Port meetings

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(2)

(1)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478704
Our Ref: ACC Tn/S/1

17 October 1944

TO : Requisition Section

SUBJECT: Facilities of Port of Civitavecchia

1. References attached letter C 32 from 55 AFHQ.

2. Copy of signal No.4677 dated 11October '44, despatched by this Sub-Commission, has been addressed to you from which it will be seen that items (c) (d) (e) and (f) of above named letter are not now required.

J.R.Kenrolle LT.COL RE

W.S. ADAMS
Colonel, G.S.
Director, Tn.Sub.Comm.

Enclosure: 1.
(Letter C 32 from G-3 AFHQ)

1. Reference attached letter C 32 from G5 APWQ.

2. Copy of signal No.4677 dated 11October '44, despatched by this Sub-Commission, has been addressed to you from which it will be seen that items (c) (d) (e) and (f) of above named letter are not now required.

Peterwalle LT COL QE

D.S. ADAMS
Colonel, G.S.
Director, Tn.Sub.Comm.

Enclosure: 1.
(letter C 32 from G-5 APWQ)

1868

SECRET

ALLIED FORCES HEAD QUARTERS
G-5 Section
APO 512

AFC/en

8 October 1944

Ref. G-3

SUBJECT: Facilities for Port of Civitavecchia

TO : Headquarters, Allied Control Commission, APO 394.
(Attention Mr. Martino)

1. We have been advised by DGLO (Low & Th) AFHQ, as follows:-

"As you are aware the Army has ceased to operate at the port of Civitavecchia. For the supply of coal and civil items it is necessary to keep this port open for the benefit of the city of ROME. It has been arranged that the discharge vessels will be undertaken by the MGA and the AMT on condition that delivery and clearance is accepted as an ACC responsibility. ACC have requested the supply of:

(a) 10 Tarpaulins of standard RR size.
(b) 30 Wheelbarrows.
(c) 1000 yards of Decaville Track.
(d) 30 Decaville Bucket Trucks.
(e) 15 Decaville flat trucks.
(f) 10 turn tables.

It is requested that these items are supplied from military sources.

It is understood that a formal demand for the above items is being submitted by ACC direct to AFHQ, but it is requested that in order that there shall be no break in the discharge of ships at this port that the stores are made available without delay."

2. Please advise if there is any action required by G-5, AFHQ, in regard to this matter.

For the Asst. Chief of Staff, G-5:

1857

HEADQUARTERS
SCTI

W.V. GRANT
Captain, T.C.
Econ. & Supply Div.

S/1

SECRET

CONFIDENTIAL

[illegible] FOR
[illegible]

[illegible] FOR AND ARMY DIVISIONS [illegible]
27[illegible]

Agreed at the meeting of transportation sub-committee held 27th [illegible] the items enumerated [illegible] Army will lead to [illegible] and the necessary shortfall's gear for [illegible] equivalents to requirements [illegible] pool. Following required:-

Items 'G'

Rope manila 3½", 20 fathom coils (for basket sling)	Coils	2.	73/0.7076	Rope, Manil 3½" circ.
Ropes (quantity not specified) for slings, to be 12' and with rope length to be 25'				Not availabl
Slings, manila rope, 3½" circ. x 12'	Each	40.	0.5504	Slings, Man
Slings, rope, net.	"	15.	0.5000	Nets, Cargo
Slings, wire, net.	"	15.	0.5050	Nets, Cargo with sli
Tarps, complete with slings.	"	15.	0.1930 0.3330	Tarps, Carg Slings, [illegible]
Slings, S.W.L. ½" dia. x 15'	"	12.	0.5520	Slings, Wire with splic
Slings, S.W.L. ½" dia. x 20'	"	4.	0.5630	Slings, Wire with splic
Slings, Chain.	"	2.	0.2130	Slings, Chai hook - [illegible]
Slings, Chain with clamps for discharging steel plates.	"	2.	0.2370	Slings, Chai plate [illegible]
Slings, Chain for discharging steel drums.	"	6		Not available
Shovels, Coalscovers.	"	130		Not available

ENCLOSURE NO 1 TO CINCPOA ORDER
271000

tation sub-commission MARS 258
ary Stevedore's gear for

The items enumerated below are estimated Transportation (British) equivalents to requirements of ASF and WSA.

Group 'G'

nabet slings)	Coils	2.	C.7076	Rope, Manila, white (or suitable substitute) ½" circ. in 120 fathom coils.	Coils. 4
, to be 12' and					
				Not available in Transportation Stores Depots.	
	Each	40.	C.8504	Slings, Manila Rope Endless, 6" circ 16' long.	Each 40
"		15.	C.6000	Nets, Cargo, Manila Rope 12" x 12" x 8 mesh	" 15
"		15.	C.6050	Nets, Cargo Wire Rope, 12" x 12" x 8" mesh with rings and thimbles 3½ tons Cap.	" 15
"		15.	C.8930	Trays, Cargo Wood, 5'6" x 3'6". To lift 2-tons.	" 15
			C.8330	Slings, quad. For use with cargo trays. 58 ports	" 8
"		12.	C.8620	Slings, Wire Rope Galvd, single, 2" circ. x 15' with spliced loop and thimble each end.	" 12
"		4.	C.8650	Slings, Wire Rope Galvd, single, 3½" circ x 22' with spliced loop and thimble each end.	" 4
"		8.	C.8100	Slings, Chain, single with ring and standard Hook - Mild Iron ½" Effective length 6' S.W.L. 1½ tons.	" 8
steel plates.	"	2.	C.8370	Slings, Chain, Special purpose Plate grab, S.W.L. 3½-ton	" 2
.	"	6		Not available in Transportation Stores Depots.	
	"	150		Not available in Transportation Stores Depots.	

1865

Tm 5/128

Subject : Cargo Handling Gear

ALLIED FORCE HEADQUARTERS

Q(Mov & Tn) 5/124/GEN

To : Allied Commission,
ROME.

7 Nov 44

Tel: [illegible]

1. Attached are statements of provision of gear against your requirements -

Appendix 'A' covers CIVITAVECCHIA

Appendix 'B' covers TORRE ANNUNZIATA, CAGLIARI, GAETA

2. It is now requested that the very few items of gear, for which provision cannot at the moment be made, be reviewed with a view to local purchase or provision.

It will be appreciated if you can say whether lack of any of the items in para 2 is expected to cause serious delay to shipping. By this means, it may be possible to establish the priority of the requirement should these items later be available from army stocks.

3. Since no demand has been received for the remaining ports in SICILY, SICILY and SARDINIA, can it be confirmed that sufficient gear is at present held to cover all anticipated requirements ?

/ac

([illegible]) Col.
for Brigadier,
D.Q.M.G. (Mov & Tn).

QUARTER,

11 NOV 1944

A.

cc to : F.B.I.O.
Q(M)
D Tn
W.S.L.
M.W.T.

