplies from other areas, outside the Mediterranean, it is urgently recommended that no effort should be spared to procure the labour, transport and mill requisites necessary to enable exploitation of these forests.

6. These requisites are detailed in Tables I, II and III.

7. Administration of Corsican Forests.

During the period of French Military Government, the supreme

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7. Administration of Corsican Forests.

During the period of French Military Government, the supreme local command rests in General Henry Martin. The duration of this period has not been defined, but it is understood that on its completion, the Prefet de la Corse will assume complete authority.

8. At the present time the Prefecture is, however, functioning, and authority appears to be divided with the Commander-in-Chief in some directions, affecting the administration of the forests, civilian labour, public works, and the allocation of transport.

9. Thus, while all activities on the island are subordinated to military requirements, to enable collaboration between the different organisms requiring timber for various purposes, it has been necessary to form a committee, at my instance, through the Prefecture, on which the French Military Staff is represented. (See Appendix I. - Correspondence between Major General Stronge, General Martin, and M. le Prefet).

10. This Committee is, at present, composed of:-

President: M. Jean Picard, Delege aux Affaires Economiques
et a la Reconstruction.

M. Jean Capitali, Conservateur des Eaux et Forets.

Colonel Pechaud du Rieu, Commandant la genie du
1er Corps d'Armee.

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3926

U.S. SECRET EQUALS-BRITISH MOST SECRET

Lt.Col. Lehannneur, Ing. en Chef Ports et Chaussées.

M. J.R. Muzard, Inspecteur-Adjoint d'Eaux et Forêts,
Charge de Mission du Commissariat a
la Production et au Commerce.

Major Kirkland, 320 Service Group, and

myself, to be replaced temporarily, on my departure, by Major Bodley of
Major General Stronge's Staff.

11. This committee, at its second meeting, on 30th November,
reached complete agreement on the following points:-

(a) That the Committee should control all questions relating to the
exploitation of State-owned or administered forests in Corsica, and
be the channel of all requests for wood or materials, labour or
transport required for exploitation.

(b) That the initial quantity of bridge-building timbers requested
for the Allied Armies in Italy (20,000 cubic metres) should be made
available.

(c) That the requirements of timber for French Military and civilian
purposes were capable of allocation (see page 7 Appendix 2) and
satisfaction.

(d) That unless the requirements in labour, transport and mill
requisites (as detailed in Tables I, II and III) were supplied, no
exploitation (other than that now taking place for French Military
purposes) was possible.

(e) That, to enable rapid exploitation of the forests allocated to
Allied Military purposes, it was essential to establish an American
forestry unit, complete with logging and milling equipment, and
transport, in the forests of OSPEDALE and ZONZA, with the minimum
of delay.

(f) That, to fulfil the labour requirements to enable maximum
out-put in all zones, it was necessary to recall the Alpini
Battalion from Sardinia, and to send specialists such as sawyers
and saw-setters from North Africa to replace the lack of skilled
labour in civilian mills.

(c) That the requirements of the purposes were capable of allocation (see page 7 Appendix 2) and satisfaction.

- (d) That unless the requirements in labour, transport and mill requisites (as detailed in Tables I, II and III) were supplied, no exploitation (other than that now taking place for French Military purposes) was possible.
- (e) That, to enable rapid exploitation of the forests allocated to Allied Military purposes, it was essential to establish an American forestry unit, complete with logging and milling equipment, and transport, in the forests of OSPEDALE and ZONZA, with the minimum of delay.
- (f) That, to fulfil the labour requirements to enable maximum output in all zones, it was necessary to recall the Alpini Battalion from Sardinia, and to send specialists such as sawyers and saw-setters from North Africa to replace the lack of skilled labour in civilian mills.
- (g) In order to enable exploitation from all areas, sufficient to satisfy all needs, that the work of restoring damaged communications should have first priority (See Map Appendix 5, showing damage to bridges).
- (h) That all piles, of whatever length, in all zones should be set aside for the use of the Allied Armies in Italy, and for local bridge repair.
- (i) That instructions be issued to all mills, to the effect that any logs capable of producing sawn timbers of the sizes required for bridge and harbour work should be sawn in such a manner as to yield the dimensions required.
- (j) That, in the event of the establishment of an American forestry unit in the island, all questions of its administration should be carried out through 320 Service Group, unless or until a special administrative officer be attached to Maj. Gen. Stronge's Staff for this purpose.
- (k) That, in the event of a pool of motor transport being created to serve all purposes relating to the exploitation of the forests, that the vehicles be distributed, supervised and maintained through the same channel.

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- (l) That, in the event of the mill requisites asked for, being supplied, that they be dealt with in the same manner.
- (m) That, in the event of additional Italian labour being made available for all purposes, that it be allocated and maintained by the French authorities in the island.
- (n) That the work of cutting (only) of pit-props for Sardinia should commence forthwith under direction of Eaux and Forêts.
- (o) That the Committee should be called upon to sit, as and when required by one or more members, through the medium of the Conservator des Eaux et Forêts.

12. Timber Requirements and Priorities.

The total timber requirements for all purposes are shown on page 7 of Appendix 2. In so far as French military requirements are concerned, it should be noted that they include all timber needed for the construction of barracks on the airfields, telephone poles for restoring tele-communications, and the timber which may be needed if Col. Costellos' report on the construction of jetties for combined operations should be adopted. These requirements are in addition to the quantities needed for the repair of bridges in the island.

13. In this connection it should be noted that the destruction of bridges on the east coast has been so thorough (see map) that until communications are restored, the value of the island as a base for military operations will remain seriously impaired. This is particularly applicable in the case of CHISONACCIA airfield, which is practically cut off from the rest of the island, and must be supplied with great difficulty by sea, until the roads leading to it from CHISONI, VIVARIO or CORTE are restored. (See map Appendix 5). The French military Engineering Staff are, therefore, concentrating all suitable timber supplies and available labour on the work of repairing bridges.

14. With regard to the pit-props needed to enable the functioning of Carbonias' coal mines, it should be emphasized that, while the felling of the necessary trees can commence at once, no extraction or transport to port will be possible until the labour and motor-transport necessary for these operations, is provided (See Appendix 3).

Col. Costellos' report on the construction of jetties for combined operations should be adopted. These requirements are in addition to the quantities needed for the repair of bridges in the island.

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Forestry Resources in Corsica.

15. The necessary details as to the high forests of Corsica are contained in Appendix 2 (French) and Appendix 4 (Italian) reports. It should be noted in respect of the private forests, that the area of 16,000 hectares privately owned is divided among some 4,000 owners, of whom only 6 possess forests of 500 hectares or over. Practically all these forests are in the zones most easily accessible to roads and towns and have been very heavily exploited. Private forests may, therefore, be discounted as a source of supply.

16. The important merchantable species (P. laricio and P. maritima) often attain a height of 50/60 feet to the first branch, and diameters of 2 feet to 3 feet. The growth is very cylindrical, making the young tree specially suitable for piles were it not for the fact that heartwood forms very slowly, giving a large area of sapwood. Recoveries of sawn lumber from the log are very high.

17. The exploitation of the forests is dependant on their availability to usable roads and ports, and to the nature of the ground. As lumber required for Italy must be cut and transported during winter months, the forests listed in Table IV are those which can be exploited during the winter, together with necessary routes and ports, which depend upon the negotiability of mountain passes and the degree of destruction to bridges caused by the Germans.

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18. Method of Disposal of Lumber.

The Conservateur des Eaux et Forêts states the quantity of timber which may be cut each year from State-operated forests. This is marked for filling by forestry officers, and represents the annual increment. It is then sold at an agreed stumpage for exploitation. The 100,000 m.c. of lumber now available represents three years increment, which has not been disposed of owing to the deficiencies in labour etc., already referred to.

19. Labour.

The Italians, during their occupation, found that little or no reliance could be placed in local labour (see Appendix 4). They therefore, employed forestry companies and engineering battalions, supplemented by Alpini, for the purpose of securing their timber requirements and supplying labour deficiencies in the saw-mills,

20. The situation now, may be stated to be worse than during the Italian occupation, for, while the civilian source is equally unreliable for the supply of labour, the Alpini have now been repatriated by way of Sardinia. There is, thus, a state of stagnation over such parts of the industry as are not engaged full-time on airfield construction, the repair of communications, or the supply of telephone poles.

21. The labour required for these purposes has been supplied by the Italian forestry companies and engineering battalions under the control of the French Engineering Staff, and totals approximately 3,300 of all ranks, 220 working in the forests and the rest on the airfields, repair of roads, bridges, and telephone communications.

22. For the completion of the airfield programme, this labour force has become inadequate and application has been made for the despatch from Africa of an American Engineering Bn.

23. To enable the supply of lumber for the Allied Armies in Italy it will, therefore, be necessary to bring in additional labour from North Africa. These labour requirements are shown in Table III.

24. The labour required to complete Col. Costello's proposals (if adopted) must also be supplied from external sources.

25. Transport.

21. The labour required for these purposes has been supplied by the Italian forestry companies and engineering battalions under the control of the French Engineering Staff, and totals approximately 3,300 of all ranks, 220 working in the forests and the rest on the airfields, repair of roads, bridges, and telephone communications.

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25. Transport.

