

Declassified E.O. 12356 Section 3.3/NND No. 785021

Port of P10m BING

10000 /147/ 1215

REMARKS FROM INVESTIGATION FROM 1958

General Remarks -- Dr. H. H. (can take up to 30' in diameter at base)

Although the rock is extremely hard, particularly at the base, an excellent rock fragment is in operation. The two parts can handle approximately 50,000 tons per inch and have full clearance facilities for 1,000 tons per inch. Several has storage resources for half a million tons of oil.

Location -- Great 1st

Although the rock is no regular on a beach, a suitable laboratory is available for rock discharge. Because of the heavy machinery sent you, however, no collars are being sent into the ground for discharge. The area is covered by the port of the building.

Location -- Great 7th

Although the rock is no regular on a beach, a suitable laboratory is available for rock discharge. Because of the heavy machinery sent you, however, no collars are being sent into the ground for discharge. The area is covered by the port of the building.

Location -- Great 1st and 2nd

Although the rock is no regular on a beach, a suitable laboratory is available for rock discharge. Because of the heavy machinery sent you, however, no collars are being sent into the ground for discharge. The area is covered by the port of the building.

Notes

Although the rock is no regular on a beach, a suitable laboratory is available for rock discharge. Because of the heavy machinery sent you, however, no collars are being sent into the ground for discharge. The area is covered by the port of the building.

Plumbing --- Arms 41
 at Plumbing are lighted if necessary to 7 feet at height of
 dividers.

Plumbing --- Arms 41, and 44.1
 Civil service and handle 500 collars simultaneously, one at 10,
 discharging into lighters and one at 1.50 discharging into lighters. The
 port has a capacity of 750 tons per day but can handle more if
 necessary.

Gold
 Principal coal ports in Italy are at Naples and Genoa. Small
 amounts of civil coal are discharged at Genoa and Porto Cervo.
 Inland can handle 10,000 tons for discharges to lighters and
 collars for discharges simultaneously, while Genoa has two
 coal berths of 25,000 and 15,000 tons and handles are used to light
 collars for Naples, Genoa, Genoa or Genoa.

Genoa --- Arms 41
 Genoa discharges approximately 1,500 tons per month for civil

Genoa --- Arms 41
 The two ports can handle 750 and 500 tons per day simultaneously,
 discharging into lighters and one for rail discharges. Work is
 to light collars for Genoa.

Gold --- Arms 41
 1 --- No collar berth but can be used for coal discharges in
 Genoa

5/21/53

Ancona ---draft 20'

Ancona can accept two vessels of 20 feet each simultaneously and can discharge a total of 750 tons per day.

Venice (Porto Marghera)/Trieste---draft, Venice 16', Trieste 20'

There are three coal berths at Porto Marghera, but only one can be worked because of the shortage of electric power for the operation of the coal transporters. A second collier can be berthed at the Vetrocoks berth provided it is discharging coking coal. Colliers may be lightened for Venice either at Lido or Trieste. Colliers up to 16 feet may get in at Lido for discharge into lighters.

The bulk of the coal discharged at Trieste is for Venice. Venice and Trieste have a combined capacity of 1,000 tons per day.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/7/95/Tn6

RMB/arrm
28 September 1945

SUBJECT: Romney Huts and Tarpaulins

TO : Major M. P. Laraman
Shipping Branch

1. When attending the next MEDBO meeting, it would be appreciated if you would bring up the following matters in an effort to obtain a clarification of the proper handling procedure:

a. Romney Huts - In due time a requisition was filed for a total of 7 huts without ends and on 8 August 1945, G-5 Section over the signature of Captain D.E. Lathrop informed us that this requisition had been approved and proper release had been forwarded to Penbase authorizing delivery of these Romney huts. However, when our liaison officer, Captain A. C. Ramsey, at Leghorn endeavored to obtain delivery of these huts, he was informed that release would not be issued except against an order from Mousa.

b. Tarpaulins - Captain T. E. Ramsey, Port Liaison Officer at Naples filed a requisition covering 160 tarpaulins to be sent to Sicilian ports. This requisition was duly approved. However, when calling for delivery, Captain Ramsey was informed by the Commander of Depot 1150, Naples that this could not be done except against a direct order from AFHQ.

2. As you will readily see, it is imperative that a definite procedure be laid down covering requisitions of port equipment and gear, which are absolutely necessary for the handling and protection of cargoes, in order that when a requisition has been approved, there can be no question as to whether or not delivery will be made accordingly.

for
CHARLES C. CROOKS, Chief
Ports & Warehouse Division

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/7/94/Tn6

CCC/svm
27 September 1945

SUBJECT: Romney Huts at Piombino

TO : Major M. P. Laraman
Shipping Branch

1. We are in receipt of a letter dated 26 September 1945, from the Ministry of Marine stating that they are not interested in the erection of Romney Huts at Piombino for storage as they consider the port unusable during winter weather. Therefore, it will be difficult to accept ships in Piombino at the commencing of the rainy season.

Charles C. Crooks

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Copy to:
WBA, Rome (Att: Mr. Regan)

*see letter to
Ministry of Marine
25/10/45*

182

File

542

hbl

TRANSLATION of letter dated 26 September 1945 addressed by Ministry of Marine, Ispettorato Funzionamento Porti, to Ports & Warehouse Division.

SUBJECT: Romney Huts for use as Warehouses in the Port of Piombino.

Referring to letter AG/7/86/In6 of 14 September regarding the erection of 7 Romney huts in the port of Piombino for use as Warehouses for civilian goods.

This Ministry, having examined the matter of civilian traffic at Piombino, which has greatly diminished after the opening of Ligurian ports, and considering that the conditions of the port and roads at Piombino do not allow in winter months of a normal carrying on of loading and discharging due to bad weather and prevailing winds, believe that it is unnecessary and not convenient to set up huts for warehouse use for civilian goods which may still be discharged there.

Therefore we beg you to suspend the shipment of the Romney huts there, as they may be better used elsewhere.

For the Ministry
Ed. MATTEINI

*This is a translation of letter
- given more correct than
P&W letter*

1801

MINISTERO DELLA MARINA
ISPETTORATO FUNZIONAMENTO PORTI

26 Settem. 1945

Al: MCAG Trans. S/C
Ports & Warehouse -IV-

OCCORRENZA: Baracche Romney ad uso magazzino nel
porto di Piombino.

Riferimento alla lettera Ac/7/85/Tm6 del 14 corr.
relativa alla erezione di n. 7 baracche Romney nel porto di
Piombino per deposito delle merci civili.

Questo Ministero, esaminato l'andamento del traf-
fico civili a Piombino, in netta diminuzione dopo la riattiva-
zione dei porti liguri, e considerato che le condizioni del
porto e rada di Piombino non permettono nei mesi invernali un
normale svolgimento delle operazioni di scarica e cause dei
cattivi tempi di traversata dominanti, ritiene che non sia
necessario ne' conveniente procedere al montaggio di baracche
ad uso magazzini per le merci civili che ancora potranno af-
fluire colà.

Pertanto si prega di soprassedere all'invio delle
baracche Romney, già messe a disposizione da codesta A.C.,
che potranno meglio essere utilizzate altrove.

Per il Ministro
F.to MATTEINI

HEADQUARTERS ALLIED COMMISSION
APO 304
TRANSPORTATION SUP COMMISSION
Ports and Warehouse Division

242/93

Tel. 374
Ref. AC/17/2/Tn6

ACA/542
31 July 1945

SUBJECT: Port of Ploembino

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

1. With reference to your AC/542/92/Tn3 of 30 July 1945, it is noted that the request for construction of a wharf contained in your AC/542/92/Tn3 of 5 July 1945 is cancelled and instructions have been given accordingly to our Port Liaison Officer at Ploembino.

2. It is noted also that the initial target for this port will be to provide a minimum of 80 wagons daily subject to unavoidable irregularity of supply.

3. It is further observed that further consideration will be given to the problem of this port clearance as may be necessary.

H. Philand

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

1799

RUC/MB

TO: DIRECTOR, FBI - MEMPHIS

FROM: SAC, MEMPHIS (100-100000)

Date: Fri, 10/10/45

AC/542/92/Tn.3.

SUBJECT: Port of Piambo

TO : Port of Piambo Division

10 July 1945

1. Reference is made to your AC/17/26/Tn.5, dated 11 July, enclosing copy of report dated 10 July submitted by Mr. McDonnell of your Division, and to the joint meeting held in this Office on 10 July '45, attended by representatives of M.E.T. and W.A.A.
2. In view of this later report by Mr. McDonnell and the unanimous decision of the meeting referred to above, the request for construction of staging contained in our AC/542/92/Tn.3, dated 5 July '45, is hereby cancelled.
3. Effective 10 July '45, W.A.A. have agreed to a regular daily allocation of a fixed number of railway wagons to cover all civilian movement on the mainland of Italy, south of Bologna. In addition Mail Division (Tn.4.) will represent Transportation Sub-Commission on a Joint or Central Wagon Control, which is scheduled to commence operations early in August, thereby ensuring a better control over wagon distribution for civilian movement. The initial target so far as Piambo is concerned, will be to provide a minimum of 80 wagons daily, but it is emphasized that irregularity of wagon supply by types and by numbers, resulting in back-piling, cannot be avoided, and certain inconveniences must be accepted.
4. Movement Division, Mail & Road Branch, is hereby instructed to re-examine the question of clearance by road vehicles and to ensure that best arrangements possible are made.
5. Should 80 wagons per day fail to maintain clearance of average daily discharge, and should road transport as a regular practice prove unsatisfactory, consideration will be given to increasing

In this Office 0910 hrs 26 July '45, attended by representatives of E.E.T. and E.A.A.

2. In view of this later report by Mr. McDonnell and the unanimous decision of the meeting referred to above, the request for construction of staging mentioned in our letter of 16 July '45, is hereby cancelled.
3. Effective 10 July '45, APMO have agreed to a regular daily allocation of a fixed number of railway wagons to cover all civilian movement on the mainland of Italy, South of Bologna. In addition Rail Division (V.A.I.) will represent Transportation Sub-Commission on a Joint or Central Wagon Control, which is scheduled to commence operations early in August, thereby ensuring a better control over wagon distribution for civilian movement. The initial target so far as Bologna is concerned, will be to provide a minimum of 80 wagons daily, but it is emphasized that irregularity of wagon supply by types and by numbers, resulting in back-pulling, cannot be avoided, and certain inconveniences must be accepted.
4. Movements Division, Rail & Road Branch, is hereby instructed to re-examine the question of clearance by road vehicles and to ensure that best arrangements possible are made.
5. Should 80 wagons per day fail to maintain clearance of average daily discharge, and should road transport as a regular practice prove unsatisfactory, consideration will be given to increasing rail wagon allotment to Bologna in reduction of programmed traffic in Southern Italy.

For Chief Movement Division

1798

[Signature]
J.C. HARR, Lt.Col.

Copy to : E.E.T., Rome
E.A.A.

AC., P.I.O. Bologna
Movements Division - Rail & Road Branch.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. 23/12/26/DW

21 July 1945

SUBJECT: Port of Ploebino
TO : Movements Division

1. Reference your letter 5 July 1945, AG-542/80/TB3 regarding building of ramps on top of sunken French steamer.
2. Further in this connection, attached is copy of report on recent trip made to Ploebino by Mr. McDermott of this Division. It would appear that it would not be possible to begin construction on these ramps for quite some time, possibly the end of August, since to begin with we do not seem to be able to find a pile driver which is essential to this job and the requisitioning of building materials that will be needed will be subject to the usual through channels delays.
3. It is pointed out that when summer is over, it will be difficult to dock ships where the ramps would be built and from all indications, we could not complete this job until sometime the latter part of September, if by then.
4. We have often stated that the only solution to increase daily discharge at Ploebino is based upon a larger number of rail cars being allocated to that port and which we fully understand is not possible under present conditions.
5. However, we do not believe that the building of these ramps would be of any material help. It is suggested that the attached copy of report and this letter be given attention and your request for building these ramps either be confirmed or cancelled.

Attachment:
As stated in para 2.

1717
R. M. BILLY, Chief
Ports & Warehouse Division

16 July 1945.

For Parts & Warehouse Division.

Subject: Visit to Pistoia 14-15/7/45.

Reference: Mr. Mazzonella's letter of 12/7/45.

1. A sketch will be supplied by ILVA engineers; it takes a little time to get out one, even if only a copy. In the plan all measurements will be given in full. I had travel orders for Pistoia only, so as instructed verbally I asked Mr. Franco for his car, but he declined because he now lives 14 kilometers from Pistoia. Having had to give up his house there, and could not accept my jeep in exchange for the few hours because the latter car had already broken down, and was not to be relied upon.

Anyhow Mr. Franco has already inquired about a pile driver and there is none at Leghorn, and a pile driver is essential to build these ramps.

2. The lumber in the house of Ilva is just over 16 cubic metres, and other material required is set out in specification, and will be further explained in their plan above-mentioned.

3. It is agreed that the building of the ramp will be done at the expense of the Italian Government, and I understood that the Genio Civile will be making some arrangement with ILVA to use latter's labour and personnel.

4. It is pointed out that the breaker overtopping the port and particularly the pier and it's side where the ramps and sunken ship are, was blown up by the Germans and now that part of the port is fully exposed to prevailing winds and to the sea. Discharge at the ramps could take place only about 40% of the year. Indeed last year discharging was affected only during the summer months.

By the time the ramps could be finished (provided a pile-driver be found) the summer would have passed, and then owing to above situation the ramps could not be used, except on rare occasions till next spring or summer, and even then

Anyhow Mr. Franco has already acquired about a pile driver and there is being at Loughorn, and a pile driver is essential to build these ramps.

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By the time the shops could be finished (provided a pile-driver be found) the summer would have passed, and then owing to above situation the ramps could not be used, except on rare occasions till next spring or summer, and even then provided heavy weather had not destroyed or at least seriously damaged them. It was reported to me by the Harbour Authorities that according to the Chief Pilot, part of the side of the sunken vessel has given away seawards. If this is true, new specifications - after a diver's examination and report - would have to be made and more material required, and consequently more labour.

It is pointed out by Harbour Authorities, Ilva and Mr. Franco that with these ramps, backpiling space would be used for trucking, and with two ships at the pier, and some still if a coaster is also there at the same time - quite a possibility - all discharge would be stopped in two days or less because the remaining back-piling space would be used up, while never it is possible to have anything near sufficient railway cars for port clearance, and the slow work of trucking would be only for back-piling. Then we have the example of yesterday, 15 July, when Mr. Franco was promised by Rome 100 trucks from Loughorn, 100 from Florence and 12 to 15 from Siena, and in the

2

late morning he was finally informed that he could get only 45 (forty-five) trucks in all for work starting Monday 16 July and these trucks would be running only one trip a day.

The building of the ramps would not help port clearance, which is wholly a question of securing railway cars, but owing to the small back-piling space of only 5000 tons and the position explained above, would appear to be anti-economic, unless a waste of time and money. Then even if a pile-driver is found and the ramps built, by the time they would be built they could not be used due to weather conditions as already explained in this report. A ship discharging at ramps would prevent discharging on the other side of pier because trucks could not work for both ships owing to impossibility of stacking cargo on the pier from both ships.

In order to obtain satisfactory clearance it is necessary to obtain sufficient railway cars.

It must be further remembered that the Russian French steamer is reported to still contain a quantity of ammunition, and if the ship be removed, which is the obvious best thing to do, the job would take longer than if she were empty or contained other cargo. No doubt a diver's examination of the holds would be advisable in order to ascertain whether she really has munitions on board. It appears also that the French Government Authorities have to give permission to remove the ship, and no doubt this could be obtained. To remove the ship, a loan of the necessary equipment would be required.

5. The repairs to the warehouses will be for ILVA's account, and it is also agreed that the ground levelling job will be for their account too. This was discussed with Mr. France, Ilva and Col. Lauricella, Director of Ports at the Directorate General of the It. Merchant Marine, who had accompanied me to Ploesti and who was present at all discussions and went round the port with me.

6. Barge "KONIGSDORF" has not been released, and Mr. France tells me that this has never even considered. The barge is of 250 tons.

very to obtain sufficient railway cars.

It must be further remembered that the sunken French steamer is reported to still contain a quantity of ammunition, and if the ship be removed, which is the obvious best thing to do, the job would take longer than if she were empty or contained other cargo. No doubt a diver's examination of the holds would be advisable in order to ascertain whether she really has munitions on board. It appears also that the French Government Authorities have to give permission to remove the ship, and no doubt this could be obtained. To remove the ship, a loan of the necessary equipment would be required.

5. The repairs to the warehouse will be for IXA's account, and it is also agreed that the ground levelling job will be for their account too. This was discussed with Mr. France, Ilva and Col. Laurionville, Director of Ports at the Directorate General of the I.T. Merobert Verion, who had accompanied me to Ploembo and who was present at all discussions and went round the port with me.

6. Barge "KONNIQBERG" has NOT been renewed, and Mr. France tells me that this was never even considered. The barge is of 250 tons.

7. Mr. France states that the more barges he has the better, but he really required at present barges of about 350 tons for the discharge of grain, for a quicker turn round. The 4 30-ton barges proposed, which he requires, would be 320 tons against the "KONNIQBERG" 250 tons, and would mean 4 tows against one, but owing to the greater total capacity would be about equal to the "KONNIQBERG" which is needed for the Tibet. Mr. France adds that the more barges he has the better, for this would help in discharging vessels, and the barges could land the goods at No. 6 wharf and elsewhere, and there some backpiling could be done while waiting for railway cars.

A Liberty ship could for example, in good weather, lay in the harbour between the IXA pier and the breakwater and discharge into lighters. This would be more satisfactory and practical than a ship at the ramps where draft is said to

The work necessary is shown by the following description of the obstructions to navigation in the port:

a) Ilva basin. Along the whole pier there is 13 feet water, except in one short section of about 33 feet, where there is a draft of only 15 ft. In the channel which give access to the said basin there is a zone with a depth of 15.5 ft. obliquely to the dike of Ilva basin, and another point, in the basin, with 13 ft.

Now steamers which may stop alongside to use the two electric cranes must have a draft of not over 15.5 feet, therefore must lighten a further 2 ft. 6", which is equivalent to discharging about 1000 tons in the roads into lighters.

Work needed: dredging of the Basin.

1747

b) Ilva Pier - North side. There is a channel about 200 ft. long to left of the pier, starting from the sea end. Going towards the dike of the Ilva Basin there are on the bottom relics of numerous destructions of draft and machinery which were under the side of the pier. Starting from the end of the pier and for 150 metres (about 480 ft) there are theoretical drafts of 30 ft., while at present at 26 ft. the bottom is touched. The depth of water falls to 14 ft. over the beginning of the pier. To bring the depth of water to a real 30 feet would be equivalent to avoiding lightening 14-berty ships about 4 ft., that is not discharging into lighters a quantity of about 1500 tons of goods.

Work needed: removal of relics and dredging.

c) Ilva Pier - South side. Towards the forward end there is a wall on the bottom the steamer "Garbat", a constructive total loss. Recently one side of the steamer has detached itself from the ship and has fallen into the sea. The depth varies from 23' at the stern and 26' at forward.

Work needed: removal of the fallen side.

From the above the urgent necessity of dredging appears evident.

9. Regarding trucks carrying wine to Milan and further away, Mr. Prunier is now having a little report on each truck and will be sending copies to Rome. Nearly every truck I saw carrying wine came from Lombardy Region. They are authorized by ASD.

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

File: F1/3/115
Subject: Coal Bunker - Piombino
To: Col. M.J. Sieff
Chief, Movements Div.

Piombino
12 July 1945

1. The work of cleaning out the long
concrete pit is completed.
As a result thereof, a coal bunker of approximately
1,000 - 1,200 ton ~~capacity~~ ^{storing} capacity has been
created.



Stanley P. France
(Stanley P. France)

Port Liaison Officer A.C. 730
PIOMBINO

111

18/7
[Signature]

19/7
[Signature]

[Signature]

INTERNAL SECURITY

Added 20

File No. AC/343/36/In.1.