1865

APPENDIX 'A' / Sheet 2

5/1

Agreed at the meeting of Transportation sub-commission held 15th Sept Army would lend to MTC the necessary Stevedore's gear for common pool. Following required :-

Rope Manilla 1½", 200 fathom coils (for heavy slings)	Coils	2	
Cordage (quantity not specified) for slings, to be 12' and with rope length to be 18'			
Slings, Manilla Rope, 12" circ X 18'	Each	40	
Slings, Rope, Net	"	15	
Slings, Wire, Net	"	15	
Trays, complete with slings	"	15	
Slings, Wire ⅝ (?) dia x 15'	"	2	
Slings, Wire ⅞" dia x 20'	"	4	
Slings, Chain	"	3	
[illegible] Chain with slings for attaching steel plates	"	2	
Slings, Chain for attaching steel rails	"	3	
Shovels, Coolie pattern	"	100	
Wheelbarrows		10	
Compositions		40	
1 Caterpillar Crane 2 ton		1	Not Supplied
1 " " 5 ton		1	Not Supplied
8000 Sq Ft Timber			Not Supplied

The items and (Critical) equivo

Group 'C'

TTAC. 1076 Rope 1½" coils in 120

Not available

0.0514 Slings, M

0.0000 Nets, Cat

0.0056 Nets, C and Thimbles

(0.0350 Trays, C (0.0350 Slings, M

0.0620 Slings, with spliced lo

0.0630 Slings, with spliced lo

0.0100 Slings, C Rock - Rope Dia

0.1370 Slings, C

Not available

Not available

Sepline x Rope

Not Supplied

Not Supplied

Not Supplied

Not Supplied

Transportation sub-commission June 25th
WSA necessary Stevedore's gear for
red :-

ils (for hatchet slings)	Coils	2
for above, to be 12'		
x 15'	Each	40
	"	15
	"	15
	"	15
	"	12
	"	4
	"	8
changing steel plates	"	2
el drums	"	6
	"	150
		30
		40
		7
		1

APPENDIX "A"

The items enumerated below are estimated transportation (British) equivalents to requirements of MWT and WA.

Group "C"

WSA/C. 1075 Rope, Manilla, white (or suitable substitute) 3½" circ in 120 fathom coils	Coils	4

Not available in Transportation Stores Depots

C.8504 Slings, Manilla Rope Endless, 6" circ 16' long Each		40
C.6200 Nets, Cargo, Manilla Rope 12" X 12" X 8" mesh	"	15
C.6050 Nets, Cargo Wire Rope, 12"x12"x8" mesh with rings and Thimbles 3½ tons Cap	"	15
(C.8930 Trays, Cargo Wood, 5'6"x5'6". To lift 2-tons	"	15
(C.8130 Slings, quad. For use with cargo trays. 58 cuts		
C.8620 Slings, Wire Rope Galvd, single, 2" circ X 15' with spliced loop and thimble each end	"	12
C.8630 Slings, Wire Rope Galvd, single, 3½" circ x 22' with spliced loop and thimble each end	"	4
C.8100 Slings, Chain, single with ring and standard Hook - Semi die Iron ½" (?) effective length 6' SWL 1½ tons	"	8
C.8370 Slings, Chain, Special purpose Plate prob.SWL3½ 2 ton		2

Not available in Transportation Stores Depots.

Not available in Transportation Stores Depot.

Supplies ex U.K. stocks Q-4 — 30

Not Supplied
Not Supplied
Not Supplied
Not Supplied

and Allied Commission has been requested to obtain by local purchase.

SECRET 1123

HEADQUARTERS

A. C. C.

82/5

S/1

Jr. Porto Ipol

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
A.P.O.394

EJW/id

ACC/Tn/10/5

27 October 1944

To Col.D.S.Adams,C.E.
Director, Tn. S/G/

Attention Lt.Col.F.R.A.Glanville,
Shipping,Ports & Warehouse Division.

Subject Civitavecchia. Development of Port.

1) Reference your letter ACC/Tn/S/1 dated 23 Oct.

2) Enclosed herewith a copy of letter ACC/Tn/10/4 showing action taken.

3) With regard to the site of the warehouses, while it is agreed that the removal of the damaged gas container would be advantageous to the layout, owing to the short supply of oxygen and acetylene necessary for cutting up this structure, it is not possible to remove same for the time being.

4) In view of this delay in the removal of the gas container, the erection of the one warehouse"A"to approximately the dimensions requested by you, has been ordered.

Subject Civitavecchia. Development of Port.

1) Reference your letter ACC/Tn/S/1 dated 23 Oct.

2) Enclosed herewith a copy of letter ACC/Tn/10/4 showing action taken.

3) With regard to the site of the warehouses, while it is agreed that the removal of the damaged gas container would be advantageous to the layout, owing to the short supply of oxygen and acetylene necessary for cutting up this structure, it is not possible to remove same for the time being.

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862

L.E.Vining, Lt.Col.,
Trans. Sub Comm.,
Rails.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
A.P.O.394

ACC/Tn/[illegible]

25 October 1944

To Ing. Lo Digno,
Ministero delle Comunicazioni.

Subject D Civitavecchia, Development of Port.

1) In the connection with the off loading of ships at the Banchina Traianea, it has been decided to lay a standard gauge single track from the existing dead end siding nearest to the water front round to the Banchina Traianea.

2) A run round loop is to be provided, capable of handling 35 waggons.

3) The centre line and level pegs for this work have already been set out on the site.

4) Please arrange for this siding and loop to be laid in forthwith and this work must be completed by 16th Nov.

5) Surplus material at present lying around the port and on the line from Rome to Civitavecchia should be used for this layout.

6) In addition it is necessary to provide an open side shed to act as a warehouse, 120 metres long by 10 metres wide by 4 metres high.

7) The site of this shed is to be on the Banchina Traianea just north of the existing damaged gas container. The back of the shed is to be formed by the existing sea wall and all setting out is to be done with this wall [illegible]

Subject: Civitavecchia. Development of Port.

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5) Surplus material at present lying around the port and on the line from Rome to Civitavecchia should be used for this layout.

6) In addition it is necessary to provide an open side shed to act as a warehouse, 120 metres long by 10 metres wide by 4 metres high.

7) The site of this shed is to be on the Banchina Traianea just north of the existing damaged gas container. The back of the shed is to be formed by the existing sea wall and all setting out is to be done with this wall as a base line.

8) The material for the construction of the shed is to be, as far as possible, from salvaged material in the port area. It is suggested that old rails be used to the fullest extent for stancheons and roof purlins. Please prepare a rough sketch plan of a warehouse designed in accordance with the above proposals.

for E.G. Le Mage

L.E.Vining, Lt.Col.,
Trans. Sub Comm.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 475704
Our Ref: ACC.Tn/R/1

23 October 1945

TO : Rail Section
Transportation Sub-Commission

SUBJECT: Port of Civitavecchia

See (a)

With reference to the proposed sheds to be erected alongside Berth No.4, the particulars of requirements are as under.