The whole of the motor transport not employed for unit purposes by 320 Service Group is controlled by the French Military Authorities and the Prefecture, for airfield construction, bridge and road reconstruction, repair to tele-communications and food distribution. Only a small percentage of the original Italian transport is now usable.

26. No transport is available for any other purpose, and the shortage is so great that ammunition required for BASTIA and CHISONACCIA airfields has not been delivered owing to lack of transport.

27. The transport requirements for all purposes are tabulated in Table I. They are over and above the transport already employed by the French. If timber trailers can be improvised from broken-down Italian trucks, the number of trucks required to be brought in may be approximately halved. It is reported that the Italian engineering battalions would be capable of carrying out this conversion, if authority were given by the French C. in C.

28. The deficiency of transport plays an equally important part, with the absence of labour, in causing stagnation in the timber industry, affecting conveyance of logs, piles, pit-props etc., from forest to mill and port. In effect no additional work can be undertaken unless transport is provided, and the scale of work will directly depend upon the quantity of labour and transport so provided.

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29. If the transport listed in Table IV is provided, it would be distributed and maintained on pool arrangements by 320 Service Group in collaboration with the Timber Committee. For this purpose, and for the administration of the American forestry company at OSPEDALE and ZONZA, it is recommended that an American administrative officer be attached to Major General Strong's Staff.

30. Mills and Milling Facilities.

The mills of practical importance, with their zones of operation are given in the French Report (Appendix 2, page 5) and their approximate locations are shown in Alleg. 3 of the Italian Report (Appendix 4).

31. With the exception of the mills at FRUMILLI di FUMORBO and FRANCAJO, the others listed are not operating at all or are producing negligible quantities, owing to the lack of labour, transport and essential mill requisites. A list of requisites sufficient to enable operation for six months is shown in Table II. This list has been carefully prepared on the basis of minimum requirements, with the exception of the steel strip, and staples for fruit cases marked with an asterisk. It is strongly recommended that for such items as cannot be procured from French sources in North Africa, every effort should be made to supply these deficiencies.

32. In view of the present state of mills and milling facilities, it is recommended that a U.S. Army logging and milling company be set up in the forests of OSPEDALE and ZONZA (see Alleg. 3 of Italian Report.) in order to exploit such timber as is suitable for piles, bridge planking beams etc., and to assist in the extraction and transport of pit-props. In addition this unit could run the sawmills at ZONZA and OSPEDALE, which are not operating at present owing to lack of transport, labour and mill requisites. On the basis of these four mills, plus the forestry unit, operating two shifts per day, an approximate total drawn output of 65 to 74 cubic metres per day would be possible, equivalent to 1800/2200 cubic metres per month, if sufficient logs are provided beforehand to enable milling during periods when logging is impeded by snow and rain. As less than one-third of the timber required is in sawn wood, this out-put would yield practically all the sawn wood required to build up a stock-pile at PORTO VECCHIO, of 20,000 cubic meters of piles and other timber within three months.

33. To supervise all preparations of lumber supplies for Allied Army requirements it is suggested that recommendations be made for the release of an engineering officer from North Africa for attachment to Maj-Gen. Strong's Staff, who would be the Allied representative on the

be procured from French sources and made to supply these deficiencies.

32. In view of the present state of mills and milling facilities, it is recommended that a U.S. Army logging and milling company be set up in the forests of OSPEDALE and ZONZA (see Alleg. 3 of Italian Report.) in order to exploit such timber as is suitable for piles, bridge planking beams etc., and to assist in the extraction and transport of pit-props. In addition this unit could run the sawmills at ZONZA and OSPEDALE, which are not operating at present owing to lack of transport, labour and mill requisites. On the basis of these four mills, plus the forestry unit, operating two shifts per day, an approximate total drain output of 65 to 74 cubic metres per day would be possible, equivalent to 1800/2200 cubic metres per month, if sufficient logs are provided beforehand to enable milling during periods when logging is impeded by snow and rain. As less than one-third of the timber required is in sawn wood, this output would yield practically all the sawn wood required to build up a stockpile at PORTO VACCIO, of 20,000 cubic meters of piles and other timber within three months.

33. To supervise all preparations of lumber supplies for Allied Army requirements it is suggested that recommendations be made for the release of an engineering officer from North Africa for attachment to Maj-Gen. Stronge's Staff, who would be the Allied representative on the Timber Committee. A similar recommendation has already been made with regard to the attachment of an American administrative officer to attend to all questions affecting the maintenance and administration of the American forestry unit, the reception and distribution of mill requisites, and the maintenance and allocation of all vehicles in the transport pool.

I have the honour to be,

Sir,

Your obedient servant,

/S/ N. E. L. MACDONALD,
/T/ N. E. L. MACDONALD,
Major.

Forestry Division,
Allied Commission.

DIJ.

Copies to Major-General H.C.T. Stronge, D.S.O., M.C.

Brigadier P.A. Boulnois, O.B.E., M.C.

AC/1075/2 (Forestry)

U.S. SECRET EQUALS BRITISH MOST SECRET

TABLE 1
U.S. SECRET EQUALS BRITISH MOST SECRET

Labour Requirements - All Purposes
 Over and Above Labour Now Employed By French Military Command
 (If Mechanical Extraction Employed Reduce Manpower to 1/5th)

	<u>Felling</u>	<u>Gross-Cutting & Extraction</u>	<u>Transportation</u>		<u>Sorting and Stacking</u>
			<u>To Mill</u>	<u>To Port</u>	
1. Pit-props for Sardinia: 60,000 lin. metres per month	20/25 Axemen	*60/75 Men 50/60 Mules		20 Drivers & Mates	25
2. Piles & Bridge Timbers for Italy: 7,000 tons per Month (20 days) For 3 Months	100 Axemen (3.5 tons ea. per day)	*300 Men 250 Mules	30 Drivers & Mates (Reduce by 1/3 if tim- ber trailers employed).	50 Drivers & Mates	200
3. Col. Costello's Proposal's 500 tons in one month (Excludes workmen for construction, estimated at 300.)	14 Axemen	42 Men 35 Mules	4 Drivers & Mates	8 Drivers & Mates	-
4. French Military Eng. Programme:	Already Covered				10
5. French Civil Programme: 3500 tons per Month (25 days) Spread over 6 months. (1/2 Sawn)	50 Axemen	150 Men 125 Mules	20 Drivers & Mates	45 Drivers & Mates	100
TOTALS	184/189 Axemen	552/567 Men 460/470 Mules	64 Drivers & Mates	123 Drivers & Mates	325

* Note: Cross-cutting and extraction for Allied requirements can be carried out by Mule Coy. with the addition of 50/60 men and equivalent numbers of mules, stated by French 4th Bureau to be available, if desired.

For Mill-hands See 14 (App. 2. French Report. Page 5. Col. 6).

3921

(3)

U.S. SECRET EQUALS BRITISH MOST SECRET

TABLE II

ETAT des BESOINS
en matériel, outillage, et accessoires divers à l'industrie forestière
en CORSE
pour SIX mois

DESIGNATION	SPECIFICATION	Unité	Nombre	Poids en T.	DESTINATAIRE
I. - MATERIEL D'EXPLOITATION:					
Haches de bûcherons		N	500	0,800	collectivité
Scies passespoutout		N	300	0,900	"
Fioches (Ficks)		N	100	0,250	"
Sapes de charbonnier		N	250	0,500	"
Serpès (Bin-hooks).		N	500	0,600	"
Lames pour scie de long		N	100	0,200	"
Coins acier assortis (Wedges)		N	1,000	1,000	"
Pelles (Spades).		N	150	0,300	"
levier		N	150	0,450	"
Tourne-billes		N	100	0,400	"
Merlins (Mallets)		N	100	0,200	"
Masses (" in steel)		N	100	0,300	"
Scies égoines (Hand-saws).		N	100	0,050	"
II. - OUTILLAGE de SCIERIE.					
Lames de scie à ruban					
a) largeur 110 m/m					
Epaisseur 11/10 m/m					
	denture à gencives				(S.F.A.O.
	Ecart. 50 m/m	N	10		a
	longueur 7m,80				(PRUNELLI
	denture à gencives				
	Ecart. 45 m/m				
	Longueur 7 mètres	N	10		
	denture à gencives				GUELON a
	Ecart. 40 m/m				AJACCIO
	Longueur 7 mètres				
	Denture à gencives	N	30		POMPEANI a
	Ecart. 40 m/m				AJACCIO
b) Largeur 100 m/m					
Epaisseur 11/10 m/m					

III. - OUTILLAGE de

SC 16R.1E.