5 July 1945

SUBJECT :- Port of Piacenza

TO :- Ports & Warehouse Division.

1. Reference your letter AC/17/14/In.6. dated 3 July 1945 enclosing copy of report on Survey of Piacenza made on 25 June '45.

2. This Division considers it essential that the construction of ramps on top of the sunken French steamer should be put in hand at once, and treated as Priority work. You should therefore make all arrangements with the Italian Government to commence operations at once, and impress on them the urgency of the job. The cost must be borne by the Italian Authorities.

3. Referring to para 2 of your report, arrangements have been made to prevent excess quantities of wine being passed through the port, over and above the normal port programme.

4. In regard to para 3 of your report, it is noted that you are investigating the possibility of sending Capitano Festa to Piacenza as P.L.O. Meanwhile however it is essential that Mr. Franco remains there until further notice.

M. J. KIRBY

Colonel

Chief, Movements Division.

Copy to :- P.L.O. - Rome
P.L.O. -
P.L.O. - Piacenza

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/24/Tnb

RMB/mvm
3 July 1945

SUBJECT: Report on Picmbino

TO : Movements Division
(Att. Col. M. J. Sieff)

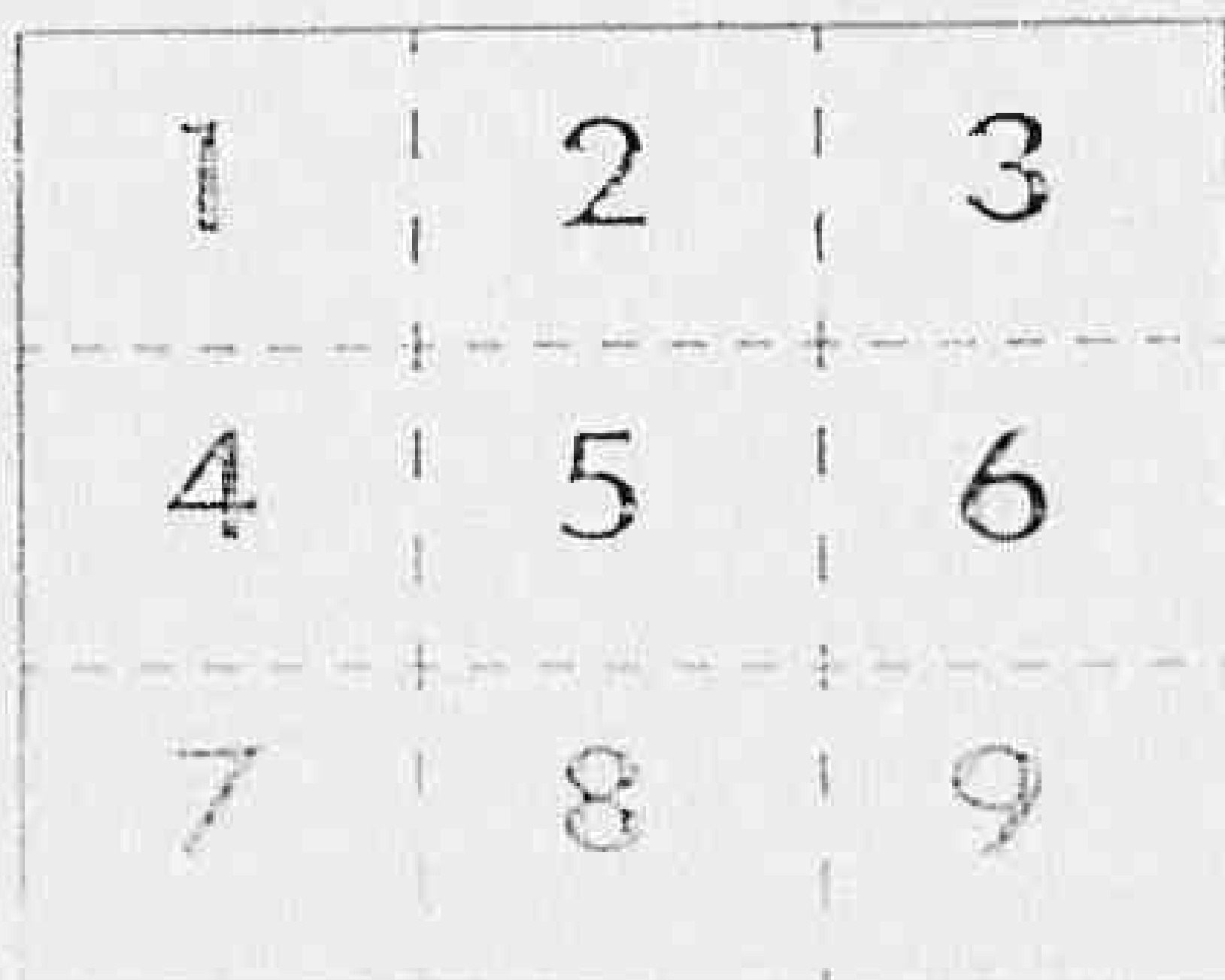
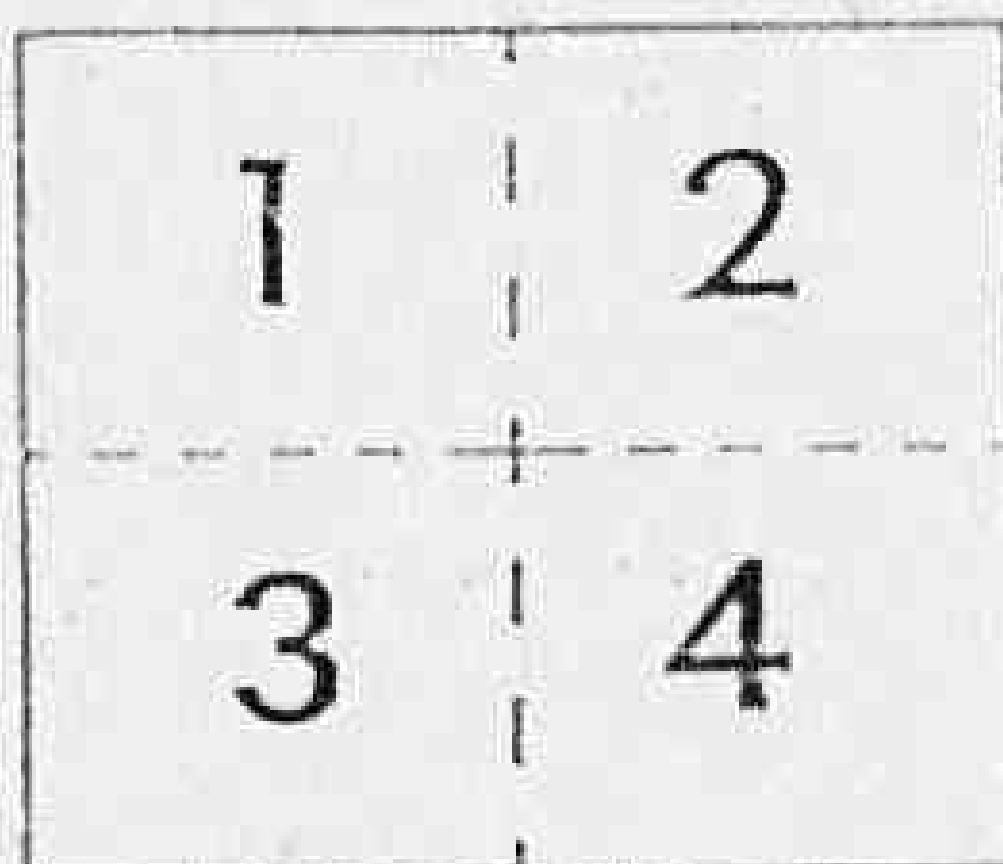
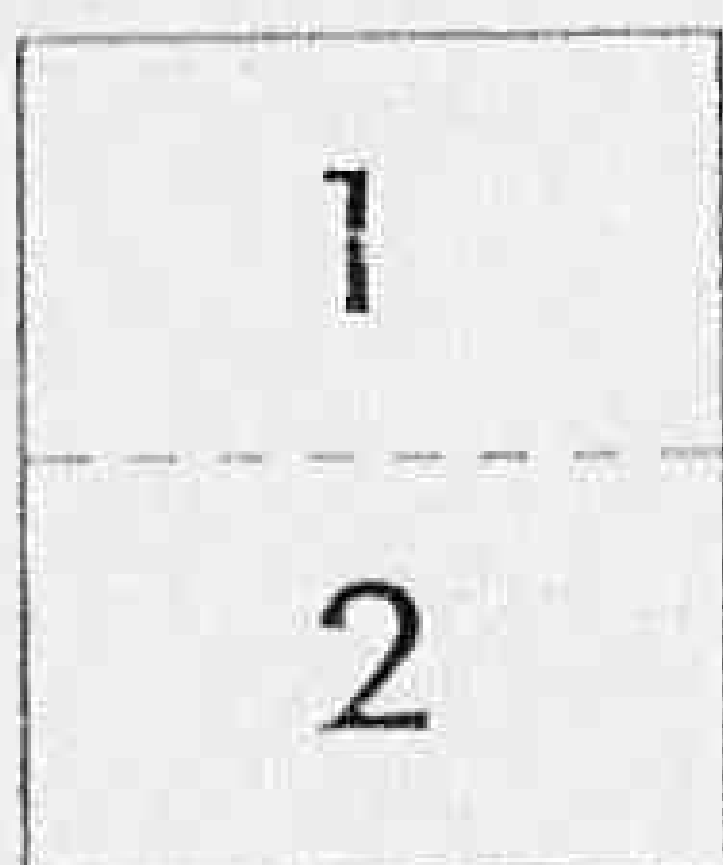
1. Attached is copy of my report of survey made of Picmbino on 25 June 1945.
2. Please let me have written instructions regarding the building of ramps, stating to whom the cost of same should be charged.
3. Any comments you care to offer would be appreciated.

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

Attachment:
As stated in para 1.

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



ITALY - W. COAST.

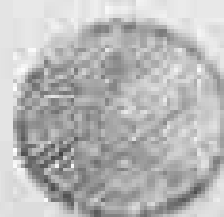
PORTO VECCHIO DI PIONIBIN

Plan of harbour showing coastline amended,
wrecks fixed, and soundings obtained by

Mediterranean Survey Unit,
June, 1944

SOUNDINGS IN FEET
Reduced to approximately the level
of Mean Low Water Springs

Natural Scale 1/3000



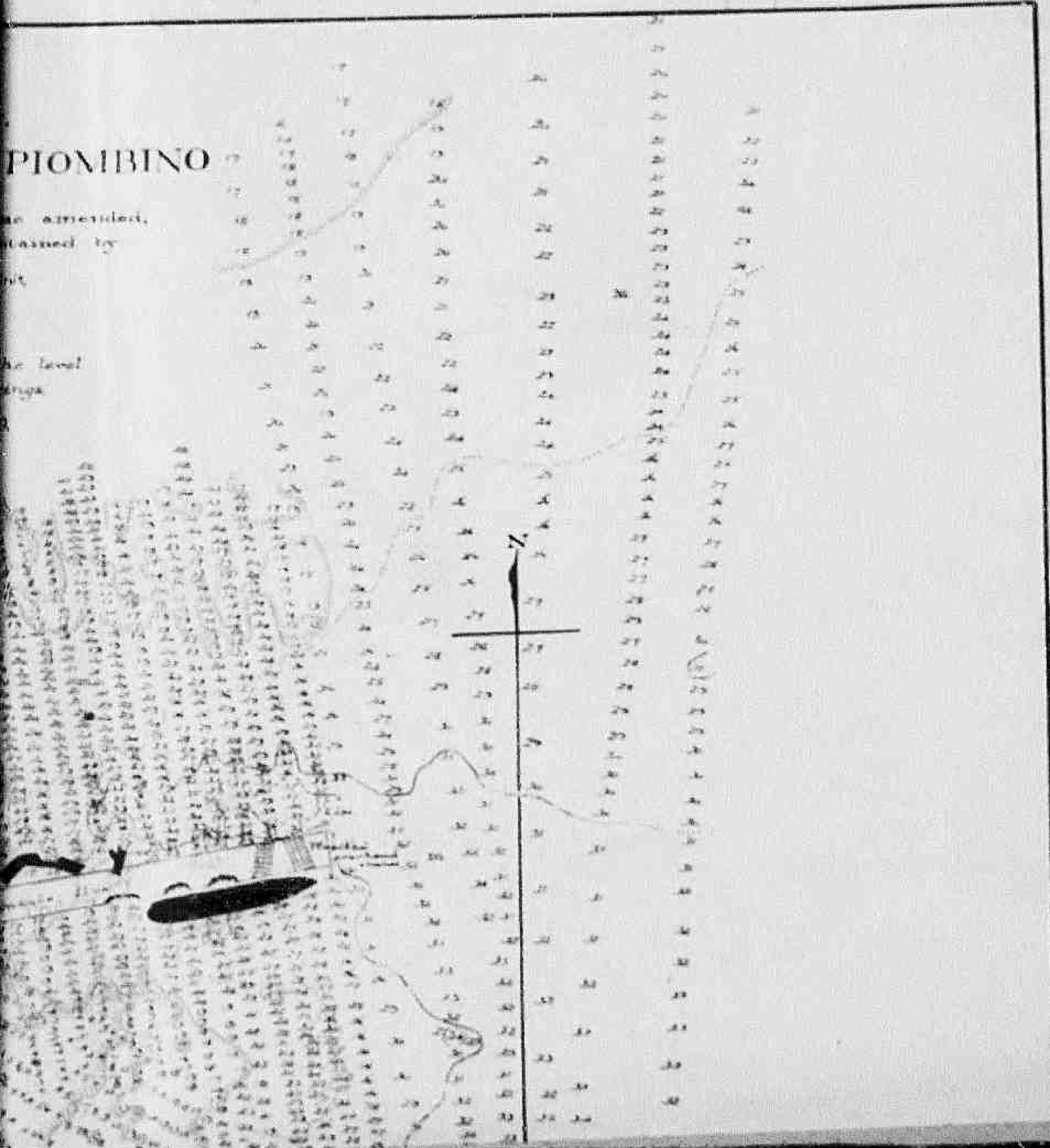
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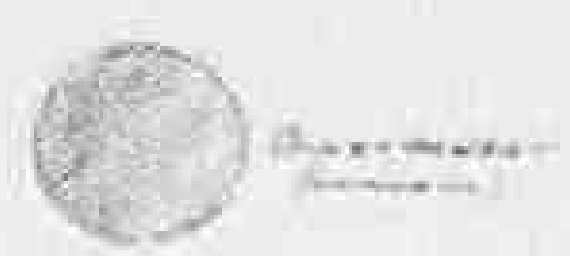
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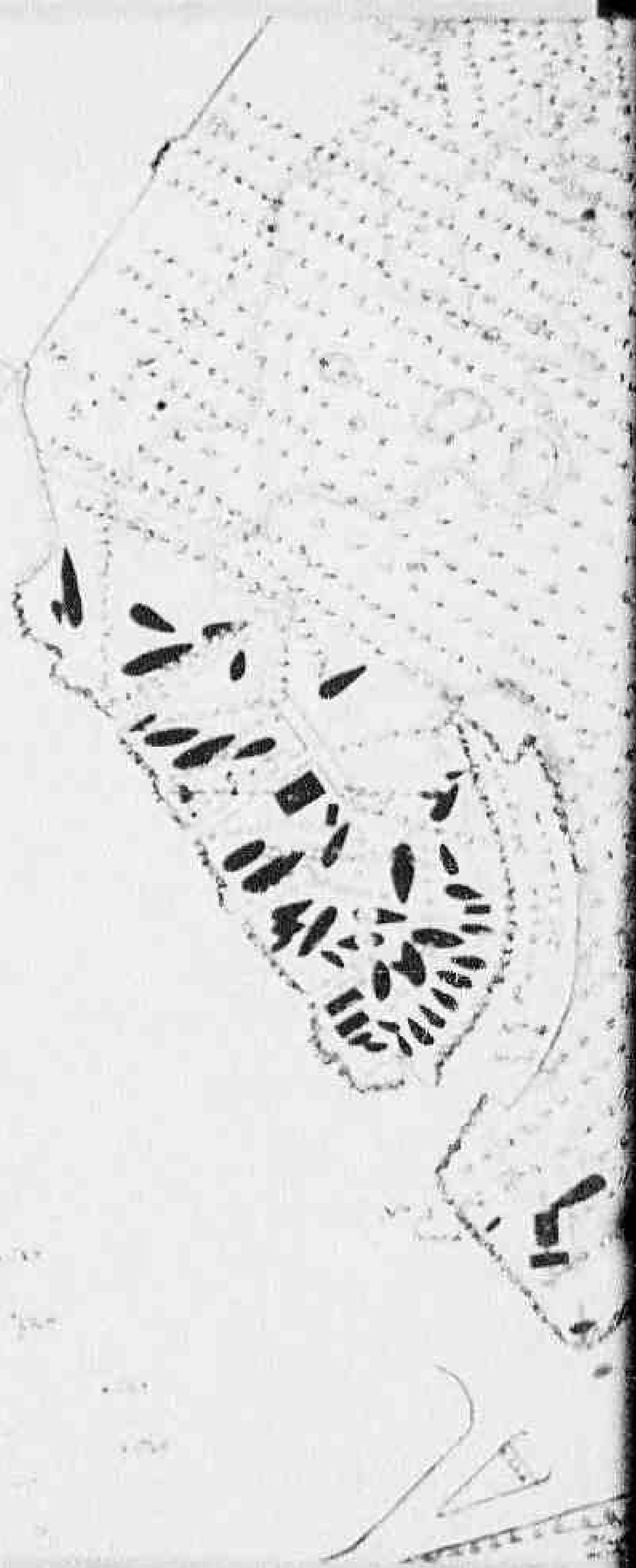