It is desired to erect open sheds approx. 12' high. On the north end of the quay, there is a suitable site allowing for the erection of a shed 150' long and 30' wide. A few yards north of the damaged gas container is a small clearance allowing for a shed approx. 54' x 60'.

It is now understood that the construction of the railway will necessitate the removal of the gas container, in which case the shed "B" could be lengthened and the shed "A" be shortened. The extension would depend entirely on the ground required by the railway.

The object of the alternative is twofold:-

a) Shed "B" is opposite Berth 4 and the handling of cargo is quicker.

b) By shortening shed "A" say by 10', at the north end, the turning space for motor transport would be increased.

It is essential that sufficient road for motor transport be left between the railway and sheds.

F.R.A. GLANVILLE
Lt.Colonel,
Shipping, Ports &
Warehouse Division

S/1

(4)

[illegible]

HEADQUARTERS
[illegible]
[illegible]
APO [illegible]

[illegible] 22 October 1944

[illegible]

SUBJECT: [illegible]

1. [illegible]

[illegible]

2. [illegible]

[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

(1)

October 8, 1944

SUPPLEMENTARY REQUISITION FOR EQUIPMENT NECESSARY FOR REMOVAL OF CARGO FROM THE HOLDS - PORT OF CIVITAVECCHIA -

1 - 600 tons of lighters, possibly 100 tons each (four of the same already asked for, so making a total of them);

2 - 5.000 sq. feet of wooden platforms (approximately 500 platforms); this is required to backpilling floor or sheet on the docks;

3 - 1 caterpillar crane of one and half ton capacity;

4 - 1 caterpillar crane of three tons capacity or over;

5 - 1.000 feet of lumber (dunnage)

6 - 4 trucks of two and half tons, to be permanently assigned to the port of Civitavecchia for moving equipment in the harbor, also transportation of labourers.

1857

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting held on 4th October, 1945.

Present:-

Mr. S.V. Taylor,	Ministry of War Transport, Chairman.
Maj. C. Moretti,	Port Liaison Officer,
Maj. A. Grossi,	Il Console di Porto,
Capitano Prefumo,	Asst.N.O.I.C., N.O.I.C., Civitavecchia.
Ingr. F. Buccioni,	Italian Civil Engineer-in-Charge of Port Re-construction.
Sig. F. Riferoli,	Representing Compagnia Portuale.

Min. Minutes of last meeting.

Action by

1(a). Re-opening Moles to deep draft. Ref.3(b). Capitano Prefumo stated that the Ministry of Marine had informed N.O.I.C. that the Italian Navy did not possess the equipment necessary for boat detection and had re-demanded a divers' survey, this was being done, the areas in the vicinity of Nos. 6,7, and 8 berths having been surveyed and divers were now working in the area of No.1 berth; at No.2 berth another 200 pound bomb had been found. Chairman quoted a letter received from the Secretary of NCOD which advised that the Committee should apply for assistance to the Naval Sub-Commission of Allied Commission. Console Grossi undertook to raise the matter with Allied Commission. Tenente General of Porto mentioned that the Allies would in future avoid trawling mines in the port but the latter had stated such a ruling could only be adhered to when weather conditions permitted. Replying to Chairman, Capitano Prefumo stated the Ministry of Marine had been requested to allocate a number of buoys for moorings in the port.

Condition of "Tripoli". Ref.1(b). In the absence of Capitano Sullio, Capitano Prefumo informed the Committee that work on the removal of the "Tripoli" was proceeding well, the crane "Triunfo" having removed portions of the ship which had been blown by explosive charges. It was anticipated further portions could be made available for burning only the superstructure, in the near future.

Port Summary Ref.1(c). Immediate Technical reports were on the repairing and strengthening the barbed wire fences of the port area would be completed by 14th October and undertaken, at the Committee's request, to delay there was to take a daily inspection of the fences and to effect what repairs were necessary. Chairman referred to the [illegible] constructed on the Orbetello side, expressing the opinion that the vehicle entrance was too wide. Director Technical agreed to narrow the entrance to approximately 16 feet, the estimated number of vehicles likely to use the [illegible]

[illegible] 5 further bombs having been surveyed and divers were now working in the area of No.1 berth; at No.2 berth another 500 pound bomb had been found. Chairman quoted a letter received from the Secretary of [illegible] which advised that the Committee should apply for assistance to the Naval Subcommission of Allied Commission. Capitano Perelli undertook to raise the matter with Allied Commission. Capitaneria di Porto mentioned that the Allies would in future avoid dropping anchors in the port but the latter had stated such a ruling could only be adhered to when weather conditions permitted. Replying to Chairman, Capitano Profeno stated the Ministry of Marine had been requested to allocate a number of buoys for mooring in the port.

Wreck of "Calitria", Ref.13). In the absence of Capitano Fulco, Capitano Profeno informed the Committee that work on the removal of the "Calitria" was proceeding well, the crane "Trieste" having removed portions of the wreck which had been blown by explosive charges; it was anticipated Calcium Carbide would be made available for burning away the superstructure, in the near future.

Wire Fencing, Ref.16). Engineers Nicolosi reported work on the repairing and strengthening the barbed wire fences of the port area would be completed by 14th October and undertook, at the Committee's request, to delay three days to make a daily inspection of the fences and to advise what repairs were necessary. Chairman referred to the barriers constructed on the Bastiana Mole, expressing the opinion that the vehicle entrance was too wide. Engineers Nicolosi agreed to narrow the entrance to approximately ten feet, the estimated width of vehicles likely to use the area. A re-commendation made some months ago (Ref. Ia.171.), to divide port entrances into two sections, one for vehicles and one for pedestrians, was discussed and Engineers Nicolosi agreed, at Chairman's request, for the work to be undertaken without delay.

Buoys for "Tiber" and "Tevere" Ref. 14). Capitaneria di Porto stated the Ministry of Marine had agreed virtually with the re-commendations of the Committee that "Tiber" and "Tevere" buoys be allocated for storage purposes within the port area, written confirmation was awaited.

Sardinia Passenger Service, Ref.14). Replying to Chairman, Capitaneria di Porto stated there were presently 250 refugees and 400 paying passengers awaiting passage to Sardinia, it was being arranged for 150 refugees and 150 ordinary passengers to sail on the "Domigo" on 5th October. Capitaneria di Porto mentioned, information had been received from the "Tirrenia" shipping company who were responsible for booking passages, that as and from 15th October, all passages would be booked at the head office of that Company and no

..../....

/no tickets would henceforward be issued in Civitavecchia.

146. [illegible] OF TIGRETTI CRAFT, Ref. 140. Captain Trofino said the "Tigretti" had worked, when weather conditions permitted, on the "Sagitta" and had also been employed in rescuing the schooner "Benito", which craft had on board a cargo of certificated milk, stated by divers who had made a survey, to be in good condition. Inspecteur Principal stated the crane could not be employed on the breakwater behind the barrier.