Lames de scie a ruban

a) largeur 110 m/m

Epaisseur II/IO m/m

b) Largeur 100 m/m
Épaisseur 11/10 m/m

c) Largeur 90 m/m

Epaisseur II/IO m/m

d) Largeur 70 & 80 mm
Epaisseur 10/10 mm

[illegible]

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Scies circulaires	Diam: 700 m/m	N	10 : 0,040	Collectivite
	:Epaisseur 35/10	:	:	:
	:Diam: 600 m/m	: N	: 10 : 0,030	: "
	:Epaisseur 35/10	:	:	:
	:Diam: 400 m/m	: N	: 10 : 0,020	: "
	:Epaisseur 20/10	:	:	:
	:Diam: 250 m/m	: N	: 20 : 0,020	: "
	:Epaisseur 15/10	:	:	:
Meules en corindon	:Diam: 230 m/m	: N	: 20	: GUELON a AJAC-
vitrifies pour	:Epaisseur 10 m/m	:	:	: -CIO 6
affuteuse automatique	:Alesage 20 m/m	:	:	: LUCIANI a
	:	:	:	: FRANCARDO 2
	:	:	:	: ROBERT a
	:	:	:	: PROPRIANO 4
	:	:	:	: HARKEMANNE
	:	:	:	: MARCHESE 2
	:	:	:	: Collecti-
	:	:	:	: -vite 6
	:	:	:	:
	:Diam: 210 m/m	: N	: 12	: S.F.A.C. 5
	:Epaisseur 10 m/m	:	:	: LEONELLI 2
	:Alesage 20 m/m	:	:	: Collecti-
	:	:	:	: -vite 5
	:	:	:	:
Courroie de transmis-	:Largeur: 250 m/m	:	: 15	: POMPRANI
-sion	" : 150 m/m	: M.L.	: 15	: LEONELLI
a) balata en poil	" : 120 m/m	: M.L.	: 110	: ZECCHI a ZONZA
de chameau	:	:	:	: 18
	:	:	:	: GUILBAUD A
	:	:	:	: AJACCIO 30
	:	:	:	: IECA a Evisa 22
	:	:	:	: LEONELLI a
	:	:	:	: Francardo 40
	:	:	:	:
	: 90 m/m	: M.L.	: 20	: S.F.A.C.
	: 80 m/m	: M.L.	: 32	: IECA M.a Evisa 22
	:	:	:	:
	:	:	:	: LEONELLI a
	:	:	:	: Francardo 10
	:	:	:	:
	: 70 m/m	: M.L.	: 50	: S.F.A.C.
	: 60 m/m	: M.L.	: 30	: -d-
	: 50 m/m	: M.L.	: 10	: IECA M.a Evisa
	:	:	:	:

For Fruit cases

U.S. SECRET EQUALS BRITISH MOST SECRET

Rivets et agraffes pour courroies	modeles divers	kg.	50	0,050	Collectivite
Roulement a billes (ball bearing)	S.K.F. Mle 14108	N.	2		HARKELANN
IV.- INGREDIENTS					
Brasure d'argent	Rubans de 10 et 20 mm. de large	kg	5	0,005	Collectivite
Borax pour brasure		kg	5	0,005	"
Metal anti-friction		kg	5	0,005	POUPEANI a AJ.
Huile speciale	RUBEX E.V.	kg	200	0,200	ROBERT a Prop.
-do- pour machines a vapeur surchauffees	Gg. Super-cylinder EXTRA-HELLA VAC. Cy	kg	300	0,300	GUELON a AJAC.

AJACCIO le 28 Novembre 1943

Huile speciale	:	RUEEX E.V.	:	kg	:	200	:	0,200	:	ROBERT a Prop.
-do- pour machines :	:	Gg. Super-cylinder	:	:	:	:	:	:	:	:
a vapeur surchauffees	:	EXTRA-HEEEL VAC.Cy	:	kg	:	300	:	0,300	:	GUELON a AJAC.
:	:	:	:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:	:	:	:

AJACCIO le 28 Novembre 1943

3918

U.S. SECRET EQUALS BRITISH MOST SECRET

TABLE 3

TRANSPORT REQUIREMENTS

(Based on 5-Ton Trucks. Reduce by $\frac{1}{2}$ if Timber Trailers Procurable; increase 100% if $2\frac{1}{2}$ -ton trucks only available).

	<u>Extraction Tractors</u>	<u>Transport to Mill</u>	<u>Transport to Port</u>
1. Pit -Props for Sardinia. 60,000 lin. metres per Month. (See App. 3.)			7
2. Piles & SawnTimbers for Italy. 4 tons per trip. 20 days per month. . 3 months.		10	22
3. Col. Costello's Proposals.		3	5
4. French Military Programme. 5	5		
5. French Civil Programme 6 months.		6	12
<u>Totals</u>	5	19	46

NOTE - Allied Requirements for Pit-Props and other lumber are based on extraction by mules, no allowance has therefore been made for extraction by tractor or cable and winch.

3917

(5)

U.S. SECRET EQUALS BRITISH MOST SECRET

TABLE IV (Part 1)

FOREST	PORTS	BEST ROUTE TO PORT	DISTANCE FROM PORT	
SORBA	(Propriano	Road through Ghisconi, Aullene, Petreto.	125 km.	The forest escarpment, com- being barred in heavy snowfalls.
	(Ajaccio	Road & Rail from Vivario	61 km.	
	Bastia	Road through Corte, Ponte Leccia, Cassinazza.	92 km.	
TAVIGNANO	Propriano	As for Foret di Sarba.	116 km.	(As for Fo
	Ajaccio	Road & rail from Vizzani or Vivario.	60 km.	
	Bastia	Road through Corte, Ponte Leccia, Cassinazza.	101 km.	
VEZZANI	Ajaccio) Bastia)	As for TAVIGNANO	"	Coast road to Ba
VALDONIELLO	Bastia	Road through Francardo, Ponte Leccia, Cassinazza.	99 km.	Coast road to Ca Vergio. Alt-rn Francardo & Pont
	Ajaccio	Road and/or rail from Francardo		
AITONE	Calvi	Coast road through Porto.	81 km.	Road to Bastia i
	Ajaccio	Road through Vico, Sazono, Meznavia.	70 km.	

CONTINUED ON NEXT SHEET.

U.S. SECRET EQUALS BRITISH MOST SECRET

3916

12

TABLE IV (Part 1)

PORT	DISTANCE FROM PORT	REMARKS
asoni,	125 km.	The forest grows on both sides of the dividing escarpment, communication from one side to the other being barred in winter by the Col di Sorba, when there are heavy snowfalls.
Vivario	61 km.	
te, Ponte	92 km.	
Sarba.	116 km.	(As for Forest di Sorba.
Vizzarone	60 km.	
erto, Ponte	101 km.	
O	"	Coast road to Bastia blocked by blown bridges.
Francardo, Lassanozza.	99 km.	Coast road to Calvi is barred in winter by the Col di Vergio. Alternative route to Calvi, if desired, through Francardo & Ponte Leccia.
ll from		
ough Porto.	81 km.	Road to Bastia is barred in winter by the Col di Vergio.
ico, Sazone,	70 km.	

CONTINUED ON NEXT SHEET.

U.S. SECRET EQUALS BRITISH MOST SECRET

U.S. SECRET EQUALS BRITISH MOST SECRET

TABLE IV (Part 2)

FOREST	PORTS	BEST ROUTE TO PORT	DISTANCE FROM PORT	REMARKS
OSPEDALE ZONZA	Porto Vecchio	By road from Zonza.	18/39 km.	Forrests heavily burnt in 1940. Remainder contains large logs. requiring cables and wire.
Barella	Porto Vecchio	By road through Zonza.	40 km.	Coast road from Solenzara owing to blown bridges. ruptured occasionally owing to ice.
Marmone	Propriano Alt. Porto Vecchio.	By road through Aullène & Petreto.	112 km.	Access to railway at Vi Sorbo in winter

3915

U.S. SECRET EQUALS BRITISH MOST SECRET

IV (Part 2)

DISTANCE
FROM
PORT

REMARKS

18/39 km.

Forrests heavily burnt in 1940 & Sept. 1943. Much of the timber killed in 1940 is useless owing to rot and worm. Remainder contains large numbers of piles and pit props and some large logs. Extraction difficult in places, requiring cables and winches for logs and piles.

40 km.

Coast road from Solenzarra to Porto Vecchio impassible owing to blown bridges. Carriage to port may be interrupted occasionally owing to snowfalls on the Col di Bavello.

line & 112 km.

Access to railway at Vizzavona is barred by the Col di Sorbia in winter

Ier C.A.
COMMANDEMENT
DU GENIE

Table V

P.C. le 30 Novembre 1943.

TOTAL REQUIREMENTS OF TIMBER FOR ALL FRENCH MILITARY
CONSTRUCTION EXCEPT THE RECONSTRUCTION OF BASTIA.

Service interesse	Date de la fourniture	Grumes	Equarris	Chauffage
Intendance	besoins mensuels			200 tonnes
Stock transmissions		(8500m3) poteaux piquets		
Retabli des itinere- raires routiers		5500m3	4500m2	
de la voie ferree Bastia Solenzara		6.000m3	5.000m3	
Air	par mois		300 m3 (2 mois)	
Service du materiel			(total) (600m3) 40 m3	
Service du Genie			50m3	
Embarcaderes pour	†	1000m3	1000m3 (sous reserve)	
Stockages ponts.		1000m3	1000m3	

Retabli des itinéraires routiers de la voie ferrée Bastia Solenzara Air Service du matériel Service du Génie Embarcadours pour Stockages ponts.	← (8500m3 poteaux piquets)	par mois		←
	5500m3	4500m2		
	6.000m3	5.000m3		
		300 m3 (2 mois)		
		(total) (600m3) 40 m3		
		50m3		
	1000m3	1000m3 (sous reserve)		
	4000m3	4000m3		
	16,500	14,900	200 tonnes	

* Telephone posts recognised by Commandant French Military Eng. as secondary to Allied Needs.
† Setaside for British invasion jetty plans.