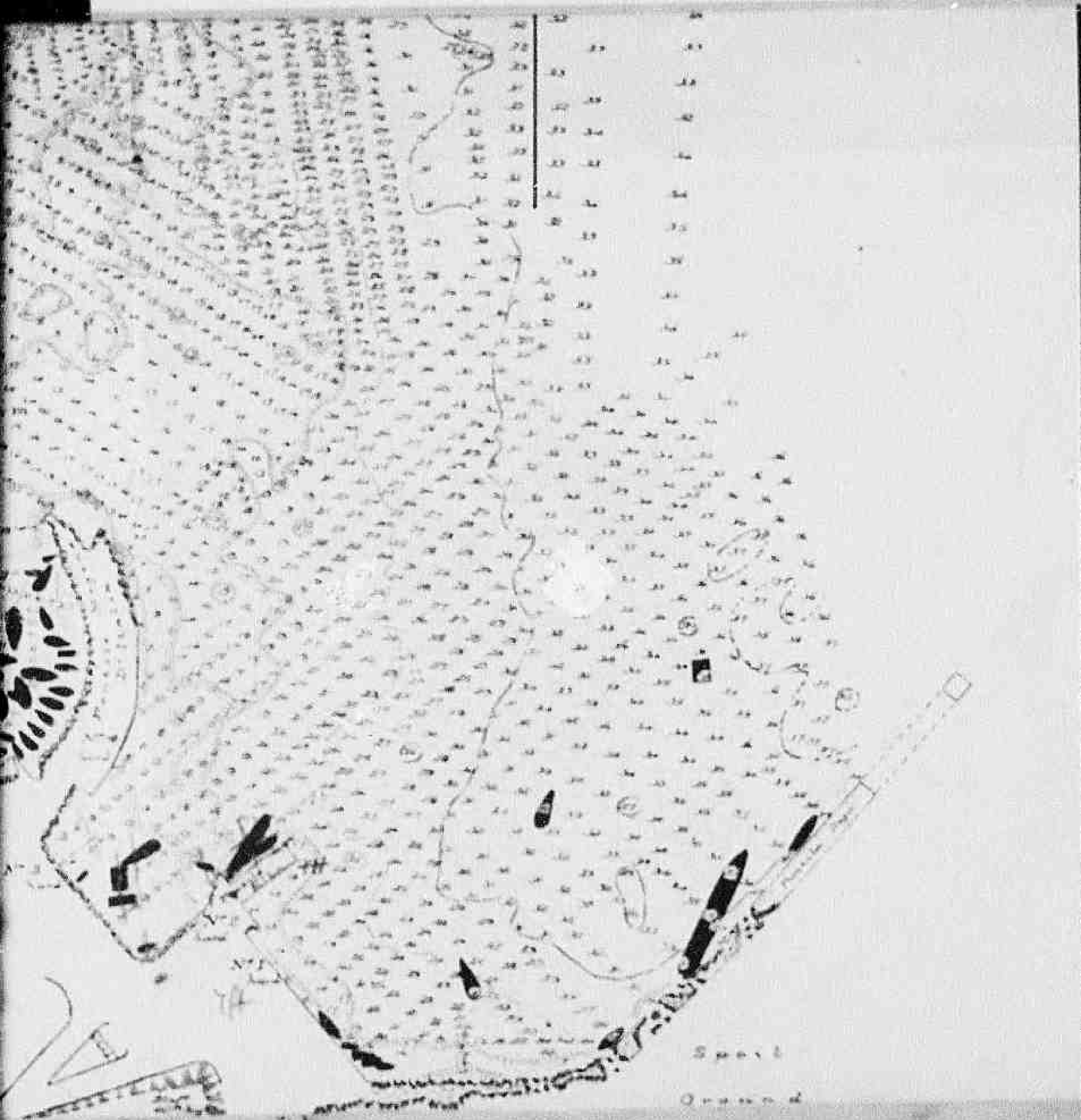
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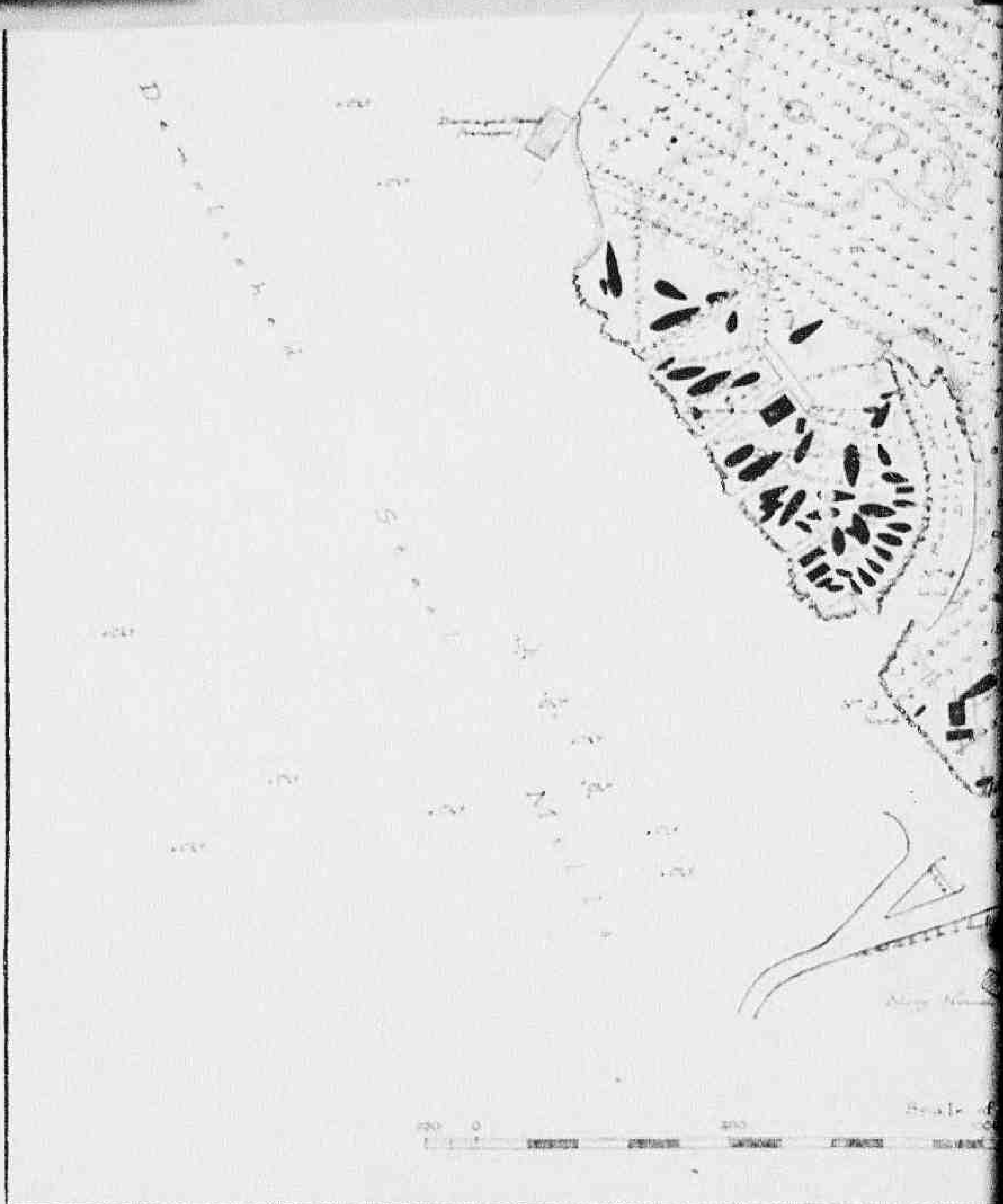
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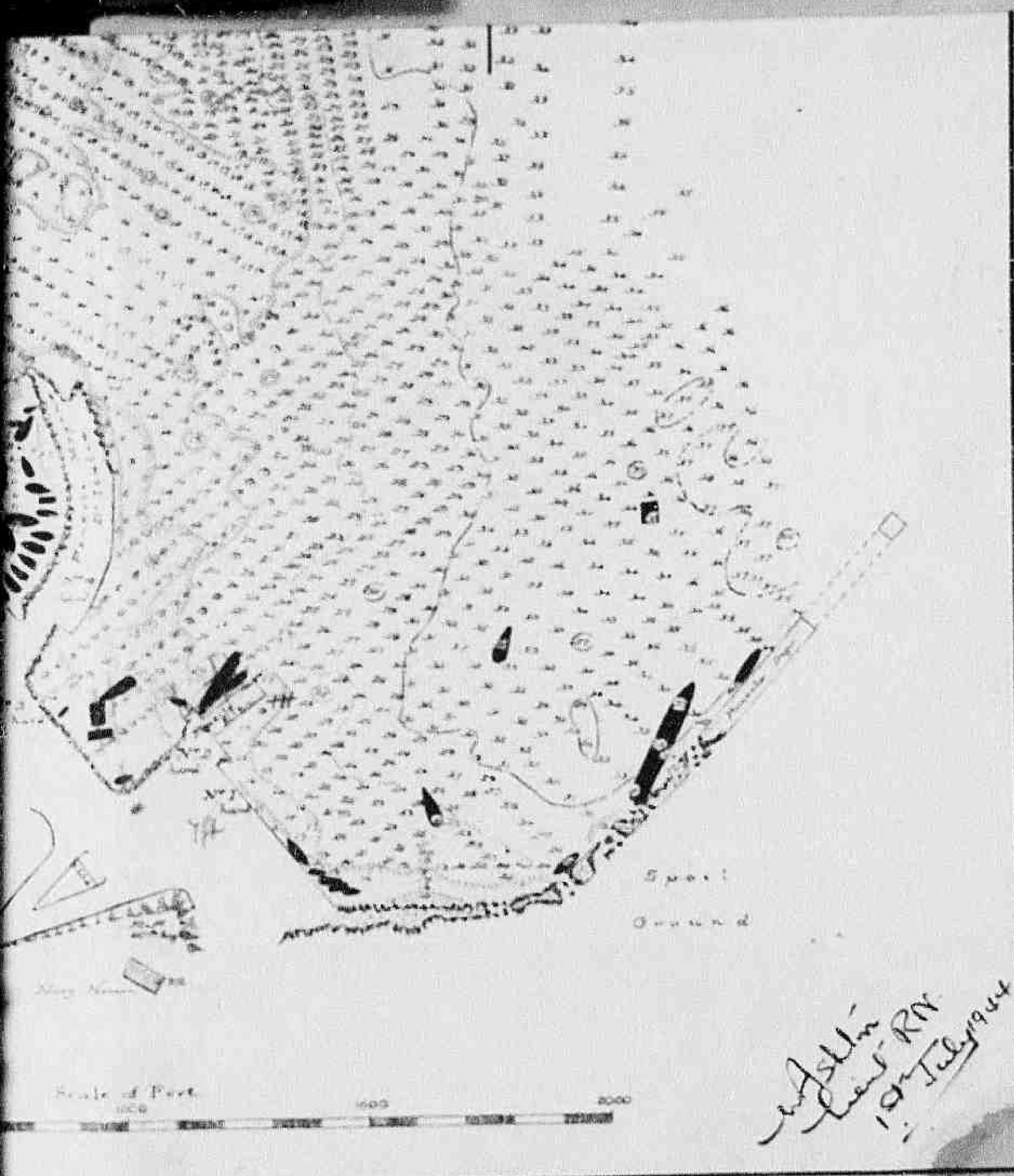


Quarantine Station
(Island)









HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMB/amm

Tel. 290

3 July 1945

REPORT OF PORT OF FIORENTINO SURVEY MADE ON 25 JUNE 19451. Port Capacity

The facilities for handling cargo at Port of Fiorentino were investigated and under present conditions, a daily cargo handling of 1,200 tons is all that can be expected with an allocation of 50 rail cars daily. This, however, could be increased to the desired 1,500 tons per day if car allotment is increased to 85 cars per day. The capacity of the warehouse, which has been used for backpiling, could be greatly increased if the scrap material, occupying about one third of the space therein, is removed. Also, its capacity could be further increased by patching holes on the roof, making it possible to pile cargo higher than heretofore. Mr. France was instructed to take up with Ilva the clearing of the scrap material now at the warehouse and to obtain dimensions of holes on the roof in order that we may requisition the necessary material for these repairs.

2. Bunker

There is also a coal bunker which can be used for dumping coal for backpiling purposes. About one third of the bunker is also occupied with scrap materials, some in heavy pieces, which might be impossible to remove, but might be moved in such a way as to clear some of the space it is now occupying. Mr. France was also instructed to take this up with Ilva and to have this work begun immediately. However, this can only be done when the crane is not busy with unloading operations.

3. Ramps

The building of ramps on top of the sunken French steamer was also looked into. We were informed that an Italian ex Naval Officer made a survey of the sunken steamer and reported that it was loaded with live ammunition but no fuses. As far as we know, a written report has not been made of this survey. The ramp construction is feasible. However, what additional discharged tonnage could be obtained by the construction is not easy to determine, since under present conditions, cargo could only be loaded into rail cars and onto barges. If this could be supplemented with road transport facilities, the building of the ramps may be more useful, but as long as we have a limited number of cars allocated, which are not sufficient to take care of 1,500 tons daily discharge, the building of the ramps might not be as effective as it could be otherwise. It is estimated that the building of the ramps would require about 3 weeks from the time that all necessary material and equipment became available. Mr. France was instructed to secure information

- 2 -

regarding lumber, nails, bolts, piling, etc. that would be needed for this construction. It will also be necessary to secure a pile driver for this job. If the ramps are built, we need to know before the material is requisitioned to whom the cost should be charged since Ilva has flatly refused to pay for the cost of the material and labor. It has been suggested that if Ilva does not pay, the Italian Government should be charged with the cost. However, it is our understanding that the Italian Government is not interested in paying for the building of temporary constructions.

4. Additional Warehouse Space

There are two warehouses in Piombino about a mile from the dock area; one with an estimated cubic capacity space of 1,500 tons and the other one, 1,200 tons. However, because of the distance from the dock area, it would be necessary to secure trucks from road to take the cargo from shipside to warehouse and in due time from warehouse to rail siding for loading out of Piombino.

5. Rodiney Huts

A requisition was filed under date of 15 June 1945, covering 6 Rodiney huts which, when available, will give us an additional warehouse space for a little better than 3,000 tons.

6. Cement

In order to take full advantage of the open space for back-piling purposes, it is estimated that about 100 tons of cement would be needed to level the ground which is badly broken up as a result of bombing and demolition.

7. Barges and Dredging

Additional lighterage facilities would, no doubt, be of very material help and we are endeavoring to secure additional barges for use at Piombino. Recently the barge "Koenigsberg" was sent there and is now in operation. However, this barge is needed for the Civitavecchia-Piombino-San Paolo service and when the Tiber River has been dredged completely, it will be necessary to remove it from the Piombino service. Some dredging is needed in Piombino alongside the Liberty pier and also on the bay and arrangements are being made to have a dredge sent there for this work. We must take into consideration that the rainy season begins in the Piombino area in late August or early September. Therefore, all the work to be done at that port, should be completed before the rainy season is in full swing.

8. Wine Shipments

It was noted that large quantities of wine are being discharged at Piombino. The largest percentage of this wine is destined for

- 3 -

Leghorn and Florence. Since wine tonnage occupies a lot of cubic space, it is recommended that wine shipments to Plombino be greatly curtailed.

9. Personnel

It will not be possible to remove Mr. France from Plombino until such time as the Italian Government has an efficient organization at that port. At present, the Port Captain's office is under-staffed and therefore, unable to take over this work. However, during visit paid to his office, the Port Captain reported that he expected additional personnel within the near future and when same becomes available, depending upon the degree of competence of the personnel involved, we should be able to turn the port of Plombino over to the Italian Government. We are investigating the possibility of the Italian Government sending Captain Testa, at present on duty with the Port Captain at Civitavecchia, to Plombino as Port Liaison Officer.

R. M. BASSANILLA, Chief
Ports & Warehouse Division

1756

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMR/cwa

Tel. 290

3 July 1945

RESULTS OF PORT OF PLEASANT SURVEY MADE ON 25 JUNE 19451. Port Capacity

The facilities for handling cargo at Port of Pleasant were investigated and under present conditions, a daily cargo handling of 1,500 tons is all that can be expected with an allocation of 50 rail cars daily. This, however, could be increased to the desired 1,500 tons per day if car allotment is increased to 85 cars per day. The capacity of the warehouse, which has been used for backpiling, could be greatly increased if the scrap material, occupying about one third of the space therein, is removed. Also, its capacity could be further increased by patching holes on the roof, making it possible to pile cargo higher than heretofore. Mr. France was instructed to take up with Ilva the clearing of the scrap material now at the warehouse and to obtain dimensions of holes on the roof in order that we may requisition the necessary material for these repairs.

2. Bunker

There is also a coal bunker which can be used for dumping coal for backpiling purposes. About one third of the bunker is also occupied with scrap materials, some in heavy pieces, which might be possible to remove, but might be moved in such a way as to clear some of the space it is now occupying. Mr. France was also instructed to take this up with Ilva and to have this work begun immediately. However, this can only be done when the crane is not busy with unloading operations.

3. Ramps

The building of ramps on top of the sunken French steamer was also looked into. We were informed that an Italian ex Naval Officer made a survey of the sunken steamer and reported that it was loaded with live ammunition but no fuses. As far as we know, a written report has not been made of this survey. The ramp construction is feasible. However, what additional discharged tonnage could be obtained by the construction is not easy to determine, since under present conditions, cargo could only be loaded into rail cars and onto barges. If this could be supplemented with road transport facilities, the building of the ramps may be more useful, but as long as we have a limited number of cars allocated, which are not sufficient to take care of 1,500 tons daily discharge, the building of the ramps might not be as effective as it could be otherwise. It is estimated that the building of the ramps would require about 3 weeks from the time that all necessary material and equipment became available. Mr. France was instructed to secure information

- 2 -

regarding lumber, nails, bolts, piling, etc. that would be needed for this construction. It will also be necessary to secure a pile driver for this job. If the ramps are built, we need to know before the material is requisitioned to whom the cost should be charged since Ilva has flatly refused to pay for the cost of the material and labor. It has been suggested that if Ilva does not pay, the Italian Government should be charged with the cost. However, it is our understanding that the Italian Government is not interested in paying for the building of temporary constructions.

4. Additional Warehouse Space

There are two warehouses in Ploshino about a mile from the dock area; one with an estimated cubic capacity space of 1,500 tons and the other one, 1,200 tons. However, because of the distance from the dock area, it would be necessary to secure trucks from Ploshino to take the cargo from shipside to warehouse and in due time from warehouse to rail siding for loading out of Ploshino.

5. Roadway Bids

A requisition was filed under date of 15 June 1945, covering 6 Roadway Bids which, when available, will give us an additional warehouse space for a little better than 3,000 tons.

6. Cement

In order to take full advantage of the open space for bank-piling purposes, it is estimated that about 100 tons of cement would be needed to level the ground which is badly broken up as a result of bombing and demolition.

7. Barges and Dredging

Additional lighterage facilities would, no doubt, be of very material help and we are endeavoring to secure additional barges for use at Ploshino. Recently the barge "Koenigsberg" was sent there and is now in operation. However, this barge is needed for the Civitavecchia-Ploshino-San Paolo service and when the Tiber River has been dredged completely, it will be necessary to remove it from the Ploshino service. Some dredging is needed in Ploshino alongside the Liberty pier and also on the bay and arrangements are being made to have a dredge sent there for this work. We must take into consideration that the rainy season begins in the Ploshino area in late August or early September. Therefore, all the work to be done at that port, should be completed before the rainy season is in full swing.

8. Wine Shipments

It was noted that large quantities of wine are being discharged at Ploshino. The largest percentage of this wine is destined for

- 3 -

Laghorn and Florence. Since wine tonnage occupies a lot of cubic space, it is recommended that wine shipments to Pionbino be greatly curtailed.

9. Personnel

It will not be possible to remove Mr. France from Pionbino until such time as the Italian Government has an efficient organization at that port. At present, the Port Captain's office is under-staffed and therefore, unable to take over this work. However, during visit paid to his office, the Port Captain reported that he expected additional personnel within the near future and when same becomes available, depending upon the degree of competence of the personnel involved, we should be able to turn the Port of Pionbino over to the Italian Government. We are investigating the possibility of the Italian Government sending Captain Testa, at present on duty with the Port Captain at Civitavecchia, to Pionbino as Port Liaison Officer.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

1783

INTER OFFICE MEMO

GBG/mdp

Ref. : AO/542/79/Tn 3

23 June 1945

SUBJECT : Covered Storage at Plombino.

TO : Port and Warehouse Division.

1. Reference your letter AO/4/55/Rn6 dated
22 June 1945.

2. If paragraph 3 of my letter to you on this
subject is re-read, it will be noted that the Mediterranean
Shipping Board were inquiring if anything had been done
to fit temporary roofs to such warehouses, by means of
corrugated sheeting. Has this suggestion proved fruitless
with the building you mentioned?

For the Director :

G.B. GODFREY,
Major I.E.

TRADE, MARITIME AND AIR CARRIAGE
AND
TRANSPORTATION SUB-COMMISSIONS

Tel. 347
Ref. AC/7/SS/TMB

183/1st
22 June 1945

SUBJECT : Covered Storage at Pionbino.

TO : Movements Division, Shipping Branch
Attention: Major G. B. Godfrey

1. Reference your letter AC/342/78/TMB dated 20 June 1945.
2. The regulation covering A. Sealing Rate for the Port of Pionbino went forward under date of June 18th, and we have been notified by the Regulation Division, Economic Section that it has been sent to AFHQ for approval and procurement, their reference AC-Q-178-45.
3. Recently, we were informed by Mr. G. P. France, Port Liaison Officer, Pionbino, that the only building available in the port area for warehousing is not being used, but has proven very unsatisfactory because it is necessary to cover all supplies stored therein with tarpaulins due to the condition of the roof.
4. Mr. France has been requested to survey the city for warehousing space and to report to this Office as soon as possible.

F. H. R. [Signature]
F. H. R. [Signature]
Chief, Port & Whar. Division

CC: Charles Ryan, Planning Staff

1751

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INVESTIGATION REPORT
ON THE PROGRESS OF RESEARCH

File No. 100
Date: 10 June 1945

Subject: Port of Papeete

Re: Research Report
(File No. 100, 10 June 1945)

1. After the above information, it is found that under present conditions a full, unobstructed view of the port can be obtained at Papeete.