147. [illegible] RECONSTRUCTION. Inspecteur Principal reported work on the re-construction of the Dunkerque pier had commenced and it was planned to do the work in such a manner as to cause non-interference with traffic using this berth.

148. USE OF PORTOFINO BERTH. Capitaineria di Porto proposed that during the winter months the Portofino Vecchio(Portofino Basin) be utilised as an anchorage for barges and other small craft and stated, if the Committee agreed to his suggestion, it would be necessary to remove a number of small cement blocks lying at the entrance. The Committee concurred with suggestion and Inspecteur Principal undertook to employ the crane "Tricesco" on removing the cement blocks.

Inspecteur Principal.

149. [illegible]. Capitaineria di Porto informed the Committee that a letter had been received from the Ministry of Marine requesting the Committee's views on the possibility of raising the structures "Tigrel" and "Ire" lying alongside Pontile Berth. Replying to Chairman, Capitaineria di Porto stated it would be possible to raise the "Tigrel" without affecting the use of the berth but in the case of the "Ire" over which cargo receiving range had been built, it would be necessary to temporarily suspend the use of the berth. Committee agreed that there could be no objection to raising the "Tigrel" but concurred with Chairman's opinion that it would be necessary for Public Works to arrange and carry out the re-construction of the quay wall before any enlarge work could be done on the "Ire" to ensure the early re-use of the berth. Capitaineria di Porto undertook to inform the Ministry accordingly.

Capitaineria di Porto.
Inspecteur Principal.

Next Meeting:- Thursday, 11th October, 1945 at 10.00 a.m.

"Protector" on removing the cement blocks.

172. (Port) Capitaneria di Porto informed the Committee that a letter had been received from the Ministry of Marine requesting the Committee's views on the possibility of raising the structures "Tigrai" and "Lira" lying alongside No.11 berth. Replying to Chairman, Capitaneria di Porto stated it would be possible to raise the "Tigrai" without affecting the use of the berth but in the case of the "Lira" over which cargo receiving hatch had been built, it would be necessary to temporarily suspend the use of the berth. Committee agreed that there would be no objection to raising the "Tigrai" but concurred with Chairman's opinion that it would be necessary for Genio Civile to arrange and carry out the re-construction of the quay wall before any salvage work could be done on the "Lira" to ensure the early re-use of the berth. Capitaneria di Porto undertook to inform the Ministry accordingly.

Capitaneria di Porto.
Important Development.

Next Meeting:- Thursday, 11th October, 1951 at 10.00 hrs.

Chairman, Port Working Committee,
Civ. Civitavecchia.

[illegible]

Minutes of Meeting Held on 26th September, 1945.

Present:-	Mr. J.T. Taylor,	Ministry of War Transport, Chairman.
	Mr. T. Morris,	U.N., War Shipping Administration,
	Mag. P. Aurelli,	Port Liaison Officer,
	Lt.Comm. P. Allegrandi,	R.O.I.C., R.M.S.O., Civitavecchia,
	Mag. M. Crenni,	Il Raggiore di Porto,
	Capitano Collino,	Officer-in-Charge of Salvage,
	Capitano Turin,	Asst. Port Liaison Officer,
	Ing. P. Rasellosi,	Italian Civil Engineer-in-Charge of Port Re-construction,
	Capt. M. Aberlent,	I.T.A.L.A., Representative.

---

1. [illegible]

2. Clearing of Inner Harbour

Attention to Port Affairs. Ref.(1). R.O.I.C. informed the Committee that divers were surveying the sea-bed in the area of Berth No. 8 to locate if other mines or aerial bombs existed. Replying to Mr. Taylor, R.O.I.C. expressed the opinion that the cause of the explosion was an unexploded aerial bomb, as a projectile of this type had been found near Pescaiola Coloneo, four days ago. R.O.I.C. stated, a technical officer of the Italian Air Force was expected in Civitavecchia to arrange for the assembling and removal of the bomb. Chairman considered it was impossible for divers to locate without the necessary instruments, any mine or bomb even below the surface of the mud and he expressed the urgency of such instruments being made available by Italian Naval authorities. R.O.I.C. agreed and undertook to request the immediate assistance of the Italian Ministry of Marine. Referring to the dredging of Inner Harbour, Chairman commented that if detecting instruments were made available, divers with such, should work ahead of the dredger. This was agreed. It was further agreed, in view of the danger which the uncertain situation presented to Allied ships, that if Italian Naval authorities could not furnish the equipment necessary, Allied assistance should be asked for.

Action By.

3. Removal of "Rubble". Ref.(2). Captain Collino reported that the dismantling of the super-structure of the "Rubble" was proceeding satisfactorily and the submerged stern portion of the wreck had been [illegible]

Ref. 33.

Status of last action. **Action By.**

[illegible] Ref. 3[illegible]1. N.O.I.C. informed the Committee that divers were surveying the sea-bed in the area of Berth No. 7 to locate if other mines or aerial bombs existed. Replying to Mr. Harris, N.O.I.C. expressed the opinion that the cause of the explosion was an unexploded aerial bomb, as a projectile of this type had been found near Recchina Palmaro, four days ago. N.O.I.C. stated, a technical officer of the Italian Air Force was expected in Civitavecchia to arrange for the neutralisation and removal of the bomb. Chairman considered it was impossible for divers to locate without the necessary instruments, any mine or bomb such below the surface of the sea and he emphasised the urgency of such instruments being made available by Italian Naval authorities. N.O.I.C. agreed and undertook to request the immediate assistance of the Italian Ministry of Marine. Referring to the dredging of this area, Chairman suggested that if dredging instruments were made available, divers also such, should work ahead of the dredger. This was agreed. It was further agreed, in view of the danger which the uncertain situation presented to Allied ships, that if Italian Naval authorities could not furnish the equipment necessary, Allied assistance should be asked for.

Status of "Aquila". Ref. 14. Capitano Tullio reported that the dismantling of the upper-structure of the "Aquila" was proceeding satisfactorily and the submerged stern portion of the wreck had been split by explosive charges, into four sections, which would later be removed by the floating crane "Atlante". Capitano Tullio asked for a barge to be placed at his disposal for removing scrap metal. It was agreed that a privately owned barge be requisitioned by Capitaneria di Porto for this purpose. Capitano Tullio mentioned the need for one ton of Carbide, which was still used for cutting away the upper-structure by flame. Chairman stated he had already made known to A.F., this requirement and it would be necessary for Capitano Tullio to submit a requisition through the Ministry of Marine. Capitano Tullio said he would act accordingly.

Capitaneria di Porto, Civitavecchia.

Civitavecchia Refugee Problem. Ref. 17. Mr. Harris asked Capitaneria di Porto if the information given at the last meeting, concerning the number of refugees, displaced persons and others, arriving passenger to Sardinia, was correct, as figures for in excess of those quoted by Capitaneria di Porto had been received in Rome and transmitted to UNRRA and other bodies whose interest had been requested. Capitaneria di Porto replied in the affirmative. Replying to Chairman, Capitaneria

...../....