3914

U.S. SECRET ^{APPROVED} ~~SECRET~~

(copy)

SUBJECT:- Heavy Timber required by the Allied Armies in Italy.

PAK/11/2.

Representative in Corsica of the Allied C. in C.

Hotel 'CYENOS',

AJACCIO, C O R S I C A.

Monsieur le Prefet de la Corse.

In view of the urgent requirements of timber which have to be met in connection with the operations now taking place in Italy, and the fact that owing to the adjustment of all priorities CORSICA is at the moment the most suitable source of supply, the C. in C. Allied Forces has, with the knowledge and full consent of the French military authorities in Algiers, sent an officer who is an expert in timber supply to my headquarters to examine on the spot the whole problem. This officer is Major N.E.L. Macdonald. I now desire to introduce him to you and shall be most grateful for any facilities which you may be in a position to afford him in carrying out his duties.

The situation may be summed up in the following terms :-

1. The Allied armies in Italy require a quantity of heavy structural timber for the repair of bridges and ports destroyed by the retreating Germans, in order to restore facilities for the discharge and transport of war materials to the fighting zone.
2. This reconstruction is of vital importance to the continued advance of our armies.
3. An indicated specification of the dimensions of timber required is attached hereto: Such dimensions are not, at present, obtainable in the territories now under Allied control in the Mediterranean theatre, owing to other demands of an operational nature.
4. It is emphasized that should such timber have to be supplied by ocean transport from America or elsewhere, long delays would be entailed which might adversely affect the success of our Armies in Italy.
5. In addition, ocean transport, now engaged in furnishing armaments and munitions from overseas would require to be diverted for the carriage of the necessary timber.
6. In view of the above considerations, and of the proximity of CORSICA to the ports of Italy's western seaboard, it is urgently requested that an examination be made as to the possibilities of securing such timber requirements from the high forests of CORSICA.

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4. It is emphasized that should such timber have to be supplied by ocean transport from America or elsewhere, long delays would be entailed which might adversely affect the success of our Armies in Italy.
5. In addition, ocean transport, now engaged in furnishing armaments and munitions from overseas would require to be diverted for the carriage of the necessary timber.
6. In view of the above considerations, and of the proximity of CORSICA to the ports of Italy's western seaboard, it is urgently requested that an examination be made as to the possibilities of securing such timber requirements from the high forests of CORSICA.
7. In order to enable the preparation of such supplies to be carried out in CORSICA, we are prepared to examine the possibilities of supplying such requirements in essential materials as may be indicated as necessary for the felling, conversion and transport of the timber.
8. In order to expedite, as much as possible, such examination as you may consider necessary, we are prepared to place all facilities we may possess at your disposal, including the services of our timber and engineering experts now in CORSICA.

DAJ.

Major-General,
Representative in Corsica of the Commander-in-**3913**
of the Allied Forces.

(9)

U.S. SECRET EQUALS BRITISH MOST SECRET

U.S. SECRET EQUALS BRITISH MOST SECRET

(COPY) PREFECTURE
DE LA CORSE

REPUBLIQUE FRANCAISE

App. I

Ajaccio, le 24 NOVEMBER - - - - 1943

LE PREFET DE LA CORSE

a Monsieur le Major-General STRONG
Representative in Corsica of the Commander-
in-Chief of the Allied Forces

- AJACCIO -

OBJET. - Besoins des Armees Alliees en bois de construction.

REFERENCE. - Votre lettre FAK/11/2.

Par lettre citee en reference, vous avez bien voulu attirer mon attention sur le probleme du ravitaillement en bois de construction du theatre d'operations en Italie, et mettre en lumiere le fait que dans l'etat actuel des approvisionnements etre trouves que dans l'exploitation des ressources forestieres de la CORSE.

Vous joignez a votre lettre une premiere estimation des besoins correspondant a la reconstruction de 10 ponts-rails et de 10 ponts-routes.

Par ailleurs, vous ne faisiez connaitre que le Commandement en Chef avait designe, pour traiter cette question sur place, un technicien de son Etat-Major, le Major N.R.L. MACDONALD.

J'ai l'honneur de vous faire connaitre que cette communication a retenu toute mon attention.

Le Chef de Service des Bois du Comite Francais de la Liberation Nationale se trouve precisement en CORSE pour dresser, en liaison avec la Conservation des Equux-et-Forêts, un programme rationnel d'exploitation des forêts insulaires.

Je l'invite a incorporer dans ce programme, d'accord avec les autorites militaires francaises, les besoins exprimes par les armees allies.

Il va sans dire qu'en raison de leur importance, ces besoins nouveaux ne pourront etre satisfaites sans l'intervention de moyens supplementaires puissants, en particulier au point de vue de l'outillage, de la main-d'oeuvre et de transports. Je ne verrai donc vraisemblablement oblige de faire appel, pour l'execution du programme d'ensemble qui sera elabore, a l'appui de tous les moyens que vous pourrez mettre a la disposition des services competents.

vous joignez à votre lettre une proposition de reconstruction de 10 ponts-rails et de 10 ponts-routes.

Par ailleurs, vous me faisiez connaître que le Commandement en Chef avait désigné, pour traiter cette question sur place, un technicien de son Etat-Major, le Major N.R.L. MACDONALD.

J'ai l'honneur de vous faire connaître que cette communication a retenu toute mon attention.

Le Chef de Service des Bois du Comité Français de la Libération Nationale se trouve précisément en CORSE pour dresser, en liaison avec la Conservation des Eaux-et-Forets, un programme rationnel d'exploitation des forêts insulaires.

Je l'invite à incorporer dans ce programme, d'accord avec les autorités militaires françaises, les besoins exprimés par les armées alliées.

Il va sans dire qu'en raison de leur importance, ces besoins nouveaux ne pourront être satisfaits sans l'intervention de moyens supplémentaires puissants, en particulier au point de vue de l'outillage, de la main-d'œuvre et de transports. Je me verrai donc vraisemblablement obligé de faire appel, pour l'exécution du programme d'ensemble qui sera élaboré, à l'appui de tous les moyens que vous pourrez mettre à la disposition des services compétents.

Toutes mesures utiles doivent être étudiées au cours d'une réunion qui aura lieu à la Préfecture, le Vendredi 26 Novembre 1943, à 16 heures. Je ne vois que des avantages à associer à cette réunion le Major MACDONALD, auquel je pense que vous voudrez bien donner des instructions dans ce sens.

LE PREFET

3912

U.S. SECRET EQUALS BRITISH MOST SECRET

APPENDIX 2

R A P P O R T

Sur un programme d'exploitation intensive, des
ressources forestieres de la CORSE

I. - GENERALITE SUR LES PINS de la CORSE. -

Deux especes de pins se partagent les forets resineuses de la CORSE

- Du niveau de la mer, jusqu'a 1.000 metres d'altitude, le pins maritime.
- De 800 jusqu'aux environs de 1.4000 metres le pin laricio.

Differents botaniquement, ces deux pins donnent un bois presque identique. Le pin maritime, de croissance plus rapide mais moins longevif, fournit des billes trapues, a accroissements annuels, relativement laches. Le pin laricio, en depit de sa croissance plus lente presente un fut plus eleve et elance et donne un bois a grains plus serres.

Le defaut commun aux deux essences est un duranisation bees lente qui laisse toujours au bois une forte proportion d'aubier (jusqu'a 1/2).

A l'age normal d'exploitabilite, (mois de 200 ans pour le pin maritime, 300 ans et plus pour le pin laricio), les arbres presentent un diametre moyen de 50 a 60 cm. a hauteur d'homme. Les hauteurs varient de 25 a plus de 40 metres, avec 1/2 a 2/3 de fut utilisable comme bois d'oeuvre ou de service. Le cube unitaire correspondant depasse en moyenne 23. mesures au reel.

2. - PRINCIPAUX MATIERS FORESTIERES DE L'ILE. -

Les forets resineuses representent pres de la moitie de la surface boisee de l'ile. Elles couvrent, en chiffres ronds et compte tenu des surfaces ou les deux essences existent en melange:

	Forêts soumises au régime Forestier	Forêts non soumises au régime forestier.	Total
Pin laricio	40000 ha.	4000 ha.	44.000 ha
Pin maritime	27000	12000	39.000

Le délaix normal d'exploitabilité, (mois de 200 ans pour le pin maritime, 300 ans et plus pour le pin laricio), les arbres présentent un diamètre moyen de 50 à 60 cm. à hauteur d'homme. Les hauteurs varient de 25 à plus de 40 mètres, avec 1/2 à 2/3 de fut utilisable comme bois d'oeuvre ou de service. Le cube unitaire correspondant dépasse en moyenne 23. mesures au réel.

A l'âge normal d'exploitabilité, (mois de 200 ans pour le pin maritime, 300 ans et plus pour le pin laricio), les arbres présentent un diamètre moyen de 50 à 60 cm. à hauteur d'homme. Les hauteurs varient de 25 à plus de 40 mètres, avec 1/2 à 2/3 de fut utilisable comme bois d'oeuvre ou de service. Le cube unitaire correspondant dépasse en moyenne 23. mesures au réel.