2. It is noted that the port is situated for the liberty of the harbor. The port is well-protected. In the harbor, there is no danger of any kind of attack. There are no obstacles in the harbor.

3. The port is situated in a well-protected area. The port is well-protected. The port is well-protected. The port is well-protected.

4. There is no danger of any kind of attack. The port is well-protected. The port is well-protected. The port is well-protected. The port is well-protected.

5. It is believed that the construction of the port is well-protected. The port is well-protected. The port is well-protected. The port is well-protected. The port is well-protected.

6. The port is well-protected. The port is well-protected. The port is well-protected. The port is well-protected. The port is well-protected.

7. The port is well-protected. The port is well-protected. The port is well-protected. The port is well-protected. The port is well-protected.

[Signature]
J. A. [Name]
Port & Harbor Division

Copy to:
Mr. J. A. [Name], [Address]
Mr. [Name], [Address]

INTER OFFICE MEMO

570/ndp

Ref. : AG/542/78/28 3

20 June 1945

SUBJECT : Covered Storage at Piombino.

TO : Port and Warehouse Division.

1. At Medbo, U.S.A. Home Rep. requested the Board to assist in the procurement of Nissen huts from Allied sources, to be used for the temporary storage of stores at Piombino.

2. A.S. Representative stated that he understood requisitions for such huts had already been submitted by your Division - please confirm.

3. The Board asked if anything had been done to procure empty buildings, of which it is understood there are plenty in the vicinity of the docks of Piombino, which might, by means of fitting temporary roofs of corrugated sheeting, be suitable as warehouses. You might care to follow this suggestion up.

For the Director :

[Signature]
G.B. COMPTON,
Major I.M.

Copy to U.S.A. Home.

I L V A

Atti Pomi e Acciaierie d'Italia

Al Rappresentante dell'A.C.
Transportation Port Officer
FIORENTINO

Stabilimento di Fiofio
N. 2350 /U.T.
Fiofio 6 Fiofio 1945
UFFICIO TECNICO

PONTILI A VARE

A seguito nostra n. 2229/UT del 11 Maggio corrente

La spesa approssimata per manodopera alla quale andremo incontro per la costruzione dei pontili in oggetto si ritiene sia:

a) - Per i Pontiletti 1 e 3 la cui impalcatura verrà completata con armento di fortuna composto da ferro Sore di nostra proprietà lire 110.000,00 ivi compreso il costo di due giorni di Pontone.

Il tempo necessario è di circa 20 giorni dal ricevimento dei materiali mancanti.

b) - Per i Pontili 2 e 4 da costruirsi con materiale di completa nostra fornitura lire 70.000,00 pureché venga fornito un camion per la durata del lavoro.

Da questa spesa si ritiene esclusa la costruzione della

A seguito nostra n° 2229/UT del 31 Maggio corrente

la spesa approssimata per manodopera alla quale
andrebbe incontro per la costruzione dei pontili in oggetto si
ritiene sia:

a) - Per i Pontiletti 1 e 3 la cui impalcatura verrà completata
con armamento di fortuna composto da ferro Lores di nostra pro-
pria Lire 130.000,00 ivi compreso il costo di due giorni di
Pontone.

il tempo necessario è di circa 20 giorni dal ricevimento del ma-
teriali mancanti.

b) - Per i Pontili 2 e 4 da costruirsi con materiale di completa
Vostra fornitura Lire 70.000,00 purché venga fornito un camion
gru per la durata del lavoro.

Da questa spesa si ritiene esclusa la costruzione della testata
a mare del pontile n° 2 da effettuarsi non battipalo, lavoro che
non è possibile venga da noi effettuato.

Il tempo necessario per la costruzione (escluso quanto citato nel
periodo precedente) si ritiene di circa quindici giorni.

Distinti saluti

ILVA Aiti Forni e Acciaierie d'Italia
Stabilimento di Piombino

P.to Ing. G. Salvini

TRANSMISSION OF LETTER OF LIRA Co., Pinar del Rio, 5/6/45, addressed
to the Transportation Officer, Ocasingo

THE WHITE
Following on memo No. 2249/UT of 31 May last.

The approximate cost of labor which we would incur for the building of the jetties is believed to be:
a) for the small jetties 1 and 3, their system of binders and joints of a temporary nature would be made with cores from belonging to us - Lire 130,000.00, including the cost of two days pontoon. The time necessary is about 20 days from date of reception of material.

b) for jetties 2 and 4 to be built with material supplied entirely by you - Lire 70,000.00, provided there be supplied a portable crane on a truck for the duration of the work. From this figure is excluded the building of the head at the sea end of Jetty No. 3, which is to be done using a pile-driver, a job which we are unable to carry out. The time required for building (excluding the work mentioned in the preceding sentence) is believed to be about 15 days.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

75

Ref. : AC/54/74/Ta 3 11 June 1949

SUBJECT : Ferry Service - Elba-Piombo.

TO : Radio Schooner Control, Naples.

1. The following facts and figures on the subject of the ferry service between Elba and Piombino have been given by Chief Transportation Officer Toscana Region :-

Average Number of Passengers per Week:-	
Portoferraio/Piombo	110
Portoferraio/Piombo	31
Piombo/Piombo	13
Piombo/Piombo	138
	371
	514

2. The following personnel are at present employed :-

Alba	60 tons
Angela	36 "
Vladisco	10 "
Marla Perona	5 "

1777

These are considered sufficient for the traffic, but we are informed that they fall short of the normal standards of safety, and in bad weather passengers are carried at considerable risk.

3. Will you therefore please investigate with

have been given by Chief Trade/Transportation Officer
Region 1-

Average number of passengers per week:-

Portoferrale/Picobino	110	Picobino/Portoferrale	310
Portolongana/Picobino	33	Picobino/Portolongana	62
Alo Marina/Picobino	13	Picobino/Alo Marina	136
			514

471

2. The following numbers are at present employed:-

Alba	40	born
Assunta	36	"
Plamingo	10	"
Marla Torona	6	"

1777

These are considered sufficient for the traffic, but we are informed that they fall short of the normal standards of safety, and in bad weather passengers are carried at considerable risk.

3. Will you therefore please investigate with a view to improving the service, either by improving the present vessels, or by substitution of more seaworthy craft.

For the Chief Commissioner

J. Andrew Chant
J. A. Chant
Major I.M.

Copy to: Chief Transportation Officer
Torona Region.
Ministry of Marine.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/76/1

4 June 45

SUBJECT: Ferry Service Elba.

TO : Transportation Sub-Commission,
E.M.G., Allied Commission.

1. Reference your 610/193/TnJ dated 15 May 45.

2. Average figures are:

	<u>Leaving</u>	<u>Arriving</u>
Portoferraio - Piombino	310	215
Portofino - Piombino	66	33
Rio Marina - Piombino	138	123
	514	371

3. At present, Schooners:

Alba	40 tons.
Assunta	36 "
Platino	10 "
Maria Teresa	6 "

are employed, and are sufficient for the traffic. Unfortunately, however, they fall short of normal standards of safety, and in bad weather passengers are carried at considerable risk.

J.A.M. GILES,
Lt. Col. RMC,
Chief Transportation Officer.

JAGG/1b1

512

Ext. 310

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WJS/ed

Phone 489051

542/72/Tn 3

4 June 1948

SUBJECT: Port of Pionbino

TO : Regional Commissioner, Tuscan Region
Headquarters, AGC

1. Reference your KYIII/25/56/1/12, in view of the program for Pionbino, which is now much increased due to the non-availability of Leghorn for civilian stores, it was felt that there should be a transportation representative at this port in the immediate future.

2. Mr. P. France, a civilian, has been sent up to replace Lieutenant Webb, and has been instructed to report to you at the earliest opportunity.

3. Mr. France has been informed that it is desired to turn over the port completely to the Italian authorities at the earliest possible moment. The main difficulty will be that of obtaining sufficient rail capacity for clearance of imports and the tie-up between the port authorities and those responsible for the allocation of railway cars. In view of the above and the importance of not delaying shipping at the present time, it is proposed that Mr. France remain at Pionbino for a short period, and then the port turned over to the Italians along the lines that you suggest.

By order of Rear Admiral STOKES

M. J. KERRY
M. J. KERRY, Colonel
Chief, Movement Division

cc: Chief Transportation Officer,
Tuscan Region
Ports & Harbors Division.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/64/1/12

31 May 45

SUBJECT: Port of Piombino.

TO : Transportation Sub-Commission, H.Q., Allied Commission. ✓

1. The Prefect of Livorno will not accept any responsibility for the Port of Piombino.
2. The Italian Naval Officer in charge is prepared to accept Lt. Webb's responsibilities.
3. ^{NO. 6} Ten. Sanelli requires no emolument outside Italian Naval pay, of which he is already in receipt.
4. The Regional Commissioner proposes to instruct Lt. Webb to hand over his responsibilities to the Naval Officer in charge during the next fortnight.
5. Ten. Sanelli is considered capable of executing these duties satisfactorily.
6. Have you any objections, please ?

JANE/lr

J. A. M. Giles
J.A.M. GILES,
Lt. Col. KRRC,
Chief Transportation Officer.

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71-5
UNCLASSIFIED
EXCLUDED FROM AUTOMATIC
DECLASSIFICATION SCHEDULE

Ref: 250
Ref: AM/24/14/706

26 May 1947

SUBJECT: Survey Reports on Ploching, Porel, Kline and Veda

TO: 1. Research Division
(Attn: Col. W. J. Smith)

1. For your information and file, we attach hereto copies of survey reports on the above mentioned ports made by Capt. Smith of this Division.

J. M. Ryanella
J. M. Ryanella, Chief
Ports & Research Division

Attachments as stated above.

P I O V E R I N O

May 22nd 1945

Ploverino is the nearest mainland port to the Isle of ELBA. The port has suffered considerable war damage.

BERTHS The ELBA pier provides one Liberty ship berth, one coaster berth and a schooner berth. There is also a partly submerged steamer which is in the course of being ducked over, alongside which a large steamer could berth but would not be able to deliver direct to rail. The above berths are:

- a. For ships drawing 24'6" at North end of pier. This would originally take ships of 20ft draft and could be dredged again to do this. Ships drawing more than 24'6" must first be lightened by burning before they can proceed to this berth.
 - b. Coaster berth at South shore end of pier will take Coasters up to 18ft draft.
 - c. Small coaster or schooner berth at North shore end of pier.
- All the above berths are well served, the rails running alongside. There are no RANGE on the pier.
- d. No 6 berth at North end of the Harbour, away from the pier, accommodates one Coaster. Draft up to 18ft.

FISHING BOAT HARBOUR A small harbour for fishing craft exists at the North end of the Port. There is also a quay between this harbour and the Elba pier where Motor Schooners can moor.

SHIPS The 350 ton steam Barge "GLACIELINA" and "ELBA 2" are now in use at Ploverino. The 350 ton Steam Barge "ATILIO" and "ALFRED" are at Port Ferrario, Elba, having undergone repairs and are stated to be almost ready for use. It was also ascertained that these should be requisitioned

b. Coaster berth at South shore end of pier will take Coasters up to lift draft.

c. Small coaster or schooner berth at North shore end of pier.

All the above berths are well served, the rails running alongside. There are no LANCHES on the pier.

d. No 6 berth at North end of the Harbour, away from the pier, accommodates one Coaster. Draft up to 18ft.

FISHING BOATS HARBOUR A small harbour for fishing craft exists at the North end of the Port. There is also a quay between this harbour and the five pier where Motor Schooners can moor.

BERGES The 350 Stems Barges "CICCELINA" and "LYA 5" are now in use at floating.

The 350 ton Stems Barges "ATILIO" and "AIRLINE" are at Port Ferrero, Elba, having undergone repairs and are stated to be almost ready for use. It was previously arranged that these should be requisitioned for use by Sea Transport (Lt C Commander Hunt, Laghorn) it is stated that the three Barges "ATILIO", "LYA 5", and "LYA 4" have been salvaged but are not ready for use. The Barges "LYA 4" and "VITTORIO" are still to be salvaged.

F. N. WITH

Captain R.E.

PORTIOLIONE

MAY 21st 1948

PORTIOLIONE

PORTIOLIONE, situated on the open coast about 15 miles South East of PLOMBO, is a loading point for PYrites, and can only be used in fine weather.

SUPPLY OF ORE

The ore is transported from the mine at GAVORIO, a distance of 18 km, by means of an aerial bucket conveyor, kept in motion by an endless wire. When each bucket or skip arrives at the coast end of its journey, the contents of about 5 cwt Ore are dumped into a large container, which is filled pending the arrival of a ship. When inspected on May 21st/48 the container was stated to be holding 16000 tons.

LOADING

In the case of the container are 18 hoppers. When a ship is ready to load, a second but much shorter aerial transport is set in motion. The buckets are run under the hoppers and filled, and pass forward on the aerial wire to the dolphin, where the contents are tipped into a chute and so into the ship.

WEIGHING

An automatic weighing machine records the weight of each bucket and contents just before it arrives at the dolphin.

LOADING POINT

This consists of a dolphin about 100ft by 100ft built in the sea about 200 yards from the shore. There are two chutes each side of the dolphin down to the ship.

arrives at the coast end of its journey, the

contents of about 5 wet Ore are dumped into a large container, which is filled pending the arrival of a ship. When inspected on May 21st/45 the container was stated to be holding 16000 tons.

LOADING

In the base of the container are 18 hoppers,

When a ship is ready to load, a second but much shorter aerial transport is set in motion. The buckets are run under the hoppers and filled, and pass forward on the aerial wire to the dolphin, where the contents are tipped into a chute and so into the ship.

WEIGHING

An automatic weighing machine records the weight of each bucket and contents just before it arrives at the dolphin.

LOADING POINT This consists of a dolphin about 100ft by 100ft built in the sea about 200 yards from the shore. There are two chutes each side of the dolphin down which the pyrites is tipped into the ship. The ship moors alongside the dolphin, stern to shore with a stern rope to the shore and an anchor forward. There are also breasting buoys to port and starboard. 100 to 150 tons can be loaded per hour and work can be done both night and day to coasters, but only during daylight into Barges.

DEPTH OF WATER Alongside the dolphin is a depth of 19ft, but nearer the shore and also a short distance ahead of the dolphin, is only about 16ft depth, so a ship should not exceed 16ft draft. The height of a ship's bulwarks and coamings should not exceed 16ft 6ins above water level when light

WEATHER Loading can only take place in fine weather as the coast is open and a sea rises with winds from the West, S.W. and South. There is no safe anchorage in such winds and ships have to run for shelter to Piombino.

GOOD WEATHER is normally anticipated from early May to late September, but only occasional spells of good weather can be anticipated during the other months.

Turn over.

Fortiglione - 2 -

DAMAGED Coasters can only be loaded on the North side of the Dolphin but Barges can be loaded at both sides. Six barges and one tug are reported to be expected ready at Orbetello about end of May. If a ship larger than a coaster were chartered, all the cargo would have to be transhipped from barge as it could not load any cargo at all alongside the dolphin owing to the fact that the chutes are only 18ft. 6ins above high water level.

MAIN TENANTS The iron work of the installation and the weighing machine at the shore and is badly corroded and urgently needs chipping and painting. A supply of red oxide or other suitable paint and paint oil is requested. Any quantity from 2 quintals would be useful.

colpbin owing to the fact that the chassis are only 18ft 6ins above high water level

MAIN TUNNEL The iron work of the installation and the weighing machine at the shore end is badly corroded and urgently needs chipping and painting. A supply of red oxide or other suitable paint and paint oil is requested. Any quantity from 2 quintals would be useful.

to be done at earliest opportunity
in order to enable the installation to be used
as required at any time
F.H. SMITH
Captain R.E.

and, still to be done, is the installation of a new weighing machine at the shore end. This machine is now in the process of being ordered and will be delivered in about 12 weeks. It is hoped that this machine will be of great use to the installation and will enable the weighing of goods to be done more accurately and more quickly than at present. It is also hoped that this machine will be of use to the installation in the future when it is required to weigh large quantities of goods.

0003

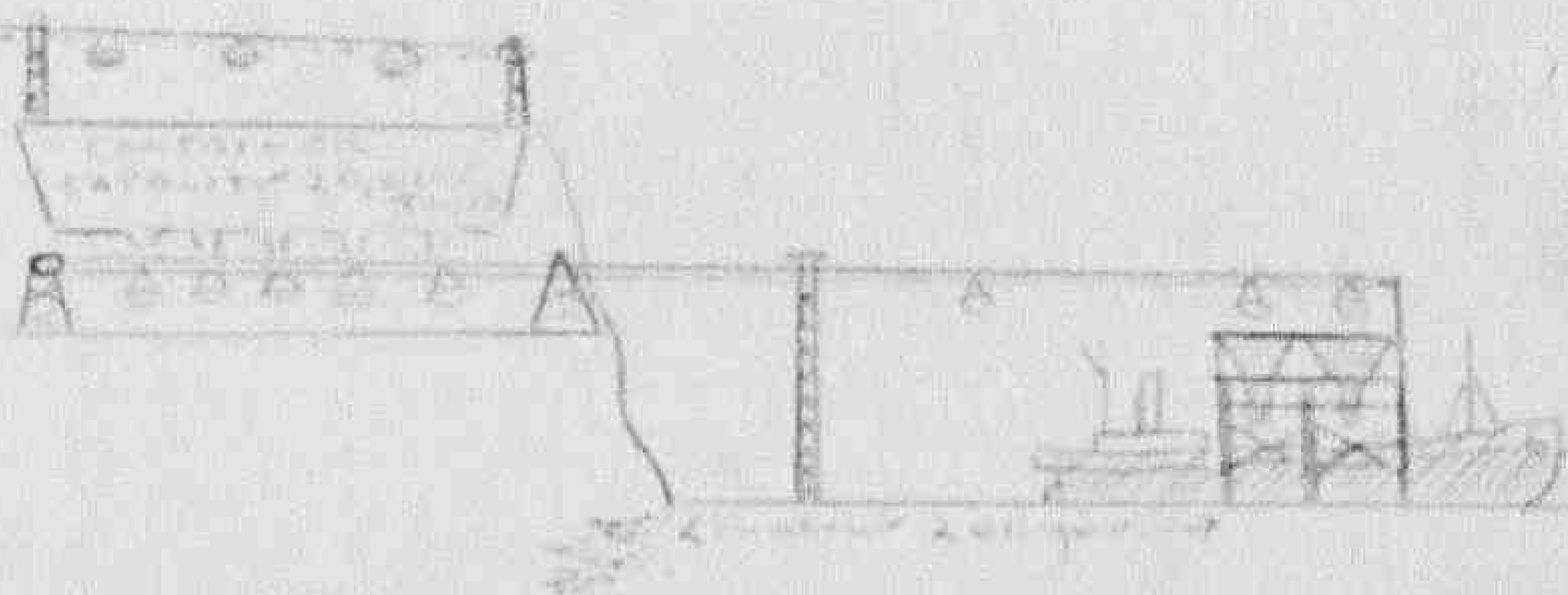
Declassified F.O. 12356 Section 3.3/NND No. 785021

Handwritten:
Circuit Diagram
Page 1



Declassified E.O. 12356 Section 3.3/NND No. 785021

Handwritten:
Landing Platform
Diagram



WILSON-ROBERTSON

May 1947

Wilson and Robertson, who were both in the United States, were interviewed on May 19, 1947, at the Wilson and Robertson home in Washington, D.C.

The Wilsons and Robertsons were both in the United States at the time of the investigation of the Wilson and Robertson case. They were both in the United States at the time of the investigation of the Wilson and Robertson case.

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WILSON-ROBERTSON

A separate file is maintained on the Wilson and Robertson case. The Wilson and Robertson case is a separate file. The Wilson and Robertson case is a separate file.

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- 2 -

Sanctuary Control Board, Hales, is a fairly
moderate firm. They say if the vessel can be
returned to their firm possession.