Suggest postal course in simple mathematics

/Capitaneria di Porto stated, there were no refugees or displaced persons than in Civitavecchia awaiting transit to Sardinia but he had been advised to anticipate a further influx on 23/24 September, and arrangements for the allocation of naval craft, if these were required to supplement the "Pescaiga", were already in hand. Capitaneria di Porto mentioned that arrangements were also being made for persons desiring passages to Sardinia for commercial and other reasons, to book their passages in Rome, this should tend to decrease still further, the possibility of any future congestion.

PROMOTION OF WORK IN THE PORT. Ref.[illegible]. Inspettore Generale reported that the re-conditioning of the roads leading to the port area was a responsibility of the Rome undertaking and that company had agreed to put the roads referred to, into a state of repair. Referring to the laying of a roadway to No.11 Berth(Ref. [illegible].), Inspettore Generale stated funds for this scheme had not been granted and work would commence in the near future.

[illegible]. Ref.[illegible]. The Committee agreed that Ships should continue to be worked on Sundays pending a clarification of the ruling on the enforced non-working of ships, on Sundays, therefore this effects Class "B" ports.

11). [illegible]. Inspettore Generale informed the Committee that the work the "Friesta" was required to do on breakwater, had now been completed and the crane was now free to be employed on the "Sabbia". Capitano Delle stated the crane was presently working at the raising of a schooner but would commence work the following day on the "Sabbia".

12). [illegible]. Replying to Chairman, Capitaneria di Porto said lock frames were now being printed and he was also arranging for notices to be placed at all entrances to the port, warning persons that should they be found in the port area without proper authorisation, they would be prosecuted, these and lock frames would be issued immediately repairs to the port jetties were completed.

13). [illegible]. Chairman mentioned a communication received from [illegible], suggesting, in view of the number of privately owned barges salvaged and made serviceable, that the position might warrant the withdrawal of the three barges. Chairman quoted figures which established that the "Tiber" tonnage of coal cargoes was far in excess of any other craft similarly used and that the total carrying capacity of all the privately owned barges was seventy five per cent below that of the "Tiber". It was agreed that the "Tiber" were still urgently required and Chairman undertook to inform [illegible] accordingly.

Chairman.

[illegible]. Ref. [illegible]. Capitaneria di Porto stated spare parts were urgently

[illegible] suggested non-working of ships, on Sundays, insofar as this affects Class "A" ports.

333. UTILIZATION OF FLOATING CRANE. Ingegnere [illegible] informed the Committee that the work the "Trieste" was required to do on breakwater, had now been completed and the crane was now free to be employed on the "[illegible]". Capitano [illegible] stated the crane was presently working on the raising of a schooner but would commence work the following day on the "[illegible]".

334. PORT SECURITY. Par.127. Replying to Chairman, Capitaneria di Porto said Dock Passes were now being printed and he was also arranging for notices to be placed at all entrances to the port, warning persons that should they be found in the port area without proper authorisation, they would be prosecuted; these and Dock Passes would be issued immediately repairs to the port fences were completed.

335. FLOATING CRAFT. Chairman mentioned a communication received from A.C., suggesting, in view of the number of privately owned barges salvaged and made serviceable, that the position might warrant the withdrawal of the Pinnas barges. Chairman quoted figures which established that the Pinnas intake of coal cargoes was far in excess of any other craft similarly used and that the total carrying capacity of all the privately owned barges was seventy five per cent below that of the Pinnas. It was agreed that the Pinnas were still urgently required and Chairman undertook to inform A.C. accordingly.

Chairman.

336. CRANES. Par.306. Capitaneria di Porto stated spare parts were urgently needed for the mobile grab-cranes operating on the discharge of coal from barges to railwagons. Ingegnere [illegible] undertook to submit to A.C., the type and number of spare parts required.

[illegible]

Next Meeting Thursday, 27th September, 1945.

A. V. Hayton.

Chairman Port Working Committee,
Civitavecchia.

8A [illegible]

Declassified E.O. 12356 Section 3.3/NND [illegible]

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting held on the [illegible] September, 1944.

Present:-	Mr. [illegible],	Ministry of War Transport, Chairman,
	Mr. [illegible],	U.S.A. War Shipping Administration,
	Capt. [illegible],	Capitaneria di Porto,
	Capitano [illegible],	[illegible] Civitavecchia,
	Capitano [illegible],	[illegible] Port [illegible] Officer,
	Capitano [illegible],	Officer-in-Charge of [illegible],
	Ingr. F. [illegible],	Italian Civil Engineer-in-Charge of Port Re-construction,
	Signor F. [illegible],	Representing Compagnia [illegible].

[illegible] Minutes of Last Meeting. Action by.

[illegible] Ref.309. Capitaneria di Porto informed the Committee that a letter had been received from the Ministry of [illegible] the lifting of [illegible] of the cargo of military supplies in the "[illegible]" and instructions had been given for this work to be commenced. [illegible] from the Ministry, [illegible] work on removing the wreck were still [illegible]. [illegible] Ministry were [illegible] in their [illegible] out of this project and suggested the appropriate [illegible] immediately in view of the urgency of the matter. This was agreed and resulted in [illegible] being requested to report to the Ministry [illegible] to commence work on the removal of the "[illegible]" without delay, would be given.

Capitano [illegible].

[illegible] Ref.[illegible]. [illegible] the "[illegible]" was still [illegible] work was [illegible] well, [illegible] of the opinion that [illegible] would [illegible] to complete the work [illegible] 1577

[illegible] Ref.[illegible]. [illegible] reported that [illegible] in the area of [illegible] had now been completed and [illegible] of [illegible] feet [illegible] would be [illegible].

[illegible] Ref.[illegible]. Capitaneria di Porto reported on the [illegible] of the [illegible], the Municipal Water [illegible]

Furthermore, a letter had been received from the Ministry of Marine authorizing the lifting of that remainder of the cargo of military supplies in the "Kishin" and instructions had been given for this work to be expedited. Captain Sellin at the interview then the Ministry, in response were co-operating the crew were still [illegible]. Cullinan considered the Ministry were widely relevant in their efforts towards the carrying out of this project and suggested the correspondent be telephoned immediately in view of the urgency of the matter. This was done and resulted in Captains Sellin being requested to report to the Ministry in Tokyo when authorization to commence work on the removal of the "Kishin" without delay, would be given.

Japanese Soldiers.

Ref.III. Inspector Resident stated the "Kishin" was still anchored in the breakwater where the work was proceeding well, the crews had having been closed up, he was of the opinion that another three working days would suffice to complete the work the crew was required to do on the breakwater. 1947

Ref.III. Superior Resident reported that soundings in the area of Tanga No.2 had now been completed and showed no sign of the [illegible] at and near the gun-ends where the depth would be increased when dredged.

Ref.III. Capitaine de Corte reported on the presence of the meeting between Denis Wills, the National Water Engineer and himself, stating it was the opinion of the parties concerned, that the presence of other could be dispensed with thus lessen a repeat by flying larger dimension aqueduct.