2. - PRINCIPALES FORÊTS FORESTIÈRES DE L'ILE.

Les forêts résineuses représentent près de la moitié de la surface boisée de l'île. Elles couvrent, en chiffres ronds et compte tenu des surfaces ou les deux essences existent en mélange:

	Forêts soumises au régime Forestier	Forêts non soumises au régime forestier.	Total
Pin laricio	40000 ha.	4000 ha.	44.000 ha
Pin maritime	27000	12000	39.000
	<u>67000</u>	<u>16000</u>	<u>83.000</u>

En fait, l'intérêt de ces boisements est pratiquement limité aux seules forêts domaniales et communales soumises, qui forment quatre grands massifs principaux:

3911

U.S. SECRET EQUALS BRITISH MOST SECRET

Numero de Reference	Nom du massif	SUPERFICIES APPROXIMATIVES		Possibilite annuelle maximum m3.	Volume immédiatement disponible (I) m3.
		Totale	Boises en pins ha.		
I	ATTONE-VALDONIILLO	24.000	17.000	35.000	30.000
II	VIEZ-VONA-VUEZZANI	11.000	7.000	10.000	7.500
III	ZICAVO-GHISONI	18.000	12.000	25.000	25.000
IV	ZONZA-L'OSPEDALE	17.000	14.000	30.000	37.500
	<u>TOTAUX:</u>	70.000	50.000	100.000	100.000

Nota (I): Les disponibilites immediates tiennent compte d'une part, des coupes deja effectuees, d'autre part du volume des bois incendies, qui doivent etre immediatement abattus.

III. EXPLOITATION DE CES RESSOURCES.

A) MAIN-D'OEUVRE

L'abatage et le façonnage de 100.000 m3; de bois correspond a 40.000 journées de bûcheron, soit a l'emploi pendant une année d'un effectif de 150 hommes de métier.

La main-d'oeuvre necessaire au debardage du meme volume, sur une distance moyenne de 2 Km, 500, est fonction des moyens mecaniques mis en oeuvre. Avec des betes de trait et un travail purement manuel, les besoins correspondants seraient d'au moins 200 betes et 500 ouvriers. L'emploi de tracteur ou de cables actionnes par des treuils a moteur supprimant la traction animale permettrait vraisemblablement de reduire cet effectif a une centaine d'hommes, tout en simplifiant considerablement les problemes du ravitaillement.

Toutes ces estimations doivent etre doublees s'il s'agit d'ouvriers non specialises.

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Toutes ces estimations doivent etre doublees s'il s'agit d'ouvriers non specialises.

Il y a lieu de noter qu'on ne trouve pratiquement sur place aucune main-d'oeuvre experimentee.

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U.S. SECRET EQUALS BRITISH MOST SECRET

Dans l'hypothese d'une mise en exploitation intensive portant sur l'ensemble des ressources du pays, la distribution des equipes pourrait s'effectuer conformément au tableau suivant, qui fournit le chiffre des specialistes necessaires pour l'abatage, et pour chacune de ces deux solutions de debardage (animal ou mecanique).

Numero de reference	Nom du Massif	Nombre de bûcherons	DEBARDAGE ANIMAL			DEBARDAGE MECANIQUE		
			betes de trait	Conduc-teurs	man-oeuvre	Trac-teurs ou treuil	Conduc-teurs	Man-oeuvres
I.	AITONE-VALDONIOLLO	45	60	30	120	3	6	25
II.	VEZZAVONA-VEZZANI	10	14	7	50	1	2	5
III.	ZICAVO-CHISONI	40	50	25	100	2	4	20
IV.	ZONZA-L'OSPIDALE	55	76	38	150	4	8	30
	TOTAUX	150	200	100	400	10	20	80

B). Destination des Produits et transports.

L'utilisation rationnelle des produits et des moyens de sciages locaux conduit a faire des bois exploites deux parts sensiblement egales:

- 1) 50.000 m3. utilises sous forme de bois ronds
- 2) 50.000 m3. debites dans les scieries locales, susceptibles de fournir environ 30.000 m3. de sciages courants.

L'evaluation des moyens de transport necessaire a la mobilisation de ces quantites depend de leur lieu de destination ou d'emploi. En se basant sur un parcours moyen de 50 kms., le transport a pied d'oeuvre de 100.000 m3; de grumes, pesant environ 80.000 tonnes, exige la

-4-

Un plan de repartition de ce parc est inclus dans le tableau figurant au paragraphe suiv nt. Le plan de transport definitif ne pourra etre dresse que lorsque la destination des bois par categories, aura ete fixee en fonction du programme des besoins a satisfaire.

C). UTILISATION DES SCIERIES

On ne compte pas en Corée plus de 10 scieries munies d'un équipement moderne et placees dans de bonnes conditions de travail et de rendement.

En marche normale (8 heures par jour), des 10 scieries peuvent debiter au total 130 m3. de grumes par jour, fournissant en moyenne 100 m3. de sciages courants.

Ces chiffres correspondent precisement au programme envisage.

Le plan general de mise en oeuvre de ces moyens de sciages s'etablit conformement au tableau ci-dessous. Mais il faut tout de suite preciser que l'execution des provisions faites reste entierement subordonnee a la satisfaction integrale des besoins essentiels en main-d'oeuvre et moyens de transport ainsi qu'a la possibilite de renouveler et d'entretenir le materiel des entreprises.

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d'œuvre et moyens de transport ainsi qu'à la possibilité
de renouveler et d'entretenir le matériel des entreprises.

3908

U.S. SECRET EQUALS BRITISH MOST SECRET

- 5 -

(14)

3907

E D'UTILISATION des SCIERIES

	:Capacite:	Main-d'oeuvre:	Distance	Nombre	:
	:de debit:	necessaire	: de la	:minimum	: OBSERVA
ation:m3.Gr/J.:	(ouvriers)		: foret	:de camions	: -TIONS
:	(I)		: Km.	:necessaires:	
:	:	:	:	:	:
OCIO :	24	:	20	:	72)
OCIO :	8	:	6	:	72)
IA :	8	:	6	:	6)
:	:	:	:	:	(35
CARDO:	12	:	8	:	(5)
:	:	:	:	:	:
:	:	:	:	:	I
:	:	:	:	:	peuvent
:	:	:	:	:	etre ravi-
:	:	:	:	:	-taillees
:	:	:	:	:	par voie
:	:	:	:	:	ferree.
CARDO:	10	:	7	:	- d -
:	:	:	:	:	:
HESE :	8	:	6	:	5)
RLANO:	12	:	8	:	4C)
ZIA :	35	:	30	:	(50
:	:	:	:	:	(20
:	:	:	:	:	)
:	:	:	:	:	)
SONACIA	8	:	6	:	-d -
:	:	:	:	:	)
ZA :	5	:	3	:	7)
:	:	:	:	:	:
:	130	:	100 (I)	:	20
:	:	:	:	:	:
:	:	:	:	:	:

, il ya lieu d'ajouter, 25 specialistes (10 affuteurs,
eurs peuvent etre recrutes sur place (en particulier

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U.S. SECRET EQUALS BRITISH MOST SECRET

Les chefs d'entreprises qui procèdent eux-mêmes à l'asfutage).

En marche intensive, par équipes doubles travaillant 16 heures le rendement prévu peut-être multiplié par 2, à la condition de procurer aux entreprises le personnel spécialisé supplémentaire, et de leur assurer l'approvisionnement en bois correspondant.

Aucun de ces scieries ne possédant actuellement de stock, il est nécessaire avant tout de constituer dans chacune d'elle un volant de démarrage correspondant au moins à la consommation de quinze jours.

D). MESURES D'EXÉCUTION

Un arrêté à l'étude prévoit une majoration sensible des prix accordés aux grumes et sciages de pins de Corse. Ces prix seront suffisamment rémunérateurs pour constituer un sérieux encouragement à la production.

Mais il faut encore:

- 1^o) Revitaliser la main-d'œuvre employée sur les chantiers (forestiers, généralement éloignés de tout centre de distribution, par l'octroi permanent et rapide de rations supplémentaires substantielles. Prevoir aussi des attributions spéciales de vêtements et de chaussures.
- 2^o) Revitaliser les animaux de trait ou de bat utilisés sur les chantiers.
- 3^o) Compléter le recrutement local, qui sera toujours insuffisant au double point de vue de la quantité et de la qualité, par l'appel ou le rappel de bucherons italiens actuellement réplés en Sardaigne, ou en instance de départ dans la région de Bonifacio. Prevoir, si nécessaire, des mesures de protection de ces ressortissants.
- 4^o) Assurer les transports par l'utilisation rationnelle de tous les moyens disponibles, l'importation, si possible, de véhicules spécialement adaptés au transport des bois de grande longueur, l'établissement d'un plan d'ensemble portant sur tous les moyens de transport (route, fer, mer) et le respect de ce plan.
- 5^o) Faciliter les communications, par le rétablissement en priorité des itinéraires reliant à la forêt les principales scieries de la côte Orientale (région de Ghisonaccia), et l'entretien des pistes forestières.