Sketch

Rough sketch of pier, not in scale, herewith

(signed)

F. E. SMITH, Captain U. S. N.

Original report on file in Form 8 - Intelligence Division

1768

GNO/mjp

INTER OFFICE MEMO

Ref. : AO/542/55/En 3

24 May 1945

SUBJECT : Bombing Port Limson Officer's Report.

TO : Port & Anchorage Division.

1. Reference your letter AO/17/10/En dated 23 May 1945.

2. J.F.C. now advise, that owing to Allied commitment at Leghorn, the port of Pionchio should be prepared as early as possible to handle up to 1500 tons a day instead of 1000 tons originally planned.

3. In view of this, it is requested that arrangements be made as early as possible to go ahead with the building of ramps over the wreck along the live pier, which will give us another liberty berth.

For the Director.

J. G. GUYER,
Major I.C.

1185021

RECEIVED
JAN 08 1964
BY TELETYPE
FROM THE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

8184 (Cont'd)

PARA FOUR PM REFERENCE TO ANTICIPATE MOVEMENT OF REVEREND FIVE ZERO ZERO
REVEREND DAILY BY SEA TO ARRIVE AT FIRST LEFT IS BY TORPEDO BOAT
CARRYING ONE ZERO ZERO PERSONS AT TWO FIVE PM ONE HIGH THREE FIVE ONE
ON TWO FOUR PM REFERENCE TO TWO OTHER TORPEDO BOATS AND ONE CRUISER ALSO
TO BE ALLOCATED TO REVEREND EXPECT CRUISER TO COME TO ALL OF TWO THREE
PM FIVE THREE PM MOST IMPORTANT CLOSEST LIAISON MAINTAINED
WITH ITALIAN WOLF FIGHTING IN OTHER CRAFT NOT DELAYED ADJUTANT REFERENCE PM

NOTE TO

PORTS AND WARE DIV
MOVEMENTS ROAD
CIVIL AFFAIRS SECTION

MOVEMENTS RAIL
DEPLOYED PERSONS AND REFUGES TO
ECONOMIC SECTION

TRANSPORTATION TO

NICHOLAS FIORINO
U.S. N.A.A.
Asst. Adjutant

1705

TRANSPORTATION ALLIED COMMISSION
OPS 354

Telco: 212

Transportation Sub-Commission

4/28/45

SUBJECT: Ferry Service - EMB-2100122

410/122/TA 3

TO : Regional Commissioner,
HQ, 2nd Panama Region.

18 May 1945

see 74

1. Reference your letter XVIII/35/76/1, dated 11 May 1945, this gives an indication on the number of personnel required to move between Ibo and the mainland so that it is difficult to establish the capacity of the craft required.

2. We will take this up with the Director of the Italian Merchantile Marine, but at the same time, will you please advise what is the estimated number of people it is required to move weekly, and inform this Sub-Commission as soon as possible?

FOR THE DIRECTOR:

A. J. Duff

A. J. DUFF, Colonel,
Chief, Documents Division.

copy to: Chief Transportation Officer,
HQ, 2nd Panama Region.

1761

542

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

11 May 45

RVIII/35/16/1

SUBJECT: Ferry Service ELBA - PIOMBINO.

TO : Transportation Sub-Commission, S.G., Allied Commission. ✓

1. Port Commander, Elba reports that there is no satisfactory passenger ferry service with the mainland.

2. Some time ago the Direttore Marina Mercantile, Generale della A.N. Matteini said he might be able to supply two suitable craft, but as yet we have heard nothing.

3. I should be glad if the matter could be reopened, please.


J.A.W. GILES,
Lt. Col. KRAC,
Chief Transportation Officer.

JAGD/16.

0092

Declassified E.O. 12356 Section 3.3/MND No. 785021

MEMORANDUM FOR THE DIRECTOR
FROM: Division of Investigation

Re: 12/54/61/TN 3

22 April 1943

SUBJECT: Vietnam War.

TO: Chief of Bureau Division.

1. Reference is made to paragraph 10 of minutes of Planning Committee meeting of 20th of April.

2. General instructions are that the part of Vietnam will not be required to operate in excess of 10 percent of 1940 level.

3. Very restricted work should be done and all work should be done on this basis.

4. All work should be done accordingly.

For the Director:

J. B. [Signature]
Major J. B.

Copy to: Chief of Sub-Commission.
Gov. Hall.
Gov. [Name].

1762

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File
Subject: PIOMBINO
To: U.S. M. C. Div. (2)
U.S. M. C.

12 April 45

The following points urgently need attention in order to promote the successful operation of Piombino Port.

1. PROPOSED

On 16 April 1945, Leslie Shaw brought 20 ft 6 ins FUD, 24 ft 7 ins aft was aground during berthing at hostile live north side. Her stern was approx 440 ft from end of hostile live when this accident occurred.

Shaw's bow touched bottom while berthing on No 6 berth, although her draught was only 12 ft to the FUD and 16 ft 5 ins aft. It is not known whether this was due to an obstruction or not. A large section is to be taken to investigate.

It is desired to dredge both these berths immediately. Capt. Farley reported that a dredger was expected here sometime 1945. But it has not yet appeared.

2. WIRE

Sufficient wire is needed immediately to erect a 6 ft barrier approx 1/4 mile in length.

At present there are some hundreds of tons of oranges on berth 6 they are being guarded by four frightened Italian policemen and are being stolen in large quantities.

Capt. Farley states the correct price for to obtain wire is for S.C.M.C. to apply through Italian Ministry of Marine, this has been done. Can further pressure for immediate delivery be applied through IC channels.

3. REPAIRS TO LIVE

Lives are erecting temporary standways on berth 6 for night work but cannot provide 500 sets loops. They have only 6 loops for the 32 fittings on hostile live.

4. CRANE

Capt. Farley reported 3 tons of cement ordered for repair of slips was on its way Alfortnight ago. This is urgently needed to enable barges to be repaired.

5. REPAIRS

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File

Subject

To

- 2 -

6 or 17 x 40 tarpaulins have been loaned by the Quarter Master at Livorno for 30 days.
On application by AG these may be retained on a permanent basis any this be done please.
Still more tarpaulins are required. At the present moment several hundred tons of barley are heaped on the quay without cover not to mention 100 tons of citrus.

6. COMMUNICATION

There is no telephone communication between the town and the port. This is essential for smooth operations and will remain so even when it is possible to establish an office in the port. Any communications A.G. be advised on this matter.

7. SECURITY

There is no Allied Personnel from movements or railway operating Company on the port. I do not feel the numerous Italians who appear to be 15 employees are reliable.
No extra Italian Police have been allotted to Livorno since the port opened. The numbers available are entirely inadequate.

8. STEEL CABLE

Capt. Farley states A.F.S.G. can only supply 15 mm steel cable. (Right handed) say 120 metres of this be supplied for the electric cranes.
I've state the cranes will not be able to operate for more than one month unless 120 mm. of 20 mm. left handed is also obtained.

A. W. 17 LA 1780
PORT LIAISON OFFICER
LIVORNO

Original sent to P.W. Div (also Capt Warley)

CONFIDENTIAL

FX 46151
MARCH 19/1505

(5-3)
D/5480
MARCH 19/1710
PRIORITY

AFTER REVIEW OF MEMORANDUM SITE RAINING NEEDS

ACTION: CD FINBASE, HQ ALCON INFO: CD PENSOUTH

CONFIDENTIAL.

Authorized for release to ALLIED COMMISSION is 7000 SFM lumber 2 1/2 inch planks from local production sources. This is reply to ALCON cable 3600. 15 March 1945 site ACTPT. Requisition MTO-REAR IV-5137 covers

LIST

ACTION : TH SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECOM SEC
FILE (2)
YLDAT

1750

CONFIDENTIAL

HEADQUARTERS, ALLIED COMMISSION
APO 344
Naval Sub-Commission

W53A1788

10 March 1945.

FIRST ENDORSEMENT ON
Office of Plan Officer,
Northern Area Mediterranean,
Naval Letter No. FOMAM 551-25,
of 20 March 1945.

From: Naval Sub-Commission, Hq. AC.
To: Transportation Sub-Commission, Hq. AC. ✓
Subject: Survey of Financing.

Forwarded for information and appropriate action.

W. H. H. H.
REAR ADMIRAL
Chief, Naval Sub-Commission, AC.

*Only 1 copy of
Manning Record*

175

OK 2/14/45

Office of Flag Officer,
Northern Area,
Mediterranean.

At NAHREH. 6th March, 1945.

No. FORM 581-25.
HEADQUARTERS, ALLIED COMMISSION.

RE SURVEY OF PIOMBINO.

The following report of the Survey of Piombino is forwarded in accordance with paragraph 4 of the minutes of the meeting held on the 11th of January, 1945 to discuss the reopening of the Port of Piombino.

2. It is proposed that harbour craft for Piombino, other than the tug Arno, will be met from your resources.

[Signature]
ADMIRAL'S SECRETARY.

Enclosures:
The Commander-in-Chief, Mediterranean's letter No. 1757
Ref 45/00356/2 dated 20th February, 1945 with
two copies of tracing.

242/103

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
20th February, 1945.

REF. 45/0355/2.
DSE (Mov & Tr).

REPORT ON PORT OF PISCHINO.

References:- C- 4 (Mov & Tr) 5/120/1/OSM of 13th December, 1944.
Med. 00355/3 of 1st January, 1945.
C- 4 (Mov & Tr) 5/120/1/OSM of 9th January, 1945.

With further reference to the Commander-in-Chief,
Mediterranean communication No. Med. 00355/3 of 1st January 1945,
a print of the survey of berths at Pontile Ilva, Pischino, is
forwarded for information.

2. The survey shows that on the north side there is a
least depth of 25 feet and it is therefore practicable to berth
a liberty ship of 27 feet draft.

On the south side a depth of 24 feet lying 35 feet
from the centre staging over the wreck, restricts the draft of a
liberty ship berthed here, to 23 feet. It is reported, however,
that this berth is unsuitable for discharging due to delapidation
of the staging over the wreck.

The survey shows that silt is in progress and depths
at berths should be verified from time to time.

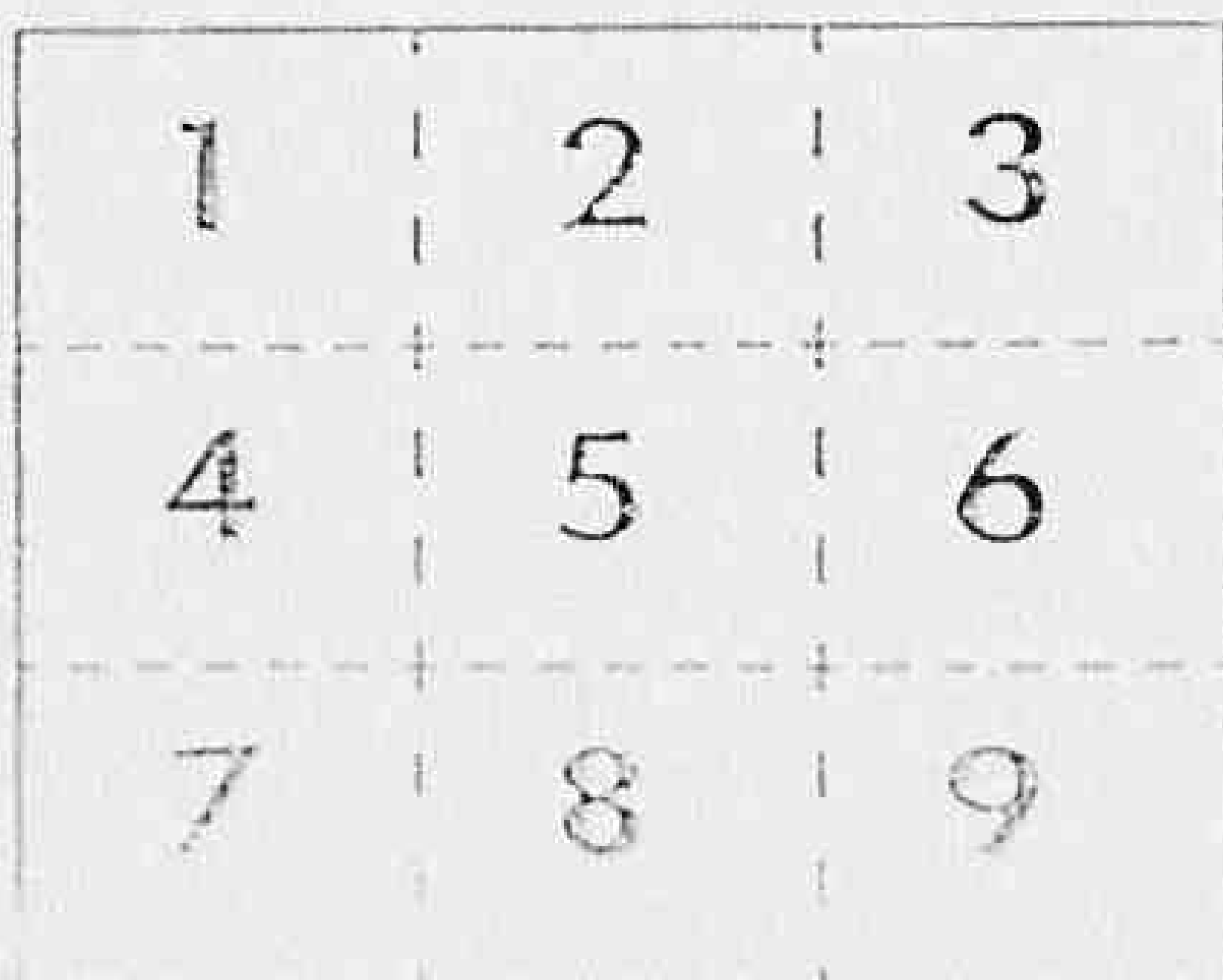
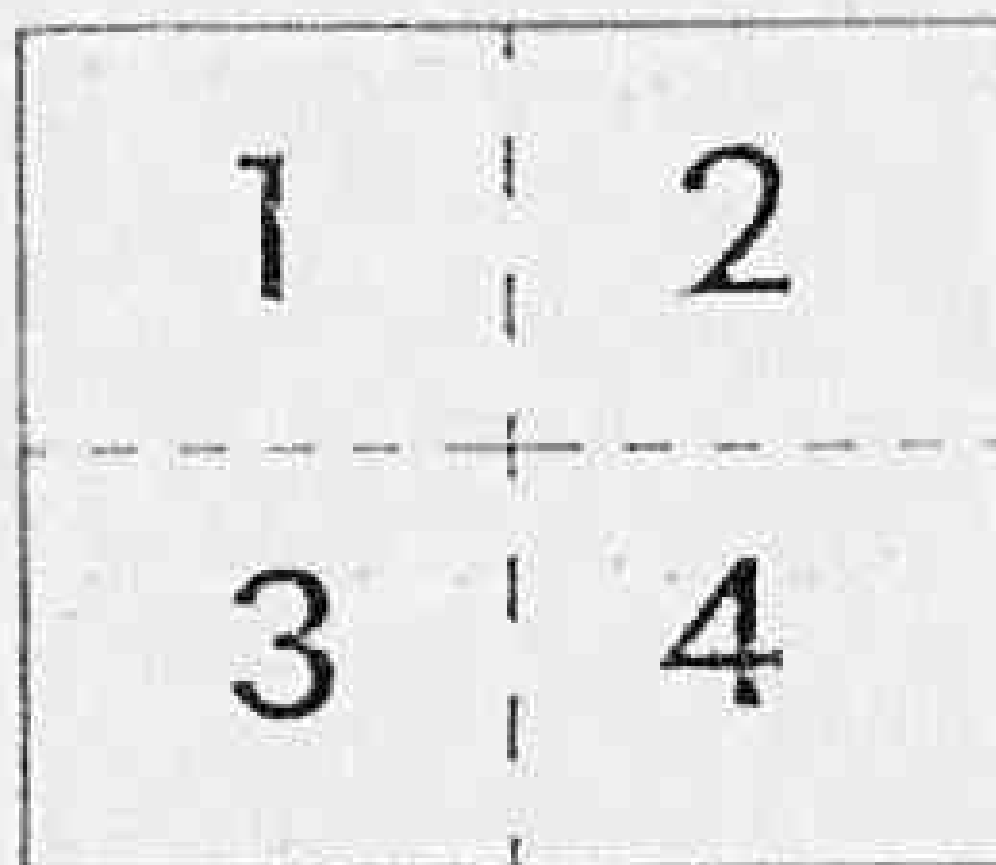
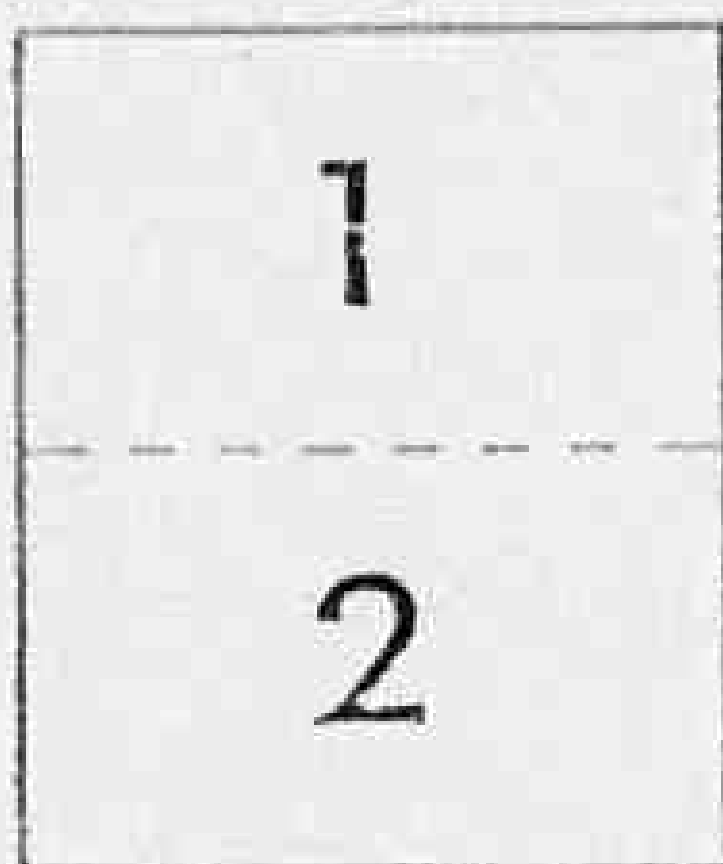
3. Subject to the above conditions, shipments in Liberty
type vessels on civil account are approved.

H. A. PACE

CHIEF OF STAFF TO THE
COMMANDER-IN-CHIEF, MEDITERRANEAN.