Replying to Chairman, Capitaine de Corte said no approach had been made by [illegible], Capitaine de Corte, who, in answer chairman, said he [illegible] every assistance when they visited Saipan towards to investigate the sports water facilities.

Ref.III. Owing to the absence of [illegible] from the meeting no information was given.

Ref.IV. As above.

Ref. IV. Capitaine Corte informed the Committee that a [illegible] of barbed wire necessitate to kitchen hose, and upon assignment of barbed wire necessitate to kitchen hose, and upon receipt from Tanapio can be understood a further allocation was due be review shortly from Tanapio. In reply to Chairman, Capitaine President Water Commissioner were already in order to commence work immediately on repairing the pers issues.

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(Pol. Hist. Required?
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CIVITAVECCHIA PORT MANAGEMENT COMMITTEE.

Minutes of meeting held on 19th August, 1947.

Present:-	Mr. J.F. Taylor,	Ministry of War Transport, Chairman.
	Mr. H. Harris,	U.S., War Shipping Administration,
	Maj. P. Moretti,	Port Liaison Officer,
	Lt.Comm. P. Allemandi,	S.O.I.C., P.O.S.O., Civitavecchia,
	Ing. A. Grandi,	Il Maggiore di Porto,
	Capitano Sulino,	Officer-in-Charge of Salvage,
	Ingr. V. Bacalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
	Capt. M. Ghirardi,	I.T.M.A.N.A., Representative,
	Signor P. Diferroli,	Representing Compagnie Portuale.

Chairman welcomed Capitano Sulino, Officer-in-Charge of Salvage, to the meeting, stating that in view of the large amount of work which was about to be undertaken in the port and with which Capitano Sulino was closely associated, in a technical capacity, his attendance at meetings would be beneficial to the Committee.

Min. 105. Minutes of last meeting. Action By.

DREDGING. Ref.105. Chairman asked P.O.I.C. if a signal had been received intimating the impending arrival of the Dredger " Sulino ", as he, the chairman, had been informed she had completed her itinerary at Leghorn and was due to arrive at Civitavecchia. P.O.I.C. replied in the negative. Replying to chairman Ingegnere Bacalossi said arrangements were in hand to employ the dredger at No.7 Berth, immediately it arrived but it would be necessary for Officials Transport to put two divers at his disposal. Capitano Sulino agreed, but mentioned that although he had many experienced divers, there was only sufficient diving equipment to enable four to be employed. It was suggested Capitano Sulino request his department at the Ministry of Marine, to supply additional equipment, this Capitano Sulino undertook to do. Ingegnere Bacalossi mentioned he estimated two weeks would be necessary to complete dredging operations in the area of No. 8 Berth.

Capitano Sulino.

BARBED WIRE. Ref.106. Maggiore Moretti stated Allied Commission had informed his barbed wire was available at Ostiglia and a Release Order had been issued and instructions given to the P.O. Port Liaison Officer, Naples, to arrange its transport by rail to Civitavecchia. Mr. Harris thought it might be quicker if the consignment was sent up by ship and undertook to investigate the possibility.

Quilico was closely associated, in a technical capacity, his presence at meetings would be beneficial to the Committee.

Min. 308. Minutes of last Meeting. Action By.

[illegible]. Ref.302. Chairman asked N.O.I.C. if a Signal had been received intimating the impending arrival of the Dredger " Baillie ", as he, the chairman, had been informed she had completed her itinerary at Leghorn and was due to arrive at Civitavecchia. N.O.I.C. replied in the negative. Replying to chairman Engineers Duchesne said arrangements were in hand to employ the dredger at No.3 Berth, immediately it arrived but it would be necessary for Officials Department to put two divers at his disposal. Capitano Quilico agreed, but mentioned that although he had many experienced divers, there was only sufficient diving equipment to enable four to be employed. It was suggested Capitano Quilico request his department at the Ministry of Marine, to supply additional equipment, this Capitano Quilico undertook to do. Engineers Duchesne mentioned he estimated two weeks would be necessary to complete dredging operations in the area of No. 3 Berth. Capitano Quilico.

[illegible]. Ref.304. Capitano Morvth stated Allied Commission had informed him barbed wire was available at Carmello and a Release Order had been issued and instructions given to the A.C. Port Liaison Officer, Taylor, to arrange the transport by rail to Civitavecchia. Mr. Harris thought it might be quicker if the equipment was sent by ship and undertook to investigate the possibility. Mr. Harris.

[illegible] the "[illegible]". Ref.305. Engineers Duchesne reported work was proceeding on the erection of a barricade at the Eastern end of Lazzaretto Mole and said the work should be completed shortly.

[illegible] "[illegible]". Ref.306. N.O.I.C. informed the Committee that the small floating crane "[illegible]" left Civitavecchia for Terracina on 15th August, towed by the tug "[illegible]". Chairman remarked that Sardo Civile had stated the crane would be towed by a motor schooner and pointed out that the arrangements made had been most irregular. N.O.I.C. explained it was not possible to tow the "[illegible]" by schooner and as the "[illegible]" was idle, she was utilised for the tow.

307. Wreck of "[illegible]". Ref.296. Replying to chairman, Capitano Quilico stated he had the personnel and equipment available for breaking up the "[illegible]" and immediately authorisation was received from the Minister of Marine, he would commence work. Capitanerie di Porto mentioned, a Col. Woodall from the Ministry had visited Civitavecchia to study the removal of the wreck and it was anticipated the sanction of the Ministry

..../...

/Minister, to see [illegible] operations would be re[illegible]ved in the near future. Mr. Harris said he would take the matter up direct, with the Ministry in Rome, urging immediate action. Captain Dellon outlined the scheme of operations to be employed in the wreck removal, stating the super-structure would be cut away by burning, after which the hull would be broken-up by small explosive charges, the sections being lifted and cleared-away by the "Trieste", which he hoped would remain in the port for this work; he estimated a period of four months would be sufficient to complete the operation.

Mr. Harris.

316. UTILIZATION OF CHARTER TIME. Ref.314. Engineers Rucelonl informed the committee that the "Trieste" had been employed for the last six days on repairs to the breakwater and work was proceeding satisfactorily; he estimated, providing the weather continued favourable, that another seven days would suffice to complete the work.

317. BATTERY [illegible]. Replying to chairman, Engineer Rucelonl stated that Berth No.7 would be ready to accept a "Liberty" type vessel immediately after it had been dredged, that bollards were already fixed and although water had not yet been laid-on to this berth, arrangements had already been made to commence work on this project which should be completed in a week's time. At Chairman's suggestion, it was agreed that Engineers Rucelonl arrange the fixing of fenders along the quay facing which would keep vessels a distance of at le at five feet away from the quay-side.

Engineers Rucelonl.