Mais il faut encore:

1e) Revitaliser la main-d'œuvre employée sur les chantiers (forestiers, généralement éloignés de tout centre de distribution, par l'octroi permanent et rapide de rations supplémentaires substantielles. Prevoir aussi des attributions spéciales de vêtements et de chaussures.

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3e) Compléter le recrutement local, qui sera toujours insuffisant au double point de vue de la quantité et de la qualité, par l'appel ou le rappel de bûcherons italiens actuellement repliés en Sardaigne, ou en instance de départ dans la région de Bonifacio. Prevoir, si nécessaire, des mesures de protection de ces ressortissants.

4e) Assurer les transports par l'utilisation rationnelle de tous les moyens disponibles, l'importation, si possible, de véhicules spécialement adaptés au transport des bois de grande longueur, l'établissement d'un plan d'ensemble portant sur tous les moyens de transport (route, fer, mer) et le respect de ce plan.

5e) Faciliter les communications, par le rétablissement en priorité des itinéraires reliant à la forêt les principales scieries de la côte Orientale (région de Ghisonaccia), et l'entretien des pistes forestières.

6e) Recueillir les entreprises, par la réalisation immédiate du programme prioritaire d'achat déjà établi et adressé au Commissariat à la Production, à ALGER, et en, particulier importer du matériel mécanique d'exploitation, dont la mise en oeuvre peut seule provoquer l'intensification nécessaire à la production.

3906

U.S. SECRET EQUALS BRITISH MOST SECRET

E. REPARTITION de la PRODUCTION

Les besoins de reconstruction d'urgence militaire correspondent a une consommation d'environ 35.000 m3.

Ces bois devant etre utilises exclusivement sur la cote Orientale, il y a interet a les exploiter a proximite immediate de leur lieu d'emploi.

Les besoins immediate exprimes par les Allies sont chiffres a 20.000 m3. necessaires aux Armees en operations en Italie plus 5.000 m3. de poteaux destines aux mines Sardes. Ces bois seront embarques en totalite dans les ports du Sud-Est et du Sud de l'ile.

Les besoins prioritaires pour la reconstruction de la CORSE BASTIA non compris ont ete chiffres a 20.000 m3.

Quant aux besoins de l'exportation vers l'Afrique du Nord principalement a destination de la Tunisie, dont la reconstruction souffre actuellement d'importants retards, uniquement par manque de bois de construction et de coffrage: ils peuvent etre evalues au minimum a 20.000 m3. et seront obligatoirement charges a AJACCIO.

Soit au total 100.000 m3. dont l'execution du plan envisage permettrait de disposer dans un delai d'un an, mais qu'il faudrait en fait pouvoir produire au cours des 6 mois a venir.

Compte-tend des considerations qui precedent la repartition des massifs par grandes zones d'activite pourrait s'effectuer en principe sur les bases suivantes.

Forêts de Valdoniello, Vezzani, Ghisoni, Rospa-Sorba, Marmano, Bavella et voisines	Cube disponible: 32.500 m3. Scieries: S.F.A.C.-Verdaguer. Leonelli-Luciani Capacite de debit: 65m³/jour	Armee Francaise
Forêts de Zonza et Barocaggia Marghese (l'Ospedale)	Cube disponible: 37.500 m3. Scieries: Harkemann-Guidicelli moyens militaires propres capacite de debit: 13-20m³/jour	Armee Allies
Forêts d'Aitone, Vizzavona,	Cube disponible: 30.000 m3.	

soit une atténuation de l'importance relative, uniquement par manque de bois de construction et de coffrage: ils peuvent être évalués au minimum à 20.000 m3. et seront obligatoirement chargés à AJACCIO.

Soit au total 100.000 m3. dont l'exécution du plan envisagé permettrait de disposer dans un délai d'un an, mais qu'il faudrait en fait pouvoir produire au cours des 6 mois à venir.

Compte-tend des considérations qui précèdent la répartition des massifs par grandes zones d'activité pourrait s'effectuer en principe sur les bases suivantes.

Forêts de Valdoniello, Vezzani, Ghisoni, Rospa-Sorba, Murmano, Bavella et voisines	Cube disponible: 32.500 m3. Sciéries: S.F.A.C.-Verdagner. Leonelli-Luciani Capacité de débit: 65m3/jour	Armée Française
Forêts de Zonza et Barocaccia Marghese (l'Ospedale)	Cube disponible: 37.500 m3. Sciéries: Harkemann-Guidicelli moyens militaires propres capacité de débit: 13-2m3/jour	Armée Alliées
Forêts d'Aitone, Vizzavona, Zicavo et boisements divers hors groupements.	Cube disponible: 30.000 m3. sciéries: Guillon-Pompeani-Leca-Robert. Capacité de débit: 52m3/jour	Secteur civil (Corse - A.F.N.)

Il demeure bien entendu que la totalité de la production obtenue par l'ensemble de ces moyens conjugués fera l'objet d'une répartition globale en fonction de l'importance et de l'urgence des besoins respectivement présentes.

3905

10

U.S. SECRET EQUALS BRITISH MOST SECRET
APPENDIX 3.

Subject:- Supply of Pit-props from CORSICA for Sardinian Coal-mines.

To:- Brigadier P.K. Boulnois, O.B.E., M.C.
Regional Commissioner of Sardinia.

From:- Major N.R.L. Macdonald,
Forestry Division, Allied Commission.

Date:- 1st December, 1943.

Reference:- AC/1075/2 (Forestry).

Sir,

I have the honour to report that:-

1. Further to my Interim Report of 11th November, 1943, and to the subsequent interviews it was my privilege to have with Major-General H.C.T. Stronge, D.S.O., M.C., and with yourself, the felling of pit-props required for the operation of Carbonias coal-mines will be commenced forthwith, following the necessary instructions which have been issued by M. le Prefet de la Corse.

2. The pit-props will be felled by civilian axemen from the forests of:-

(a) TAVIGNANO and MARMANO, south of COL de SORBA, centred on GHISONI, at the rate of 10,000 lineal metres per month.

(b) The forests of ZONZA and OSPEDALE, at the rate of 50,000 lineal metres per month.

3. By the end of three months it is hoped that some, if not all of the requirements for Carbonia will be fulfilled from Calabria (the normal source of supply for Sardinia). The initial arrangements made by me, on your behalf are, therefore, confined to the supply of 180,000 lineal metres, or three months estimated requirements, at the end of which period further supplies will be subject to your instructions.

4. Should you then decide to continue the supply from Corsica, there are ample supplies for six months requirements at the above rate, particularly if the forests mentioned in para. 2 are supplemented by supply from the forests of SORBA and VIZZANI (extracting by road and/or

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4. Should you then decide to continue the supply from Corsica, there are ample supplies for six months requirements at the above rate, particularly if the forests mentioned in para. 2 are supplemented by supply from the forests of SORBA and VEZZANI (extracting by road and/or rail to AJACCIO) and the forest of BOIS de VALE MALE (extracting by road to the port of PROPRIANO).

5. No delivery to road-side, and thence to port at PORTO VECCHIO will be possible, for the first three months requirements, until the necessary labour for extraction and the necessary motor transport is made available.

6. In the absence of any available labour or transport in Corsica for this purpose, the supply of labour and motor transport must await the decision of A.F.H.C., as to the recommendations made in my report on Corsican Supplies of Timber for Allied Armies in Italy, to which this present report forms Appendix No. 3.

7. With the employment of civilian axemen, on the basis of each axeman felling 4 cubic metres per day (or approximately 50/60 pit props averaging 3.5 metres in length), allowing for 20 workable days per month during winter, each axeman should produce 190 to 210 lineal metres per day, or 3,400 to 4,000 lineal metres per month. Thus, the 20/25 civilian axemen, who are available, should comfortably produce 60,000 lineal metres per month.

3904

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U.S. SECRET EQUALS BRITISH MOST SECRET

8. Other Labour Requirements.

The Committee which has been set up at my instance to control all structural timber requirements was in agreement that to supply general labour requirements for the exploitation of the forests, permission should be secured from A.F.H.C. to bring back an Italian Alpini battalion from Sardinia, and to instal an American mobile logging and milling unit in the forests of OSPEDALE and ZONZA. (See report on Corsican Supplies of Timber for Allied Armies in Italy).

9. The American unit could assist in the extraction and transport of pit-props to PORTO VECCHIO, as it would operate in the same areas from which the pit-props will be supplied. As its principal task, would be however, to concentrate all efforts on the preparation of bridge etc., timber for the Allied Armies, it is recommended that your requirements for extraction and transport should be supplemental and supplied by Italian Alpinis with mule transport to the road-side thence by motor transport to PORTO VECCHIO.

10. An approximate figure of three men and 2.5 mules to every axeman may be considered a fair average according to information gathered. That is to say 60/70 Alpinis and 50/60 mules would be required to extract the desired quantity.

11. The axemen, soldiery and mules would be administered and supplied with rations through the above-mentioned Committee.

12. Motor Transport Requirements.

In the forests of OSPEDALE and ZONZA (the chief source of supply), the distance from PORTO VECCHIO ranges from 18 to 36 kms. On the basis of each truck making four trips per day, carrying 35 pit-props per load, four 5-ton trucks will be required to deliver 50,000 lineal metres of pit-props per month from OSPEDALE and ZONZA, to PORTO VECCHIO. MARMANO (CHISONI) is 116 km from PORTO VECCHIO. On the basis of one trip per day three 5-ton trucks will be required to deliver 10,000 lineal metres of pit-props per month from CHISONI to the same port - a total of 7 trucks to serve both regions.