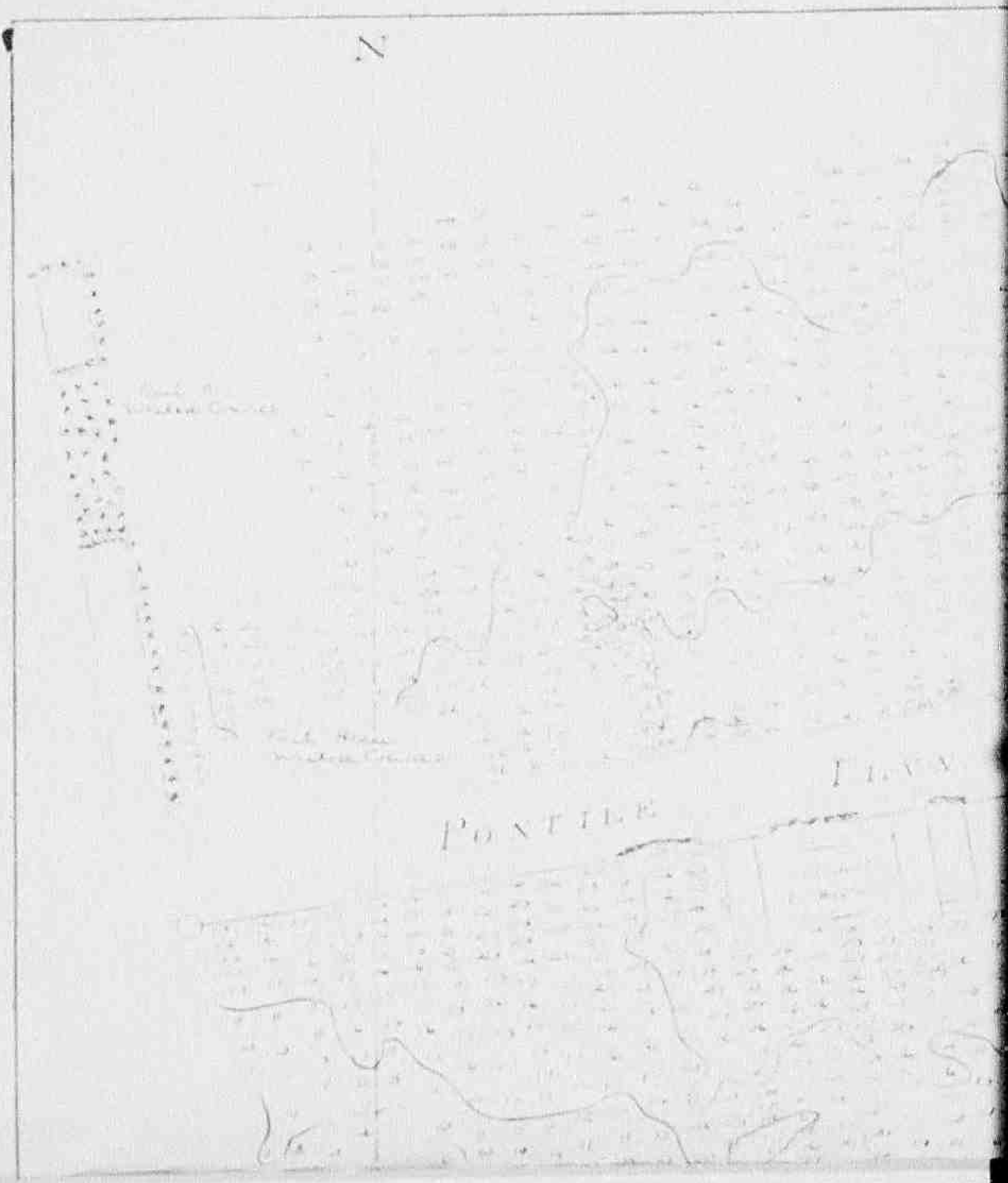
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

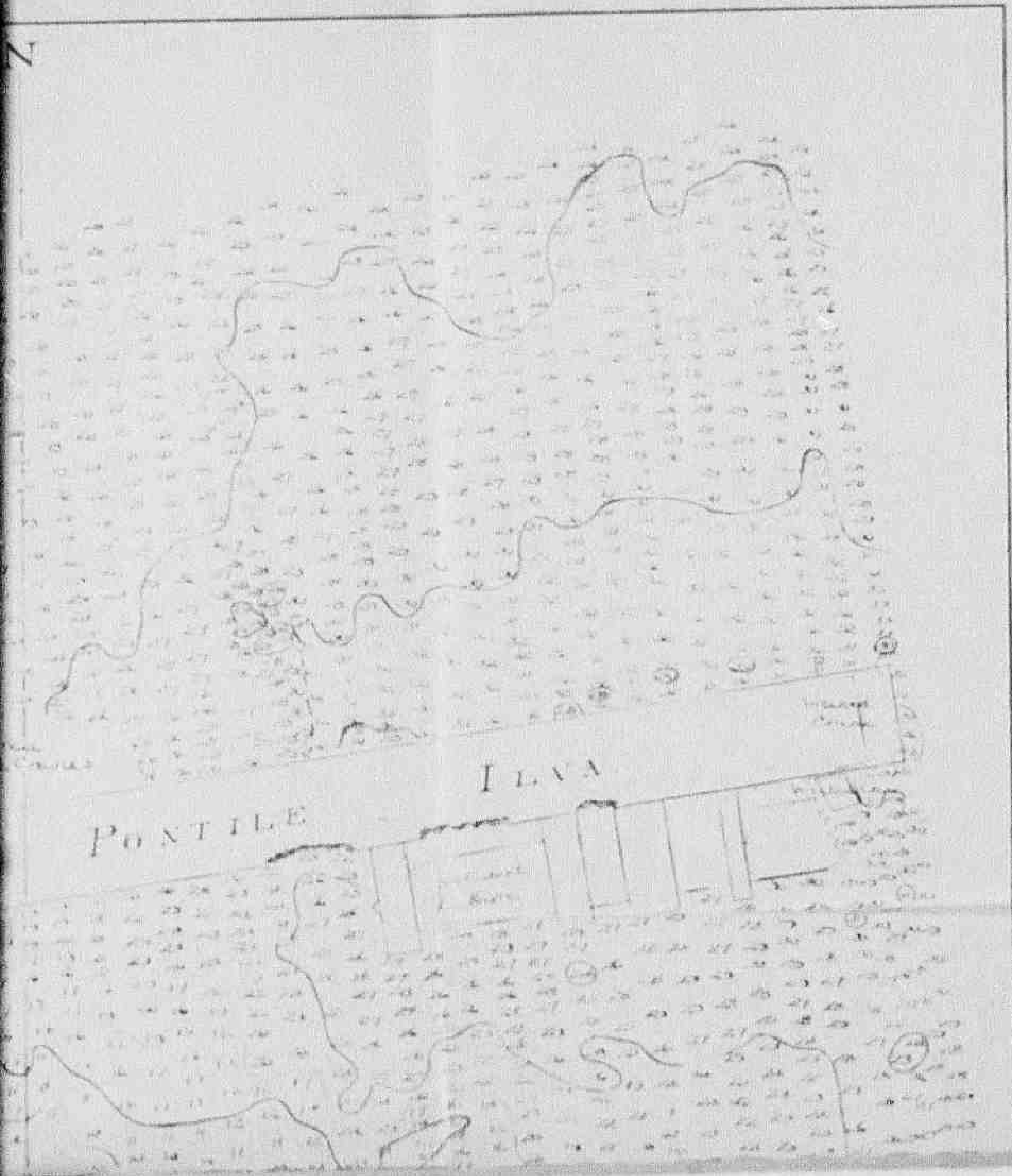
SEE DIAGRAMS BELOW.



0100

Declassified E.O. 12356 Section 3.3/NND No. 785021





Declassified E.O. 12356 Section 3.3/NND no. 785031



Pointe Noire, Gabon
River Victoria to Pointe Noire

The map shows the route of the road from the river Victoria to Pointe Noire. The road is shown as a series of connected line segments. The river Victoria is shown as a wavy line. The map is drawn on a grid of small squares.

January 1961
Scale 1:100,000

Author: [illegible] Date: [illegible]



ITALY - WEST COAST

PORTO VECCHIO di Piombino

Trailing sounding soundings in Feet
obtained by Hydrographic Survey
Unit 4-P, reduced to approx. M.S.W.

January 1945

Scale 1/5000

W.A. Ch. R. V.
L.H. R. V.
31 Jan
1945

HEADQUARTERS ALLIED COMMISSION
APO 342
Transportation Sub-Commission
(Movements Division)

41
42
AJS/vb

Tel: Tel. 318

9th March, 1945.

040/4/10.5.

SUBJECT: Port of Pleshino.

TO : Port - Warehouse Division.
In. 3/10.

1. The port of Pleshino has now recommenced operations.
2. There are two cranes on the lighter or coaster berth, which lies at right angles to the main discharging pier. Can you please confirm that these cranes are in working order, and that there is sufficient power to enable them to be used effectively.
3. Can you also state what arrangements, if any, have been made for lighters and tugs at this port.
4. It was noted during a visit to this port on the 7th March that no progress has been made with docking over the Liberty berth. What action is being taken, as the number of berths is obviously a deciding factor in dealing with programmes?

W. H. H. H.
A. J. BERRY, Colonel,
Chief, Movements Division.

cc. Industry Sub-Commission.
Shipping Sub-Commission.
A. J. T.
A. J. A.

1754

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

5th March 1945.

MEMORANDUM TO : H.Q. ALLIED COMMISSION (attention TM 3)
SUBJECT : Port of POMBINO.

1. Reference your letter of 3rd February, AC/542/AC/TM 3.
the tug APNO has been allocated to assist in the rehabilitation of Pombino.
2. You are referred to signal 151203 February from FUMAM
to NOIC Leghorn (r) ALCOM and subsequent signals.

W. H. H. H.
1/ Director of Harbor Craft.

HEADQUARTERS
7 MAR 1945
A.
C.

1707

542/1A

45
ANMOO/TS

INTER OFFICE MEMO

Tele : 434

Our ref.: AC/342/45/Tn 3

SUBJECT : Anticipated programme for Port of Pionbino
for April and May 1945.

TO : Chief, Movements Division

FROM : Movements (Shipping)

1. Reference G-4 letter Mov 3/36/GIM dated 20 Feb. 40
the following is the estimated programme for Pionbino for the
months of April and May:-

a) Total tonnage anticipated through the Port per
month is 33,375.

b) Breakdown is shown at Appendix "A".

2. This programme is subject to satisfactory warehouse
or storage accommodation being arranged at Pionbino.

A. E. McClure
A. E. McCLURE

Major R. A.
Movements (Shipping)

Encl.: Appendix "A"

1720
542/m3

ESTIMATED PROGRAM FOR PORT OF LIGURIA FOR APRIL AND MAY (FIGURES ARE MONTHLY)

COMMODITY	Apuania	Arenzo	Firenze	Grosseto	Livorno	Lucca	Pisa	Pis
Grain (imported)			4500		1200	1800	1500	10
Miscellaneous Foodstuffs		100	700	50	200	150	100	
Medical supplies			75					
Salt			225		60	90	75	
Sulphur (Agricultural)	75	145	150	30	55	95	100	
Phosphate Rock								
Coal								
TOTALS	75	245	3650	80	1515	2135	1775	10

Note:- Estimated exports for April/May 1945 are 8000 tons Pyrites per month.

SHINO FOR APRIL AND MAY (FIGURES ARE MONTHLY) BY COMMODITIES AND DESTINATIONS

Firenze	Grosseto	Livorno	Lucca	Pisa	Pistoia	Sienna	Orbetello	Rossi- grosso	Net Tons	Total
4500		1200	1800	1500	1000					10000
700	50	200	150	100	150	50				1500
75										75
225		60	90	75	50					500
190	30	55	95	100	75	75				800
							2500			2500
								12000	6000	18000
5650	50	1215	2135	1775	1275	125	2500	12000	6000	33375

1945 are 8000 tons Pyrites per month.

450

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

(43)

Originator's Reference
Date Time of Origin FEB

Message Control No D/2030
Date Time Recd FEB 152100A
Precedence ROUTINE

FROM FONAR 13
TO NOIC LECHORN INFO HQ ALCCM

IN CLEAR.

INFO - ACTION

Allied Commission require a tug at PIOMBINO to help in rehabilitation. Allied Commission are requested to arrange crew for tug and make arrangements for subsequent payment of wages and victualling. Request you report date tug is sailed to comply.

INFO - ACTION

Dist

InfoAction - Tn SC
Info - A/President
Chief Commissioner
Econ
Navy SC
File (2)
Float

In 6
Tug done as done
Admiral Fleet and
superiorly arranged

HEADQUARTERS
A. C.

1750

JAN/41

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Fel:409081 Ext:362
Our Ref: AO/542/42/TN.1.

3 February 1945.

SUBJECT: Port of Piombino

TO : 0 - 5
Allied Force Headquarters

1. The work of rehabilitating Piombino Harbour is being undertaken by ILVA "Alti Verri e Acciaierie d'Italia" with certain material assistance from Allies.

2. It is anticipated that with the exception of the undermentioned two items, all material can be produced from local resources by Allied Commission.

13 quintals of carbide
1 Mill-dresser

1. Your assistance is requested to supply in order that work can proceed earliest possible.

Herbert H. Taylor
HERBERT H. TAYLOR
Director

Copy to: En.5.
En.Sub.Commission

17/9

JAB/AL

HEADQUARTERS ALLIED COMMISSION
AFG 394
Transportation Sub-Commission

3 February 1945.

Tel: 489081 Ext: 162
Our Ref: AG/542/40/Fn.3.

SUBJECT: Port of Fiumicino

TO : D.O.W.G.
c/o R.N.I. Navy House, Naples.

1. The work of rehabilitating Fiumicino Harbour is being undertaken by ILVA "Isti Formi e Acciaierie d'Italia" with certain material assistance from Allies.

2. It is necessary to have a tug in operation early and either the "ANNO" or "COSMIA" now at Leghorn would be most suitable.

3. May one be derequisitioned and returned to ILVA the owners.

[Signature]
HARRITT B. TAYLOR
Director

1748

Copy to: Fn.6.
Fn. Sub-Commission

(TRANSLATION)

I I V A
Alti Forni e Acciaierie D'Italia
Societa Anonima Capitale L. 1,350,000,000 Interesente Versato

Il Commissario

Rome, 23 January 1945
N. 015071A.m

ACC

Transportation Sub-Commission

Subject : Rehabilitation of our Pier at Piombino Plant.

Reference to the arrangements that were made yesterday between your Sub-Commission and our representatives about the rehabilitation of piers at Piombino Plant. We confirm that we will be bound to reactivate all railroad tracks leading to the piers within a month and the shifting of the cranes within 15 months, provided we be supplied by you with the following material and equipment:

- 300 quintals of cement
- 15 quintals of carbide
- 50 bottles of oxygen
- 1 bulldozer
- 1 truck for the transportation of material from the plant to the port.

It is necessary that we be assured priority on the supply of electric current of about 50 KW for 12 hours while work is in progress and 350 KW for 24 hours while operating. To start operations it will be necessary, in addition, to other material that we will specify later on, to have the following:

- 100 baskets for discharge
- 50 picks
- 50 shovels
- 500 Kilos per month of lubricating oil.

It will be necessary also, to have a tug boat for the port operations, which might be one of our own either 'AMMO' or 'OCEANIA' now requisitioned at Leghorn. Rehabilitation work will begin at once.

The lighting plant will be put into operation according to the plans we submitted to the Soc. Elettrica Maremmana, who will use their own equipment. The plans have already been submitted to the Allied Military Government at Piombino.

Water pipe installations and water supply for ships will be made by the Municipal Aqueduct of Piombino, who have already worked technical and financial plans and submitted same to the Governor.

- 2 -

For eventual storage of material discharged, we might temporarily provide a small storage place between the Darsena and the State railway track. It will be necessary that we be assured the obtaining of a moving crane with grab to be used for reloading the material in order to avoid very expensive costs of transportation and loading by hand. In any event, we anticipate submitting to the Sub-Commission a plan for restoring the efficiency of our large discharge bridge crane and accessories. It would greatly facilitate the storage and reloading of coal.

We take note of your statements that the discharge of goods arriving at our piers will be performed by our company, acting as your agents and furthermore, that owing to our actual financial status the Ministry of Marine will release about three million lire from one of our credits towards the Administration of the same Ministry or of the Marisarm.

We confirm the necessity of receiving from you a written statement that will enable us to oppose any requisitioning of material or equipment indispensable for the restoration and operation of the piers, i.e., railroad equipment, electrical equipment, automotive and supply equipment, by Allied military or civil authorities.

Respectfully,

ILVA, Alti Forni e Acciaierie d'Italia
Il Commissario

Signature illegible

Noted

Demanded for 95 by Mr Crooks
on 27 Jan 45

[Handwritten signature]

1718

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference
Date, Time of Origin

C. in C. HQ 251215A

Message Center No. 5/3380
Date, Time, Recd. JAN 25 2030A
Precedence ROUTINE

FROM: HD1212

TO: ALOCH CIVIC AND EPED TONAS ALOCH NOIS 121212

RESTRICTED

RESTRICTED.

Your 251215A will proceed to PICKING on Friday 25th to survey
by the alongside POSSIBLE LIVA request arrangements may be made with
HQ AC for representative to be in attendance.

ACTION

Dist

Action - In SO
Info - A/Proc
Chief Commissioner
Sops
Navy
File (2)
Front

HEADQUARTERS

75 JAN 1945

A. C.

RESTRICTED

1745

2/2/73

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

(36)

Originator's Reference

Date/Time of Origin JAN 24

Storage Centre No. G/9381

Date/Time Recd. JAN 25 0304

Precedence ROUTINE

FROM DCHG

TO HQ ALCON

IN CLEAR.

Ref MSGS PLOMBINO 17th January 1945. Could following particulars be furnished:

- (a) tug name by measurements vessel
- (b) cargo name owner. Address 34 (Hoy and Ta)

ACTION

Dist

Action - To 33
Info - A/Pres
Chief Commissioner
Gen. Sec.
NAVY
File (2)
Vient

HEADQUARTERS

24 JAN 1945

Noted by Mr. M. Clark. 27 Jan 45.
Photo of house has. are taking this up with Min. of Marine

1731

5+2/m.3

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference

Date Time of Origin JAN 221816A

Message Centre No. C/9291

Date Time Recd JAN 250926A

Precedence ROUTINE

FROM C IN C MED

TO FORAM, INFO NOIC LEXHORN (FOR ML.1242), ALCOM

RESTRICTED

RESTRICTED.

Request MERS, M.I. 1242 be instructed to re-survey berths alongside
PONTILS INVA, PIONEIRO,

2. Probable date for re-survey to be signalled to H.Q.A.C. in order that
representative may be in attendance.

ACTION

DIST

ACTION: Tn S/C
INFO: A/President
Chief Commissioner
Econ Sec
Shipping
Navy
File & Fleet 3

1742

RESTRICTED

542/Tn 3.

34

PENNAE CITE RPTN 3669 FREEDOM CITE FROM FROM FROM
MOUSA PENNOUTH ALCON TOCANA REGION

221

23 JAN 45

ROUTINE

CONFIDENTIAL PD

PARA ONE PD REFERENCE YOUR SIX SIX EIGHT DATED ONE SIX
JANUARY NOT TO ALL PD

PARA TWO PENNAE CITE RPTN THREE SIX SIX NINE INFO FREEDOM
CITE FROM FROM FROM MOUSA PENNOUTH ALCON TOCANA REGION
FROM HQ ALCON PAREN

PARA TWO PD ANTICIPATE DIVERTING APPROXIMATELY ONE ZERO ZERO
ZERO TONS PER DAY OF ABLE CHARLIE SHIPPING TO POMBINO
ON COMPLETION OF LOCAL RAIL REPAIRS PD 2 PD 3 PD 4 PD FIRST
CARGO KINDER FEBRUARY PD

PARA THREE PD ILVA CAN ATTEND SHIPPING AND LABOUR SUPERVISION PI
PARA FOUR PD CAN YOU ASSIST BY SUPPLYING CARGO HANDLING GEAR PD
REQUIREMENTS ONE LIBERTY WITH COAL ONE TWO COASTERS GENERAL
CARGO PD

Copies by hand to:

INDUSTRY SUB COMMISSION (Mining Div)
Port & Warehouse Division, Tn. S.C.
Economic Section

TRANSPORTATION S/C

390

NICHOLAS POMBINO,
CFO, USA,
ASST. ADMIRAL

58

assembled from 2000 hours 16th. Being in limited space in car, Mr. Crooks to follow in car with Maj. A.H. Street of 10. Party arrived Hingham shortly before 11.00 hours and were met by Mr. R.F. Fairley J.L.K.I.R. who piloted party to rendezvous with N.C.I.C. and Captain del Porto. Revers of port completed shortly after noon. Party returned to office of S.B.I.S. for conference at 12.10 in 3 & 6 party not arrived, conference proceeded with additional members of party.

Major F. Knigher
 Maj. S. Red.
 Maj. Vancello
 Maj. J. J. J.
 Capt. Francisco
 in attendance Chief and and Pilot.

In the following information it must be appreciated that unconfirmed and irrelevant statements have been omitted and that only information considered necessary to the directed policy has been used.

2. Denial.

Considerable damage has been caused to the Port and temporary operational repairs have already been accomplished. Considerable improvement could still be made at comparatively small cost in finance and material.