318. WATER'S EMPLOYMENT. Chairman stated that WSTC had decided, at his suggestion, to investigate the possibility of utilizing available water supplies in Civitavecchia to meet an emergency regarding the supply of water at other ports, which was critical. He informed the committee that U.S. army engineers would shortly visit the port to study the possibilities of increasing the pressure of water by fitting larger diameter hydrants and he suggested that Junta Civile and Capitaneria di Porto arrange to give what assistance they could. It was agreed that a meeting be convened that day between Capitaneria di Porto, Engineers Rucelonl and the municipal water engineer to decide what re-commendations should be made to the U.S. army engineers.

Capitaneria di Porto.
Engineers Rucelonl.

319. NAVIGATIONAL FACILITIES. Mr. Harris quoted a letter received from the Master of the American s.s. "Woodrow Wilson" which pointed out that a buoy which was marked, presumably on the chart, at the S.E. approach to Civitavecchia harbour and also a lighthouse, were non-existent, and this, Mr. Harris suggested, should be notified to S.C.A.F. Naples. S.C.A.F. stated that the Master had probably navigated by chart and [illegible]

Inspectors Bucklands [illegible] fueling which would keep vessels a distance of at least five feet away from the quay-side.

Inspectors Bucklands.

112. WATER SUPPLIES. Chairman stated that C.N.D.O. had decided, at his suggestion, to investigate the possibility of utilising available water supplies in Civitavecchia to meet an emergency regarding the supply of water at other ports, which was critical. He informed the committee that U.S. Army engineers would shortly visit the port to study the possibilities of increasing the pressure of water by fitting larger diameter hydrants and he suggested that Genio Civile and Capitaneria di Porto arrange to give what assistance they could. It was agreed that a letter be conveyed that day between Capitaneria di Porto, Inspectors Bucklands and the municipal water engineer to decide what re-commendations should be made to the U.S. Army Engineers.

Capitaneria di Porto.
Inspectors Bucklands.

113. DEFECTIVE CHARTS. Mr. Harris quoted a letter received from the Master of the American s.s. "Woodrow Wilson" which pointed out that a buoy which was marked, presumably on the chart, on the P.M. approach to Civitavecchia harbour and also a lighthouse, were non-existent, and this, Mr. Harris suggested, should be notified to N.C.S.O., Naples. N.C.S.O. stated that the master had probably navigated by chart and not on the course given by N.C.S.O., Naples, but whatever the case had been, he would communicate this fact to N.C.S.O., Naples.

N.C.S.O.

114. S.S. Raf.100. N.C.S.O. informed the committee that officer had been received from the Ministry of Marine stating the tug "Carlo Bruno" was to return to Naples on the arrival of the tugs "Luigi" and "Giuseppe" at Civitavecchia. The committee agreed that N.C.S.O. should write the Ministry pointing out the unsuitability of the "Giuseppe" as a berthing tug and stressing, in view of the Committee's expressed opinion and the Ministry's refusal to adhere to it, no authority in the port would be held responsible should any mishap occur in the port resulting in damage to shipping.

Noted.

Next meeting: Thursday, 6th September, 1945 at 10.00 hrs.

E. M. Gaydon

Chairman, P.C.O., Civitavecchia.

31st August, 1945

[illegible] COMMITTEE.

Minutes of Meeting Held on 20th August, 1945.

Present:- Mr. R.T. Taylor, Ministry of War Transport, Chairman,
Mr. W. Harris, M.O., War Shipping Administration,
Maj. T. Merritt, Port Liaison Officer,
Lt.Com. Cianciuli, [illegible], M.C.M.O., Civitavecchia,
Maj. T. Ismael, II Maritime di Porto,
Capitano Tosta, Asst. Port Liaison Officer,
Ing. V. Mandiboni, Italian Civil Engineer-in-Charge of Port Re-construction,
Capt. W. Gerlind, U.N.R.R.A., Representative.

Min.
No. Minutes of Last Meeting. Action By.

MOTOR "DELLY" AND "CHAMOIS". Ref.297. Mr. Harris referred to the barge "Delly". Capitaneria di Porto stated repairs were continuing but he could not say when the barge would be ready for service, as, owing to difficulty in obtaining materials for constructing a railway, it was not possible for the barge to be slipped and this was essential to complete repairs. Capitaneria di Porto mentioned that the lumber supplied for making hatch covers and effecting other structural repairs to the barges, had been found sufficient for those purposes only.

REMOVAL OF "PUBLIA". Ref.296. Chairman informed the Committee that AMGOT had approved the suggestion that the "Publia" be removed. Mr. Harris stated it was the opinion of AMGOT that every effort be made to expedite the carrying out of the work using most materials and technical resources the Italian Ministry of Marine and Genio Civile had at their disposal; should any obstacle arise which necessitated the assistance of an Allied authority, this should be communicated to Allied Commission for appropriate action. Capitaneria di Porto said the Ministry of Marine had approached the owners of the vessel and cargo, requesting their interest in the matter. Chairman considered, in view of the menace to the safety of shipping which the wreck presented, direct and immediate action by the Ministry was essential and pointed out the liability which would be incurred by the Ministry should any incident, involving damage to shipping, occur through their vacillation and failure to act on the Committee's re-commendations. The Committee shared this view and Capitaneria di Porto said he would inform the Ministry accordingly.

Capitaneria di Porto.

I.N.R.A. Ref.300. N.O.I.C. stated he had written a letter to the Ministry [illegible]

barge "Lally". Capitaneria di Porto stated repairs were continuing but he could not say when the barge would be ready for service, as, owing to difficulty in obtaining materials for constructing a slipway, it was not possible for the barge to be slipped and this was essential to complete repairs. Capitaneria di Porto mentioned that the lumber supplied for making batch covers and effecting other structural repairs to the barges, had been found sufficient for those purposes only.

[illegible] OF "[illegible]". Ref. [illegible]. Chairman informed the Committee that MEMO had approved the suggestion that the "Cabbie" be removed. Mr. Harris stated it was the opinion of MEMO that every effort be made to expedite the carrying out of the work using what materials and technical resources the Italian Ministry of Marine and Genio Civile had at their disposal; should any obstacle arise which necessitated the assistance of an Allied authority, this should be communicated to Allied Commission for appropriate action. Capitaneria di Porto said the Ministry of Marine had approached the owners of the vessel and owner, requesting their interest in the matter. Chairman considered, in view of the menace to the safety of shipping which the wreck presented, direct and immediate action by the Ministry was essential and pointed out the liability which would be incurred by the Ministry should any incident, involving damage to shipping, occur through their vacillation and failure to act on the Committee's re-commendations. The Committee shared this view and Capitaneria di Porto said he would inform the Ministry accordingly.

Capitaneria di Porto.

T.U.G. Ref.300. N.O.I.C. stated he had written a letter to the Ministry of Marine requesting the "Carlo Tarzo" be maintained at Civitavecchia as a berthing tug to assist the "Luigi" when the latter required, her completing repairs in Naples; a copy of this letter had been sent to Allied Commission, as suggested by Mr. Allison.