13. Sea Transport.

I understand that you have made application to A.F.H.C. for the Italian auxiliary sailing-ship 'COSTANZA' to be placed on full-time duties for the carriage of pit-props from PORTO VECCHIO to SANT. ANTIOCO (port of Carbonia). This ship has a 250 ton capacity,

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U.S. SECRET EQUALS BRITISH MOST SECRET

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11. The oxmen, soldiery and mules would be administered and supplied with rations through the above-mentioned Committee.

12. Motor Transport Requirements.

In the forests of OSPEDALE and ZONZA (the chief source of supply), the distance from PORTO VECCHIO ranges from 18 to 36 kms. On the basis of each truck making four trips per day, carrying 35 pit-props per load, four 5-ton trucks will be required to deliver 50,000 lineal metres of pit-props per month from OSPEDALE and ZONZA, to PORTO VECCHIO. MARMANO (GHISONI) is 116 km from PORTO VECCHIO. On the basis of one trip per day three 5-ton trucks will be required to deliver 10,000 lineal metres of pit-props per month from GHISONI to the same port - a total of 7 trucks to serve both regions.

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14. The jetty at PORTO VECCHIO is not in water sufficiently deep for the 'COSTANZA' to berth. She will therefore require to be loaded by means of tug-drawn barges, or L.C.Ts. Tentative arrangements have been made for two of the L.C.Ts. which are engaged in victualling GHISONACCIA airfield to put into PORTO VECCHIO three times a month on their way back to AJACCIO from GHISONACCIA for this purpose. It is recommended, however, that application be made for the services of a tug from MADDALENA to supplement the loading by ferrying out barges.

15.

Coal Supply from Sardinia.

The ships carrying pit-props to SANT ANTIOCO will be able to load with 1500/1600 tons of coal for the return voyage. It is suggested that they discharge this at AJACCIO, and then continue on to PORTO VECCHIO to load pit-props. This would leave a balance of 400/500 tons of coal of the 2,000 tons per month (authorised for supply to Corsica), to be conveyed by other means.

16.

Inspection as to Quality and Specification.

The specification of the pit-props which will be supplied is attached. It should be noted that Carbonia has agreed to accept wood with the bark on. While this reduces the labour involved in preparation of supplies, it will only be practicable to supply such wood during winter months as in spring rot and worm quickly attack unless the bark is removed.

17.

It is recommended that, during loading at PORTO VECCHIO one of your officers should be present, to inspect each shipment, in order to reject any pieces which do not conform to the specification.

18.

Costs of Exploitation.

It is a matter for arrangement as to whether the stumpage payable normally to the Prefecture should be paid in this case, in view of the supply of coal from Carbonia to Corsica. The approximate stumpage is 100 - 120 francs per cubic metre. Itemised expenses apart from this charge, on the basis of employing civilian labour may be estimated as under:-

StumpageFrancs.

Felling and cross-cutting, without de-barking	40.00 per cub. m.	
Extraction, average 2.5 km. with mules.	280.00 " " "	} Eliminated by use of Mule Coy (see 16).
Stacking and loading	30.00 " " "	
	350.00 " " "	
Accident and sickness insurance, family subsistence tax, etc.	105.00 " " "	Reduced by above
	155.00 " " "	

It is a matter for arrangement as to whether the stumpage payable normally to the Prefecture should be paid in this case, in view of the supply of coal from Carbonia to Corsica. The approximate stumpage is 100 - 120 francs per cubic metre. It is estimated that apart from this charge, on the basis of employing civilian labour may be estimated as under:-

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Stumpage			
Felling and cross-cutting, without de-barking	40.00 per cub. m.		
Extraction, average 2.5 km. with mules.	280.00	"	"
Stacking and loading	30.00	"	"
			Eliminated by use of Mule Coy (see 16).
	350.00	"	"
Accident and sickness insurance, family subsistence tax, etc.	105.00	"	"
			Reduced by above
	455.00	"	"
Contractor's expenses, tools, etc., 15%	70.00	"	"
	525.00	"	"
Profit - Approx. 15%	75.00	"	"
	600.00	"	"
TOTAL			
(Equivalent to 12 francs per linear metre).			

It will be seen that, if civilian labour is employed only for felling (the only operation which will be carried out, pending the A.F.H.C. decision as to alpini labour), the cost will be only (approximately) 3902 francs per linear metre.

I have the honour to be,

Copies to:- Maj.Gen. H.C.T. Stronge, Sir, Your obedient servant.
D.S.O., M.C.
Col. D.S. Adams, E & F Sub-commission, Allied Commission.
AC/1075/2 (Forestry) Forestry Division, Allied Commission.
One spare. Major.

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U.S. SECRET EQUALS BRITISH MOST SECRET

SUBJECT: Provision of Pit-props for Sardinian Coal-mines.

FAK/11/3.

Representative in Corsica of the Allied C. in C.

Hotel 'CYRNOS',

AJACCIO, C O R S I C A.

24th November, 1943

M. le Prefet de la Corse.

1. In order to re-habilitate the coal mines in SARDINIA and to increase their output to assist the Allied war effort, the Regional Commissioner, Brigadier-General Boulnois, urgently requires a quantity of pit-props (etais de mine).

2. Efforts have been made to secure this from North Africa but without success, and in view of the proximity of CORSICA to SARDINIA, it is requested that an examination be made as to the possibility of securing the pit-props required from forests in CORSICA. The dimensions and quantities required to permit the operation of the mines is appended herewith.

3. Subject to the delivery of these pit-props authority has been given by the Regional Commissioner for the supply of 2,000 tons of coal per month to CORSICA.

4. The Regional Commissioner for SARDINIA is prepared to undertake terms of payment for pit-props and delivery aboard coastal shipping at CORSICAN ports against inspection certificate as to quality and specification issued by your Forestry Office. Alternatively, the supply of pit-props may be arranged under the terms of 'lease-lend' subject to the conditions of delivery and inspection as specified above.

5. Subject to authorisation by Allied Force Headquarters, a motor sailing ship with capacity of 750 tons per month may be made immediately available for the transport of pit-props from CORSICAN ports to SAN ANTONIO, SARDINIA, returning with the equivalent quantity of coal to CORSICA. It is suggested that should you be in agreement to supply the necessary pit-props, an examination may be carried out by you as to the possibility of making available the necessary additional shipping tonnage required, i.e. 1250 tons for the transport of coal from SARDINIA.

Major-General,

payment for pit-props and delivery aboard coastal shipping at CORSICAN ports against inspection certificate as to quality and specification issued by your Forestry Office. Alternatively, the supply of pit-props may be arranged under the terms of 'lease-lend' subject to the conditions of delivery and inspection as specified above.

5. Subject to authorisation by Allied Force Headquarters, a motor sailing ship with capacity of 750 tons per month may be made immediately available for the transport of pit-props from CORSICAN ports to SAN ANTONIOCHO, SARDINIA, returning with the equivalent quantity of coal to CORSICA. It is suggested that should you be in agreement to supply the necessary pit-props, an examination may be carried out by you as to the possibility of making available the necessary additional shipping tonnage required, i.e. 1250 tons for the transport of coal from SARDINIA.

Major-General,
Representative in Corsica of the Commander-in-Chief
of the Allied Forces.

Copy to:- M. le General
Commandant en Chef
des Troupes Francaise en Corse
Major Macdonald.

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APPENDIX B.

SPECIFICATION AND QUANTITY OF PIT-PROPS REQUIRED BY THE REGIONAL COMMISSIONER OF SARDINIA FOR SUPPLY FROM CORSICA.

QUANTITY:

60,000 lin. metres of pit-props per month for an initial period of three months. Subsequent supply to be subject to revision on the completion of the first three months deliveries.

SPECIES:

Pinus Laricio and/or Pinus Maritima.

SIZE:

12 to 25 c.m. diameter under bark measured at the centre of the prop., 70% (seventy per-cent) in lengths of 3 to 4 metres. The remainder may be supplied in lengths of 1.5 to 2.5 metres.

QUALITY:

The props may be supplied with the bark on. The supply of pieces in which the bark has been scorched or charred by fire will be permitted but no pieces in which the sapwood has been charred will be accepted. Every piece must be whole, sound, free from shakes, splits, rot and worm.

PAYMENT:

Subject to inspection and to production of Inspection Certificate as to specification and quality by the authorised officer of the Regional Commissioner of Sardinia, for each shipment.

PAYMENT: Subject to inspection and to production of Inspection Certificate as to specification and quality by the authorised officer of the Regional Commissioner of Sardinia, for each shipment.

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U.S. SECRET EQUALS BRITISH MOST SECRET

P.C. 1e, 4 Decembre 1943.

DE CORSE.

Etat-Major - 4° Bureau

No. 1291 /4. AV-

NOTE PUR LE MAJOR MACDONALD-

REFERENCE: Telegramme O.30910-A- du General

Commandant en Chef.

Les ressources en main d'oeuvre militaire et en moyens de transport sont actuellement insuffisantes pour faire face aux besoins crees par l'amenagement des plateformes d'aviation, et le retablissement des voies de communication destinees a les alimenter.