17/11

3. Port.

Plumbing is likely to be open. There is no breakwater. Lands on the west side given protection from the prevailing winds.

4. Weather.

Like most North West Indian Ports the rapid change of wind from South to North West is the condition most likely to hinder shipping. Local opinion considers the normal 1/6 hours warning ample. The abundance of breakwater permitting easy passage to sea confirms this.

...../2

02/10

partially covered, would make this berth available for 4 berths to ships.

1 counter - 24 ft draft, shore and north side of Potable live. Subtotal of 2 acres (largest wreck German submarine loading vessel)

1 counter - 18 ft draft, extended north side of Port, at live water. 3/4 ft of soft mud dredging required.

D. Retention of berths. The present liberty and counter alongside berths should be capable of 1000 T.P.D. (2-8 hour shift). The three "Natural Berths" should increase capacity by a further 1000 T.P.D. (2-8 hour shift) in possible at all existing berths, the capacity being limited by draft discharge. Berths 1 & 2/10 are available, however difficult to construct others.

E. General layout of wharves, berths, future berths and cranes in attached as Annexure 1.

Annexure 1.

A. 2000 T.P.D. in 1st condition and 1000 T.P.D. in 2nd condition referred to in para 1.

B. Full truck serving Potable live; should not require undue material if labour. Report report and proposed layout as attached as Annexures 2 and 3.

Labour.

In spite of information that labour is in abundance it is the opinion of the Board. They that skilled labour is not available in excess of 25 latches.

Facilities.

No facilities exist in the Port area for covered storage.

Water.

Hydrant at Potable live is in working order, even on 18 ft draft. 100 ft of water available. It is recommended that the present pipe line to Potable live be repaired. Regional Engineer submitting separate report on this and C.M.S.

Telephone - only civilian system in operation.

Electricity supply.

The nearest point of present is 500 yds from main power. Supply general supplies. See in Engineer report for details.

...../3

4.0. Summary

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5.0. Recommendations

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6.0. Conclusions

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STATE OF CALIFORNIA

LETTER

STATE

FRONT COVER

BACK COVER

LETTER



PORTO VECCHIO DI PIOMBINO.

1789

ANNEXURE 1.



-

-

- [illegible]



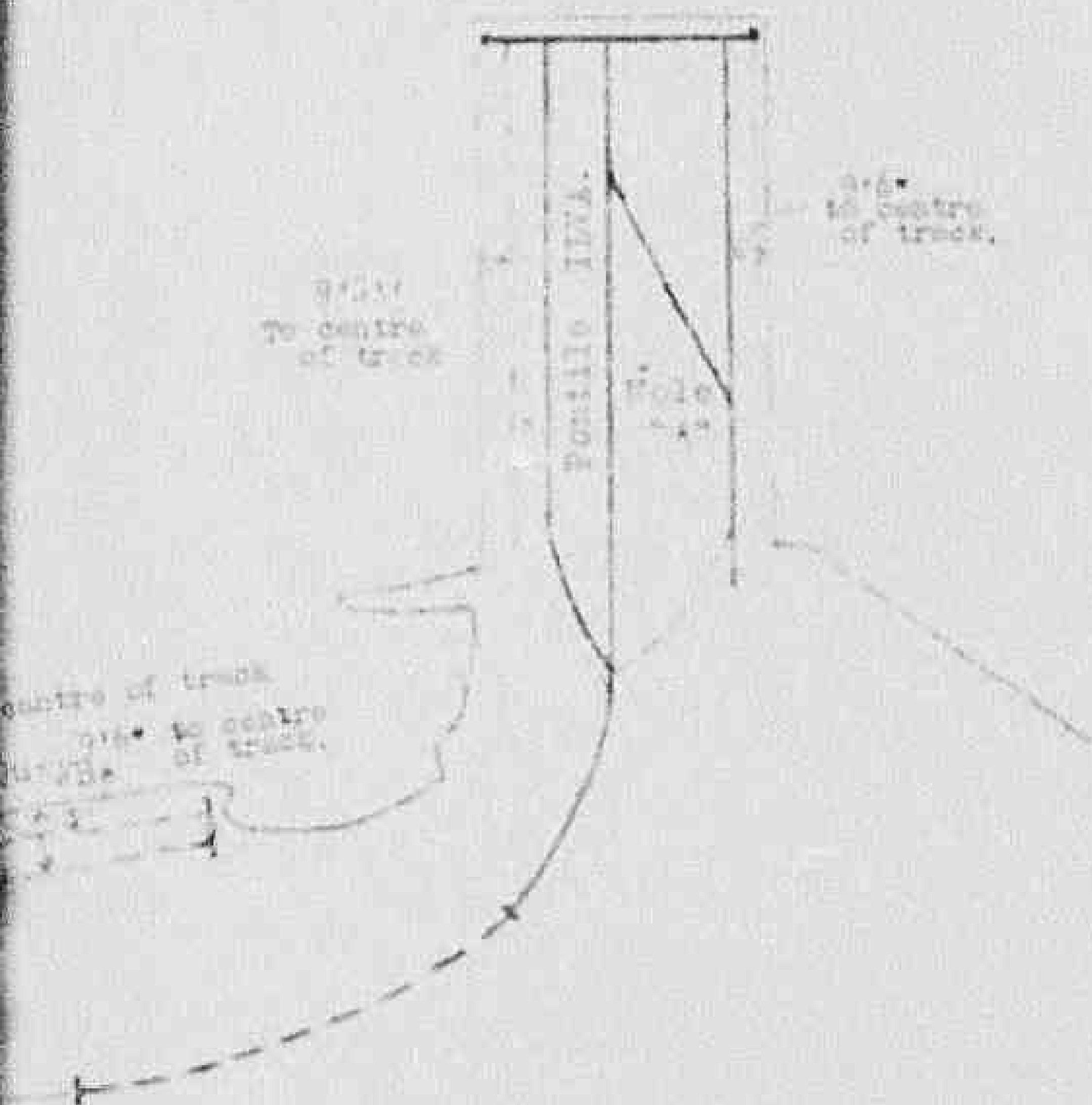
• **Prevention:**
• **Control:**

PORTO VECCHIO DI FIERINO

EXISTING RAIL FACILITIES AND PROPOSED ALTERATIONS.

AREA 11.

1738



ANNEX III

Full Reconstruction Part 10 Summary

1. The object of the full reconstruction policy is to ensure a daily clearance by rail through the Port of London of 10,000 tons.

2. A list of all measures in the program is:

(a) To take out the three existing tracks from the main line
A connecting them with the branch line parallel to
the main line.

(b) To construct two new spurs from the branch line to serve
the *A*.

3. The construction work referred to in Part 2 above has been outlined
to Transport and the Commission (Rail Division) who state that the work will
have to be carried out by the Railways who are the proprietors, but that any
assistance with material or material that they may require will be given.

4. Transport and the Commission (Rail Division) have informed the
Commission of the proposed new project in order that they can sanction the
work to be carried out by the Railways. On February 1960 they gave no indication.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

(31)

Original's Reference: *PERASE 7* CODE: *20000000* Message Centre No: *Q/8231*
 Date/Time of Origin: *JAN 15, 1945* Date/Time Recd: *JAN 15, 1945*
 Priority: *ROUTINE*

FROM: *PERASE*
 TO: *ALCOM FOR ACTION* *1. FOR THOSE ATTENTION TO, PERASE ATTENTION*
TRANSPORTATION OFFICER

SECRET

SECRET.

Minutes of ALCOM Transportation Headquarters meeting 13 January relative requesting PERASE is subject. PERASE representative at meeting made no commitments relative providing supervisory personnel, ships gear, etcetera. PERASE was waiting report relative ALCOM progress, recommendations and requirements following reconnaissance 14 January of PERASE port by ALCOM satellite.

ACTION

AC DIST

ACTION
INFO

TN S.O.
A/PRESIDENT
CHIEF COMMISSIONER
BOON SEC
FILE (2)
FLOAT

1736

SECRET

JAN 1945
A. C.

qpo

1/17 (29)

PICCHINO

Estimated tonnages from
Sub-Commissions:-

Grain	10,000 tons (?)	
Foodstuffs	1,500	
Salt	500	
Medical supplies	75	
Tobacco, paper, matches	?	
Phosphoric Rock	2,500	say 15,000 tons per month excl. coal.
Coal		24,000 per month

Estimated

Total 39,000

Exports during 2nd quarter of 1945 will be 8,000 tons
per month.

Italian Navy is ^{not} responsible for all matters connected
with the water areas of the Port; all land areas remain the
responsibility of P.H.S.

Port has 1 liberty berth for use with ships gear, draft 30'
on north side of ILVA pier, and one liberty, fitted on south side
draft 15'.

1 liberty can moor stem to at breakwater. There is a
docking space capable of handling several schooners.

75

Salt
Medical supplies
Tobacco, paper,
matches
Phosphate Rock

?

2,200

May 15,000 tons per month
excl. coal.

24,000 per month.

Coal

Total 39,000

Estimated

Exports during 2nd quarter of 1945 will be 8,000 tons
pyrites per month.

Italian Navy is ^{now} responsible for all matters connected
with the water areas of the Port; all land areas remain the
responsibility of P.B.S.

Port has 1 liberty berth for use with ships gear, draft 30'
on north side of ILVA pier, and one liberty, fitted on south side
draft 18'.

1 liberty can moor stem to at breakwater. There is a
docking space capable of handling several schooners.

There is a firm of Stevedores Pino Picocchi & Cl. who have

3 tugs (+ 1 to be salvaged)

3 Pontoon
1 " with crane

1787

JE/ax

28

INTER-OFFICE MEMO

11 January, 1945

To: 270X7

Ref: 61-1/157/RED

SUBJECT: Operation of the Port of Ploembo.

FROM : Field Sub-Commission.

TO : Transportation Sub-Commission.

287-42

1. Reference attached correspondence, our views on the operation of the Port of Ploembo have already been indicated to you in our letter 61-1/157/RED of 27 December, 1944.

2. This Sub-Commission is not in favor of the removal of the present warehouses in Inghorn to Ploembo, but would fully support the opening of new warehouses in Ploembo to receive such supplies as are required for the future maintenance of the Tseecana Region and which could be shipped in through the RMT.

For the Chief Commissioner:

[Signature]
V.L. DUN
Colonel

Director Field Sub-Commission.

Encs:

1. 61-1/157 of 9 January, 1945. (Tseecana Region) 2-4
2. 61-1/157 of 3 January, 1945. (Navy Sub-Commission) 6
3. 61-1/157 of 27 Dec. 1944 (Tseecana Region) 2

173

440

27

Tel. 447

GENE/RE

Ref. AC/5700/IND

10 January 1945

SUBJECT : Use of the Port of Piombino
To : Transportation Sub-Commission
From : Industry Sub-Commission.

1. Your AC/1/30/Taf3 of 20 December 1944 refers.
2. The estimated quantities of imports monthly which are required by this Sub-Commission in the Piombino area are 2,500 Tons of phosphate rock.
3. Referring to para 2 (b) of your letter it is hoped eventually to cope with Rome demands of coal via Civitavecchia, Piombino and Sagnoli with preference to the former two.
4. Florence, Pisa, Leghorn etc., it is hoped to cope with through Leghorn and if we tried to supplement this at the present stage through Piombino it would mean a forward haul for which we should undoubtedly have difficulties in obtaining transport.
5. It is estimated that export requirements at Piombino for the second quarter of 1945 will be in the nature of 8,000 Tons/month of pyrites.

Copy 101-
Economic Section.

[Signature]
A.S. VAUGHAN,
Director,
Industry Sub-Commission.

1733

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FI 80191
Date Time of Origin: JAN 6/1730

Message Control No: 0/6971
Date Time Recd: JAN 8/1350
Priority: PRIORITY

FROM: CG MONROE CITY NATION
TO: ACTION: PIRABE INFO: A LOOM. MRS ITALY

INFO - ACTION

26

SECRET

SECRET.

Operation of PIRABE as a sub-port of PIRABE is desired. It is felt that this can be accomplished with a cadre from PIRABE, supported with available civilian labor.

It is appreciated the successful operation is contingent upon completion of repairs to railway line, which it is understood has a date of 15 February. PIRABE is requested to investigate and if viewed as practicable, confer with ALLIED COMMISSION and Military Railway Service to determine if opening of railway line cannot be hastened.

It is planned that the port operation will eventually be turned over to ALLIED COMMISSION

DIST

INFO-ACTION : IN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE (2)
FIDAT



1732

SECRET

2/40

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUBCOMMISSION

WES/jfl

Tel. 556

Ref. AC/5201/Commerce

6 January 1945

SUBJECT: Use of the Port of Piombino.

TO : Transportation Subcommittee

1. Reference is made to your memo of 20 Dec. '44, ref. AC/1/30/Tn/S, requesting certain information for use in establishing a program for the possible use of the port of Piombino, the rehabilitation of which is under investigation.

2. With regard to the quantities of imports required monthly in the Piombino area, this is a question which must be answered by Lazio-Umbria Region.

3. So far as this Subcommittee is concerned, all stores now being imported thru Leghorn in connection with projects in which it is interested, namely paper, matches, and raw materials therefor, could be more expeditiously dealt with thru the port of Piombino if adequate handling and warehousing facilities were available.

for
E. P. EVANS
Colonel
Director
Commerce Subcommittee
Wes jfl
my ans

1734

CONFIDENTIAL

7/40

(24)

WALL-SON CITY FROM STATION FOR THE 12-12-43 FOR THE 12-12-43

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(24)

COMPLAINT TO

WALL-SON CITY FROM STATION FOR THE 12-12-43 FOR THE 12-12-43

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Declassified E.O. 12356 Section 3.3/VND No. 785021

ADDITIONAL INFORMATION

THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
500 5TH AVENUE
NEW YORK 17, N.Y.

TAKING TO WASHINGTON CITY AND FLYING TO STUTTGART TO MEET WITH THE GOVERNMENT

Figure 1. Study design.

[illegible][illegible]

1700

2008年10月15日

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5/10/20

Tel. 489081
Ext. 320

LAI/ce (23)

HEADQUARTERS ALLIED COMMISSION
Inter Office Memo.

6 Jan. 45

REFERENCE: 139/PWU.
SUBJECT : Use of Port of Piombino.
TO : Transportation Sub-Commission.
FROM : P.W. & U. Sub-Commission.

1. Insofar as we know, the port of Piombino will not be used directly for materials required by this Sub-Commission.

2. It is possible, however, that such material as coal may be brought in through that port destined for electrical and other plants under the jurisdiction of this Sub-Commission. However, coal is handled by the Coal-Section of the Transportation Sub-Commission and that Section should be contacted in this connection.

L.A. JENNY,
Lt-Colonel. C.E.,
Director.

1724

5/40

INCC.MING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FEBRUARY 1971
Date/Time of Origin: JAN 05, 1745Z

Message Center No. C/6709
Date/Time Recd: 1101 05/0845
Precedence: ROUTINE

FROM: AFHQ CITH: BPCOO

TO: FEBRUARY TO SPOUSA ATTENTION COE FOR ARIEL TO ALCON AND
FEBRUARY FOR INFO.

CONFIDENTIAL ACTION

CONFIDENTIAL.

Request ALCON submit its plan to operate port of VICHARIO to
this Headquarters for coordination. Reference was VJ-12756. This
Headquarters will lend supervisory personnel to extent available.
However it must be pointed out that trucks and equipment cannot be
made available from PRS sources.

DIST
ACT: TH 5/2 (2)
INF: COMMISSIONER
ECON SEC
FILE (2)
FLAT

REC
6 JAN 75
C

1725

CONFIDENTIAL

5/40

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator Reference: YX 78756
Date Time of Origin: JAN 032121

Message Order No: 9/6436
Date Time Recd: JAN 040830
Priority: ROUTINE

FROM: AFHQ, 61 GIBB, BANGKOK CITY, THAILAND, JAPAN
TO: HQ, AICOM, PHNOM, PHNOM PENH, SOUTH

CONFIDENTIAL

CONFIDENTIAL.

1. No naval objection concerning shipments in Liberty type vessels one at a time to PHNOM on AICOM account when it has been shown that facilities for clearance of cargo exist.

2. Request AICOM submit intended programs in co-ordination with in off: PHN.

3. Maritime PHNOM requested advise COT whether feasible and agreeable supply centre supervise AICOM labour for reception of cargo under back and port clearance until such time civilians competent deal with situation alone.

4. Agreed WSA, ROTO and ROTH 1950

ACTION

dist 1727
ACT: TN 8/4 (12)
INF: C Com
Ecom. Sec.
F. H.

CONFIDENTIAL

HEADQUARTERS
1 JAN 75

5/40 A

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
NO 391
AGRICULTURE SUB-COMMISSION

1780/001

Tel. 478707
MR/40

4 January 1945

SUBJECT: Use of the Port of Pombino
TO: Transportation Sub-Commission

1. Reference is made to your letter AL/1/30/TH/3 of 29 December 1944, regarding the estimated quantities of monthly imports which are required in the Pombino area.
2. At present there seems to be no indication of agricultural imports arriving at that port, with the exception of sulphur. It is planned to bring up to 1,000 tons of Sicilian sulphur into Tuscany by coaster, and the port of Pombino would be more convenient than Civita-vecchia.
3. In the event that additional agricultural supplies could be properly handled through that port, we will keep you informed.

Edward G. Albright
EDWARD G. ALBRIGHT
Director

Distribution:
Economic Section

Almonds	14.2	150	<i>150</i>
Apples	20.5	200	
Pears	10.5	100	
Oranges	1.5	15	
Lemons	11.9	110	
Quinces	10.5	100	
Plums	10.5	100	
Cherries	10.5	100	
Total		1000	

3150/1000

5/40

CONFIDENTIAL

Ext. 518

HEADQUARTERS ALLIED COMMISSION
APC 704
TRANSPORTATION SUB-COMMISSION

WJS/eh

AC/40/19/TH/B

6 January 1945

SUBJECT: Operation of the Port of Piombino

TO : Navy Sub-Commission

1. Reference your letter HSC/1833 Dated 4 January 45, the investigation of what tonnages could be economically handled at Piombino will be complete within the next seven days.

2. Discussions are in hand with AFHQ regarding the degree to which AFHQ may now wish to enlarge Piombino as a relief to Leghorn for military traffic.

3. The final opening of the port for AC traffic will depend upon the reconstruction of the Piombino-Casapiglia line, which should be complete by the end of January.

4. As soon as the information referred to in paragraphs 1 and 2 above is at hand the extent to which this port will be used and the suggested date for its reopening will be passed to you.

For the Director:

W. J. Sieff

W. J. SIEFF, Lt. Col., R. A.
Movements Coordinator
Transportation Sub-Commission

Copy furnished to Transport Section

1945

7/6

5/40

18

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO FMA

CONFIDENTIAL
C-3-N-F-I-D-N-F-T-I-A-L:

NSC/1433
4 January 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. A.C.
Flag Officer, Northern Area Mediterranean,
Flag Officer, Taranto Adriatic and Liaison, Italy, Taranto.
Naval Officer-in-Charge, Leghorn,
United States Naval Port Officer, Leghorn,
Mediterranean Shipping Board,
Chief of Staff, Allied Commission,
Economic Section, Allied Commission,
Food Sub-Commission, Allied Commission,
Labor Sub-Commission, Allied Commission,
Industry Sub-Commission, Allied Commission,
Peninsular Base Section, Leghorn.

Subject: Operation of Port of PIGNORIO.

Reference: (a) Navy Sub-Commission, A.C. conf ltr NSC/1323 of
14 December 1944 to Transportation Sub-Com. A.C.