Toutefois le personnel de deux compagnies mulattieres (4 Officiers-15 Sous-Officiers, 212 hommes par compagnie) débarquera le lundi 6 Decembre d'Afrique du Nord. La mise sur pied de ces 2 compagnies sera achevee en CORSE, ou elles percevront:

- le harnachement,
- les animaux.

Compte tenu du temps necessaire pour acheminer les compagnies sur le depot de mulets, pour reparer et distribuer les bats italiens, il semble qu'il soit possible de mettre au travail a ZONZA pour le debarrasage du bois, une compagnie mulattiere vers le 25 Decembre.

Le harnachement et les moyens de traction speciaux n'existent pas dans le materiel militaire.

LE GENERAL DE DIVISION MOLLARD
COMMANDEANT PROVISOIREMENT LES OPERATIONS
DE CORSE.

P. O. Le Colonel DELUZE, Chef d' E.M.

vée en CORSE, au elles perçoivent:

- le harnachement,
- les animaux.

Compte tenu du temps nécessaire pour acheminer les compagnies sur le dépôt de mulets, pour réparer et distribuer les bœufs italiens, il semble qu'il soit possible de mettre au travail à ZONEA pour le débarquement du bois, une compagnie mulotière vers le 25 Décembre.

Le harnachement et les moyens de traction spéciaux n'existent pas dans le matériel militaire.

LE GENERAL DE DIVISION MOLLARD
COMMANDEMENT PROVISOIRE DES OPERATIONS
DE CORSE.

P. O. Le Colonel DELUZE, Chef d' E.M.

/s/ Deleuze

DESTINATAIRES:

- M. le General représentant le Commandant en Chef Allie à AJACCIO-
- Major MACDONALD
- M. le Colonel Cat de Carie du 1er C A.

Note Authorisation granted by General Giraud 10th December. Vice Col. B. Clarke
AFLRS.

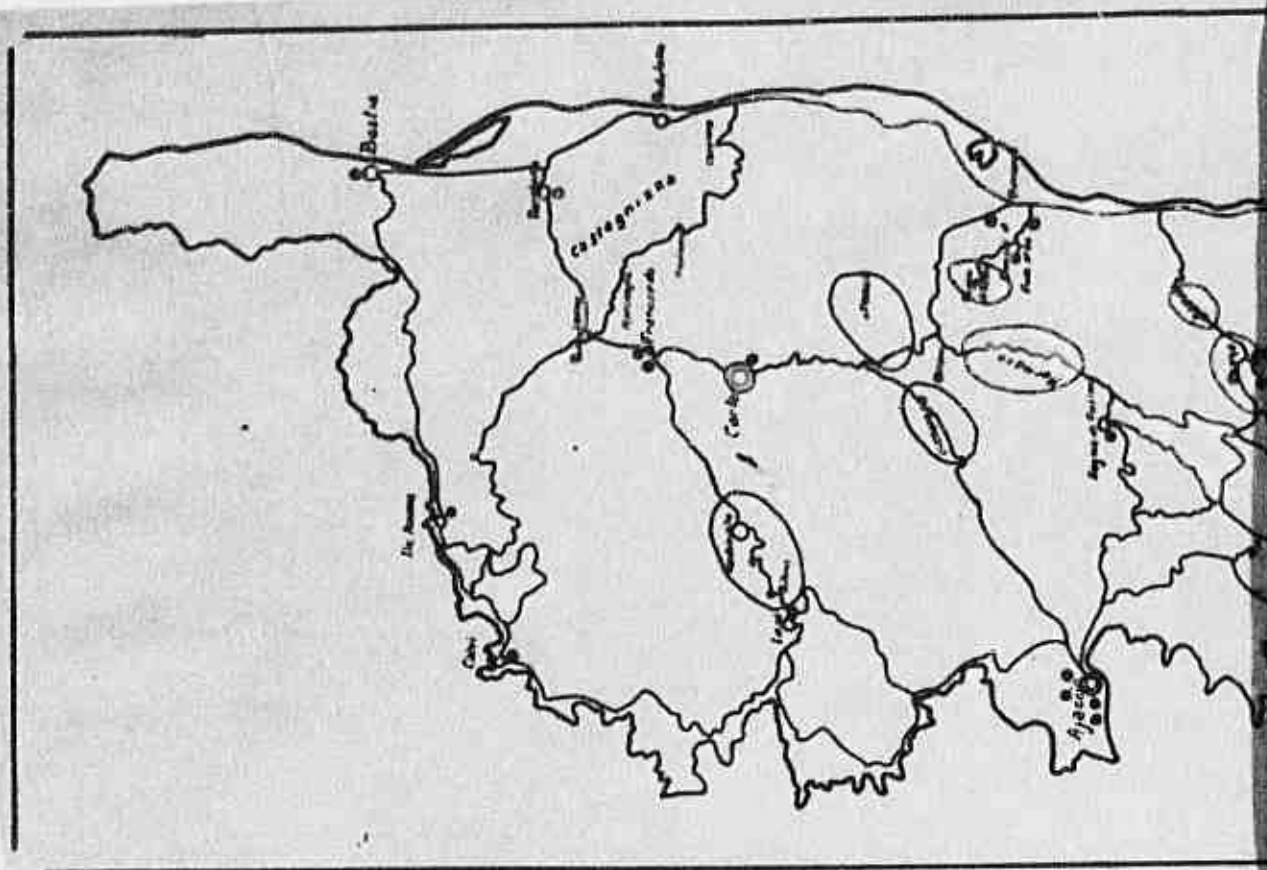
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Appendix 4 Alleg. 3.

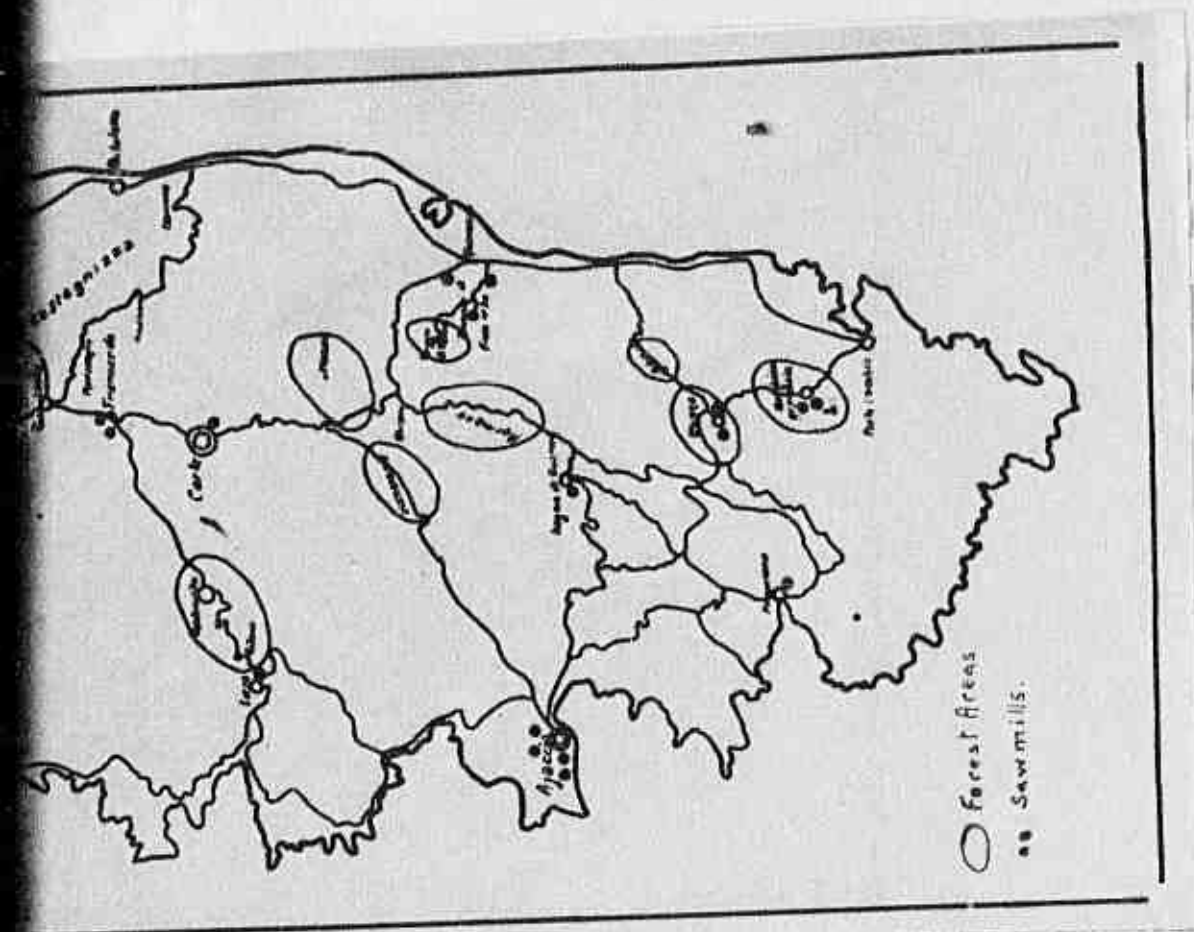


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