1. The Navy Sub-Commission would appreciate an early reply
to paragraph 7 of reference (a).

S. (A)

H. W. Lirio
H. W. LIRIO,
Commander, U.S. Navy,
for Chief, Navy Sub-Commission, AC.

1734

5/40

TO : Mr. [illegible]
FROM : [illegible]
SUBJECT : [illegible]

CONFIDENTIAL - SECURITY INFORMATION

Reference is made to your letter of 1/15/55, captioned as above.
The copy of [illegible] is being furnished to you for your information.
It is requested that you advise this Bureau of any further action taken.
Very truly yours,
[illegible]

[illegible signature]
[illegible title]
[illegible address]

1722

S/40

HEADQUARTERS ALLIED COMMISSION
APO 394

COMMERCE SUBCOMMISSION
Availability Section

TEL: 478192

CAM/JR/lc

REF: AG/5135/Commerce

30 December 1944

SUBJECT: Tobacco transports through the port of Piombino.

TO : Transportation Sub-Commission. ✓

1. Reference your letter AG/1/30/Tn/3 of 20 December 1944.
2. The possibility of utilizing the port of Piombino would be of interest to the State Monopoly, which has to move large quantities of raw tobacco from South Italy to the North in order to supply the tobacco factories located in Tuscany and in Emilia province. This is particularly important at this time, since the Monopoly is seeking to make space in the warehouses in South Italy for the crop of 1944.
3. At present these movements are being made by rail from Lecce to Pisa for the tobacco factories located at Lucca and Florence. If adequate shipments by sea can be managed, depending on the availability of schooners of suitable size for the transport of a bulky item such as raw tobacco, the proposed facilities through the port of Piombino would greatly assist the tobacco Monopoly and at the same time free a great number of rail cars for other essential transportation.
4. Your comment on the above suggestion is awaited.

For the Chief Commissioner:

1727
R. P. STARS
Colonel Director
Commerce Sub-Commission

Copy to: Finance Sub-Commission (Mjr. Price)
Direz. Gen. Monopoli Stato
Piazza Mastai - ROME -

5/10

2004/01

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—(11) The following shall not constitute

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Abstract

BUSINESS OPPORTUNITY - 704-689-4111

[Faint handwritten notes, possibly bleed-through from the reverse side]

It will be appreciated that this is not an early date.

Amelia Chapman
August 24, 1844
Boston

Subject: Use of the Port ~~RECORDS~~.

Land Forces Sub Commission. A.C.,
MILIA. 1st. 478206
Ref.: Nov 4187
23 Dec. 1944.

TO : Headquarters,
Allied Commission
Tr. Sub - Commission.

With reference to your AG/1/30/TA/3 dated 20 Dec.

This HQ does not envisage any future shipments to FIERDINO.

Copy to V/Q

Westbury
Capt. RM.
(The Lord Westbury)
Movements Liaison Officer

1725/1

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6
9

TRANSPORTATION BUREAU
Public Works Sub-Committee

AD/ST/ST/ST

17 December 1964

SUBJECT: Planning Port.

TO : Transportation Sub-Committee.

6

Reference is made to AD/ST/ST/ST dated 17 December 1964.

1. It is recommended that the Bureau be authorized to conduct a study of the port facilities in the area of the port of Los Angeles and Long Beach, California, and to report on the results of such study to the Committee.

2. The study should include the following items: (a) a survey of the existing port facilities; (b) a survey of the needs of the port; (c) a survey of the resources available for the port; and (d) a survey of the alternatives for the port.

For Distribution to: Mr. [Name]

M.B. [Signature]
W. S. [Signature]
Colonel, U.S.A.
Chief, [Department]

AD/ST/ST/ST

1719

5/1

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

SSC/13-3
14 December 1944

0-0-2-1-2-1-1-1-1-1

From: Navy Sub-Commission, Hq. Allied Commission.
To: Transportation Sub-Commission, Hq. A.S.
Subject: Operation of Port of PIOMBINO.

1. On 1 October 1944, the Port of PIOMBINO was turned over to and made the operational and administrative responsibility of the Italian Navy by a directive of Flag Officer Northern Areas, Mediterranean, British Royal Navy. Consequently the Italian Ministry of Marine has assigned an Italian Naval Officer for duty in the port. Upon accepting responsibility for the operation of the port, the Italian Navy requested the Navy Sub-Commission to indicate the degree to which Allied authorities could make use of PIOMBINO and to assist in supplying appropriate quantities of labor and material to guarantee that Allied demands on the port can be met in an efficient manner.

2. To ensure that no labor or material are diverted for the use of the Italian Navy at PIOMBINO, unless its use will result in assistance to the Allied war effort, either directly by relieving the pressure on forward ports or indirectly by permitting the Italian Government to assume a greater share of responsibility for supplying and rehabilitating the PIOMBINO area, a representative of the Navy Sub-Commission recently made an inspection of the port and visited Headquarters, Peninsular Base Section, Leghorn and British Naval Officer-in-Charge, LEGHORN.

3. Although the Italian Navy now is responsible for all matters connected with the water areas of the Port of PIOMBINO, all land areas remain the responsibility of Peninsular Base Section. The British Naval Officer-in-Charge, LEGHORN, retains an "over-riding authority" over the actions of the Italian Navy in the port, however, there is no representative of NOIC, LEGHORN present.

4. Both NOIC, LEGHORN and Commanding Officer, PUS expressed similar opinions to the effect that the early opening of the Port of PIOMBINO for ships loaded with civilian supplies would materially lessen the strain on LEGHORN facilities which are presently occupied in handling logistics for the Allied Armies. This proposed use of PIOMBINO is premised on the supposition that civilian supplies for use

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

WJC/1325
14 December 1944

C-C-N-F-I-D-N-N-T-I-A-L

Subject: Operation of Port of PLOMBINO.

in the PLOMBINO area can be handled with less transport facilities if off-loaded at PLOMBINO than at LEXHORN. If such supplies would have to be taken to a central depot at LEXHORN and then returned to the PLOMBINO area, as an Allied Commission representative has intimated may be required, it would appear that there would be a small over-all benefit from the early building up of PLOMBINO facilities.

5. The Port of PLOMBINO has one berth which by using ships' gear for unloading, and motor vehicles for transport of supplies, could immediately be used by a Liberty ship. In addition, there is docking space which is capable of handling simultaneously, several coastal schooners. Both the Liberty berth and the schooner berth have been served by a rail spur in the past. The I.I.V.A. Company, whose now damaged steel plant was served both by the docks and the rail line, is sponsoring limited efforts to place the rail line in operation and to join it to the main north-south railroad line. From local representatives of the company, it was determined that the I.I.V.A. Company hopes to have the line in operating condition by the end of January, 1945. It is not known whether the I.I.V.A. Company is being assisted in its rehabilitation efforts by an AC/AMC office or whether its activity is entirely the result of its own initiative. In any event, it appears that the rail line could be made operational in a shorter time if Allied assistance were given to the Company.

6. As the I.I.V.A. Company at PLOMBINO is in a seriously damaged condition, the majority of its large number of former employees are without work. It would appear that in determining the degree to which the Port of PLOMBINO should be operated, some consideration should be given to the condition of the presently unemployed industrial population.

7. The Transportation Sub-Commission, and information addressees are requested to inform the Navy Sub-Commission of their interest in the Port of PLOMBINO and the degree to which it is

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1325

14 December 1944.

C-C-N-F-I-D-E-E-T-I-A-L

Subject: Operation of Port of PIOMBINO.

considered that enlarged operation of the port would assist in fulfilling their responsibilities. It is particularly desired that AC/AMG addressees indicate in their replies their present interest in the Port of PIOMBINO as well as their anticipated interest at such time as control may be relinquished by the Peninsular Base Section.

H. W. Zircli
H. W. ZIRCLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:

PONAN
FOTALI
NOIC, LEHORN
US NAVPO, LEHORN
MEDPO
CHIEF OF STAFF, AC.
ECONOMIC SECTION, AC.
FOOD SUB COM. AC.
LABOR SUB COM. AC.
INDUSTRY SUB COM. AC.
EC TOSCANA REGION.
FIS LEHORN

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2. The possibility of retaliation and...

- (a) The possibility of retaliation and...
- (b) The possibility of retaliation and...

(20) Food and Nutrition
 (16) Agriculture and Forestry
 (10) Industry and Commerce
 (9) Health and Welfare
 (23) Education and Culture

As the possibility of subordination and
 violation of the law is under investigation
 and must not be transmitted.

2. To submit the program of measures which
 would be immediately included through the party, measures
 are proposed to create

(a) The selected quantities of important
 materials, which are required in the limited
 areas.

(b) The storage of stored, which can be used
 for the, or not obtained for largest transport
 other parts, 5-5. In the case, the storage
 or transport, which could be handled more
 expeditiously or in cold storage plants, as
 much parts were operating.

1711

in an early study to investigate.

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W. R. W. W.

for

W. R. W. W.

(20) Food and Nutrition
 (16) Agriculture and Forestry
 (10) Industry and Commerce
 (9) Health and Welfare
 (23) Education and Culture

(20) Food and Nutrition
 (16) Agriculture and Forestry
 (10) Industry and Commerce
 (9) Health and Welfare
 (23) Education and Culture

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

10 December 1944

REPORT ON PIONBINO

Port is fairly well protected, but subject to cross-winds during winter months.

BERTHING FACILITIES

- 1 Liberty North side of Pier Draft 30'
- 1 " South " " " 18'
- 1 Liberty can moor stern on at breakwater.

The north side of Pier is exposed to sea, but is considered safe 9 days out of 10. During bad spells ships using the berth would have to moor round and anchor inside harbour.

Pier is equipped with Standard Gauge Railway.

Four mobile rail cranes are at present working, others may be available at a later date.

The "ILVA" Steel Works are at present clearing the local railway and port of debris.

Repairs to the branch line Pionbino/Campiglio are now in progress and the estimated date of completion is end of January.

Minimum coal imports estimated at 10,000 tons per month.

1712

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tele : 478701

27 November 1944

Our ref.: AG/100/50A/Ta

TO : Industry Sub-Commission
(Coal Division)
Transportation Sub-Commission
(Ports & Warehousing)
Movements for information

SUBJECT : Piombino Port

1. Please say the importance of Piombino as a port, and if you would recommend any priority to the reconstruction of the rail line Camigliola-Piombino.

Acting Com
D. B. ADAMS
Colonel, G.S.,
Director, T.S. S/C.

Copy to: Priority & Gov. Div.
Economic Section

Victory Leghorn, Piombino
6/16 Dec
W.M.
1717

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308/21

HEADQUARTERS - THIRD COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478704
Our Ref: AG/L/143/2a/3

25 November 1944

TO : Economic Section

FROM: Shipping Port Facilities

1. Reference your AG/L/143 of the 3rd inst.
2. The Military have handled Liberty in Sicily with apparent ease, but now that the Port is in the hands of Italian authorities, methods and arrangements will have to be investigated before ships can be accepted.

With the object in view, a representative of this Commission will visit the Port as soon as facilities permit.

D. A. ALLEN
Colonel, S.M.
Director, Tn. Sub. Comm.

1711

HEADQUARTERS ALLIED VERIFICATION
AFG 194
ECONOMIC SECTION

(2)

Ref: 558

AMH/cas

22 November 1944

22/7.15

SUBJECT: Piacino Port Facilities

TO : Transportation Sub-Commission /
ATTN: Mr. Crooks

1. Regarding PAS PND 1197 of 12 November, in which it is stated that development of the subject port would do much to relieve the load at Livorno, it is requested that you let me have at once a very brief memorandum on what steps have been taken to follow-up the above recommendation.

[Signature]
Acting Deputy Chief of Staff
Economic Section

1710

CHARACTERISTICS:

1
It is a port used almost exclusively for imports, and the principal movement of goods was formed by imports of coal, scrap iron, iron ore, for the furnaces of the "Ilva" Company and of the "NAGOMA D'ITALIA" Company.

Ships drawing over 15' can go alongside only the new "Ilva" pier, 225 metres long and 20 m. wide; in the remaining zones such ships cannot go owing to the low depth of water.

Ships, especially for the cargoes of the "Nagoma D'Italia", had to discharge part of their cargoes in the roads using large lighters which were towed.

All operations at quay, or by lighters, and with ships loaded alongside (in the possible zone) were carried out by mechanical means (electric cranes).

DESCRIPTION OF THE PORT:

A stretch of water towards East from Punta della Battaglia to the mouth of the river Torno.

Summary description of work in hand:

The Office of Works in 1933 started the building of a edifice where the Port Authority will be situated, but said building has not been completed owing to lack of funds.

It is proposed to lengthen the protective dyke by further

225 metres. Direction South/South East.

Superficies of basin: 12,500 sq. m.

large lighters which were towed.

All operations at quay, as by lighters, and with ships moored alongside (in the possible zone) were carried out by mechanical means (electric cranes).

DESCRIPTION OF THE PORT.

A stretch of water towards East from Punta delle Batterie to the mouth of the river Cornia.

BRIEF description of work in hand:

The Office of Works in 1933 started the building of an edifice where the Port Authority will be situated, but said building has not been completed owing to lack of funds.

It is proposed to lengthen the protecting dyke by further 225 metres. Direction South/South East.

Superficies of basin: 12,600 sq. m.

1. Port formed by a quay 140 metres long, by a quay along the protecting dyke 355 m. long (inside length), wide 7 m.,

by a stretch long 52 m. (recently lengthened), for the operation of mail boats for Elbe Is. and a small dock situated at the N end of the above stretch with depth of water 1.2-3.0 m.

2. Dock of the "Magons d'Italia" Co. formed by a rock breakwater, water superficies 6250 sq. m., average depth 3 m. used for loading and discharging motor-mechanisms, schooners and lighters, as well as harbour for latter.

3. New "Ilva" pier 235 m. long 20 m. wide, 8 metres depth for a distance of 40 metres from the pier.

①
4. DCA of the "Alti Pomi & Acc. Maria e Vitale LPA"
Co. water superficially 25,000 sq.m. with average depth 5 m.
for loading and discharging coal, iron ore, cast-iron, steel,
for for harbouring craft.

17

PORTOVECCHIO DI PIOMBINO

CARATTERISTICHE.

E' un porto quasi esclusivamente d'importazione ed il movimento maggiore delle sue merci è costituito da carbon fossile, rottami di ferro, minerali di ferro, che servono ad alimentare i forni della Soc. "ILVA" e della "MACONNA D'ITA LIA".

Il Porto permette alle navi di pescaggio superiore ai 15 piedi di potere accostare solo al nuovo pontile "ILVA" - lungo m. 225 e largo m. 20 - nelle rimanenti zone è impossibile l'accesso alle navi emette a causa del poco fondale.

Di conseguenza, in parte, specie per i carichi destinati alla S.A. "La Maccona d'Italia", le operazioni debbono farsi in rada a mezzo di grosse chiatte rimorcate.

Tutte le operazioni a banchina, sia con chiatte, che con navi affiancate (nella zona possibile) vengono effettuate mediante mezzi meccanici (grue elettriche).

DESCRIZIONE DEL PORTO.

Configurazione:

Uno specchio d'acqua orientato verso Est che va dalla Punta della Batteria alle roccie del fiume Cornia.

Indicazione sommaria delle opere in corso:

E' stata iniziata nel 1933 da parte del Genio Civile la

movimento maggiore delle sue merci e costano
fossile, rottami di ferro, minerali di ferro, che servono ad
alimentare i forni della Soc. "ILVA" e della "MAGNA D'ITA
LIA".

Il Porto permette alle navi di pescaggio superiore ai
15 piedi di potere accostare solo al nuovo pontile "ILVA"-
lungo m.225 e largo m.20 - nelle rimanenti zone è impossi-
le l'accesso alle navi suddette a causa del poco fondale.

Di conseguenza, in parte, specie per i carichi destinati
alla S.A. "La Magna d'Italia", le operazioni debbono farsi
in rada a mezzo di grosse chiatte rimorchiare.

Tutte le operazioni a banchina, sia con chiatte, che con
navi affiancate (nella zona possibile) vengono effettuate
mediante mezzi meccanici (grue elettriche).

DESCRIZIONE DEL PORTO.-

Configurazioni:

Uno specchio d'acqua orientato verso Est che va dalla
Punta della Batteria alla foce del fiume Cornia.

Indicazione sommaria delle opere in corso:

E' stata iniziata nel 1933 da parte del Genio Civile la
costruzione del nuovo fabbricato ove avrà sede l'Ufficio Ma-
rittimo, ma tale costruzione non ha potuto finora essere com-
pletata per mancanza di fondi.

E' in progetto l'ulteriore prolungamento della diga di
protezione di altri m.225.

Detto lavoro verrà eseguito a lotti a seconda degli stan-
ziamenti di volta in volta disposti.

Orientamento: Mezzogiorno scirocco.

./.

- 2 -

(18)

Superficie acque complessiva: mq. 12.600 attualmente.
Diverse zone del porto: Superficie acque - fondali -
destinazione di ciascuna zona.

1° - Porto formato da una banchina lunga m.140, da una calata lungo il molo di protezione della lunghezza di m.355 (dal lato interno) e larga m.7, da un pennello della lunghezza di m.52 (allungato di recente), per le operazioni del po- scali per l'Elba e di una piccola darsena situata alla radi ce Nord del pennello con fondali di m.2.30 circa.

2° - Darsena della Società Anonima "La Magona d'Italia", formata da una scogliera frangi-flutti della superficie ac- que di mq. 6250, fondali in media di m.3 circa adibita ad op- razioni di carico e scarico di motovelieri, velieri e galleg- gianti, nonché al ricovero di quest'ultimi.

3° - Nuovo pontile "Ilva" lungo m.225 e largo m.20 - con tutt'intorno fondali di meno e m., per una fascia larga cir- ca m.40.

4° - Darsena della Società Anonima "Alti forni e acciaie- rie d'Italia Ilva" della superficie di mq.25.000 con fondali in media di m.5 per scarico e carico di carbone, minerali di ferro, ghisa, acciaio e ricovero di galleggianti.

1726

B A N C H I M E

Denomi- nazione	Lunghezza totale	Superficie della calata mq.	Fondali	Destinazione
Nella zona	654	5.334	2.30	Scarico velieri e piccoli piroscafi

za di m.52 (allungato di recente), per le operazioni dei ponti stali per l'Elba e di una piccola darsena situata alla rade Nord del pennello con fondali di m.2.30 circa.

2° - Darsena della Società Anonima "La Magona d'Italia", formata da una scogliera frangi-flutti della superficie acque di mq. 5250, fondali in media di m.3 circa adibita ad operazioni di carico e scarico di motovelieri, velieri e galleggianti, nonché al ricovero di questi ultimi.

3° - Nuovo pontile "Ilva" lungo m.225 e largo m.20 - con tutt'intorno fondali di meno 9 m., per una fascia larga circa m.40.

4° - Darsena della Società Anonima "Alti forni e Acciaierie d'Italia Ilva" della superficie di mq.25.000 con fondali in media di m.5 per scarico e carico di carbone, minerali di ferro, ghisa, acciaio e ricovero di galleggianti.

1758

BANCHINE

Denominazione	Lunghezza totale m.	Superficie della calata mq.	Fondali	Destinazione
Nella zona	654	5.334	2.30	Scarico velieri e piccoli piroscari
" 2° "	525 (pontili)	951	3. -	Scarico di m./v.
" 3° "	470 (somma dei 3 lati del pontile)	4.500	meno 9 (corso da carico ultimazione)	velieri e gallegg. Per grossi pirosc.
" 4° "	100 (solo banchinata)	300 (solo banchinata)	5. -	Non adoperata perché lo scarico avviene mediante il trasbordatore elettrico e grue della Società "Ilva"

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MEZZI MECCANICI DI CARICO E SCARICO

Qualità	Potenzialità oraria Tonn.	Ubicazione.	Proprietario e concessionario
N°5 grue elet- triche	200	Pontili della Soc. An. "La Magona d'Italia".	Soc. An. "La Magona d'Italia"
N° 5 grue elet- triche Tempera- ley	220	Pontile in mura- tura darsena Soc. "Ilva".	Soc. An. "Ilva"
N° 1 trasborda- tore elettrico	80	Idem.	Idem.
N° 2 grue elet- triche	40	Pontile in legno darsena Soc. "Ilva"	Idem.
N° 1 grue a vapore	20	Idem.	Idem.
N° 3 grue elet- triche a porta e a braccio retrattabile	300	Nuovo pontile "Ilva"	Idem.

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