302. [illegible] Ref. [illegible], Ref. Engineers Theuloent reported on the survey being made in the "Darsena Ulberto I", near No.2 Berth, stating the average depth of water in this area was twenty four feet; a small section still remained to be sounded. Replying to chairman, Engineers Theuloent stated a dredger could commence work immediately on arrival and arrangements had been made for divers and crane to work with the dredger when it commenced operations.

303. [illegible] OF [illegible] CRANE. Ref. [illegible]. Engineers Theuloent mentioned it had been found necessary to employ the "Triesta" for a further two days during the past week, lifting cement blocks from near No.2 Berth, after which the crane had tried, but without success, to lift a large cement block lying sixteen feet from Berth No.4.. N.O.I.C. stated the crane had successfully removed the wrecks of a small naval tanker and

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[illegible] two concrete [illegible] lighters. Chairman thought delay in proceeding the work was not in conformity with the priorities agreed upon by the Committee. Continuance of force of and weather conditions continued to prevent the crane being employed on the breakwater. Capitaneria di Porto, P.C.I.C., and Engineers Nucleus agreed to co-ordinate the work in a manner which would ensure the evidence of having the "Triesta" free and away of the port to another before the settlement was calculated. Chairman referred to the arrival of the steamship, "Alnaes", stating the "Triesta" would be required to lift five barges weighing twenty five tons each from that ship's deck. U.N.R.R.A. undertook to make necessary arrangements.

Engineers Nucleus.
Capitaneria Porto.

[illegible]. Lieutenant Commander Cornell stated he had written a further letter to Allied Commission on the subject of barbed wire but was unable to give any further information. The committee agreed with Chairman's suggestion that Lieutenant Cornell should communicate again with Allied Commission expressing the committee's concern at the delay in meeting a most essential port requirement.

Lieutenant Cornell.

[illegible]. **Berth for "Italian Transport".** In order to effect better control over passenger embarking and disembarking from the Sardinian ferry service vessel "Tommaso Boccaccio", Chairman suggested the Committee should decide what berth the ship should use regularly on her arrival. No.1 Berth (Bordeaux Mole) was agreed upon and Engineers Nucleus, at Committee's request, undertook to arrange for the construction of a barricade at the shoreward end of Bordeaux Mole, this would enable control of passengers to be maintained.

Engineers Nucleus.

[illegible]. **Floating Crane "Trieste".** Lieutenant Cornell informed the Committee that a request had been received from U.N.R.R.A. for the floating crane "Trieste" to proceed to Terracina where it was intended it should be employed on the salvage of a dredger for Genio Civile. It was the opinion of the Committee, that in view of the large amount of salvage work still required to be done at Civitavecchia and which was closely related to the overall benefit of the port, that the proposed transfer of the crane be opposed. Lieutenant Cornell stated he would make known to Allied Commission, who were also interested in the transfer, the Committee's attitude.

Lieutenant Cornell.

[illegible]. **Working Hours of U.N.R.R.A. Workers.** The convenience of the time and day of the Port Working Committee meetings was discussed and on the suggestion of Mr. Morris, it was decided that future meetings should be arranged at [illegible] pm. On Thursday of each week, the next meeting

[illegible] Allied Commission [illegible] on the subject of barbed wire but was unable to give any further information. The committee agreed with chairman's suggestion that Captain Correll should communicate again with Allied Commission expressing the committee's concern at the delay in meeting a most essential port requirement.

Captain Correll.

[illegible]. [illegible] "LAGUNA SECONDO". In order to effect better control over pre-square embarking and disembarking from the Sardinian ferry service vessel "Laguna Secondo", chairman suggested the Committee should decide what berth the ship should use regularly on her arrival. No.4 berth (Sardegna Pole) was agreed upon and Inspector Rudolphi, at Committee's request, undertook to arrange for the construction of a barricade at the eastern end of Sardegna Pole, this would enable control of passengers to be maintained.

Inspector Rudolphi.

[illegible]. [illegible]. Captain Correll informed the Committee that a request had been received from S.I.T.A.M.E. for the floating crane "Sardinia" to proceed to Sassari where it was intended it should be employed on the salvage of a dredger for Genio Civile. It was the opinion of the Committee, that in view of the large amount of salvage work still required to be done at Civitavecchia and which was closely related to the overall benefit of the port, that the suggested transfer of the crane be opposed. Captain Correll stated he would make known to Allied Commission, who were also interested in the transfer, the Committee's attitude.

Captain Correll.

[illegible]. The convenience of the time and day of the Port Working Committee meetings was discussed and on the suggestion of Mr. Harris, it was decided that future meetings should be convened at 10.30 hrs. on Thursday of each week, the next meeting to be held on Thursday, 30th August, 1945 at 10.30 hrs.

G. V. Taylor.

Chairman Port Working Committee,
Civitavecchia.

MINUTES OF POST MEETING HELD ON

Chairman of meeting held on 12th August, 1941.

Present:-	Mr. L.V. Taylor,	Ministry of War Transport, Chairman.
	Mr. T. Harris,	M.O.T. War Shipping Administration.
	Mr. Allen,	Legal Consultant.
	Capt. T. Carroll,	Port Liaison Officer.
	Col. H Tom.Perkal,	Asst. D.O.T.S., F.E. S., S/Venice.
	Maj. J. Drent,	Fl Captain H Ports.
	Captain Potts,	Asst. Port Liaison Officer.
	Lt.Cdr. Thomlinson,	Senior Civil Engineer-in-Charge of Port Re-construction.
	Capt. C. Abdinal,	I.S.T.C. Representative.
	Mr. T. Tiffanell,	Representing Commodore Farnell.

Chairman welcomed Mr. Allen, Legal Consultant, to the meeting.

Item. No. Minutes of last meeting. Action by.

SITUATION OF PORTSMOUTH PORTS. Ref.No. Remarks Vessel recorded the "Priestre" had continued work on the removal of further obstructions in the area of Ports No.", these included a crane, which it was hoped could be repaired and put to port use. Mr Harrison mentioned that all obstructions of any size had now been removed and what remained could be lifted by the smaller crane "Priestre". Remarks Commodore referred to the intended use of the "Priestre" as supplying the breakwater, stating adverse weather conditions had prevented the employment of the crane on such work. Replying to questions, Lieutenant Commander said the crane could not work inside the breakwater, as from that position the jib of the crane could not place the trench where the cement blocks had to be placed. Remarks Commodore stated the "Priestre", would, whilst waiting for favourable weather, be assigned to raising a small naval tanker from near the Isle Thorney.

1551

DRAGGER. Ref.No. Chairman informed the Committee it had been agreed by the Dredging Committee in London, that the dredger "Sullio" should, after completing operations in Lagham, be sent to Civitavecchia. Mr.Allen referred to the number of conflicting reports which had been received regarding the clearance of submerged obstructions preliminary to dredging and he enquired if the Ports Civile were satisfied that a dredger could work in Civitavecchia without risk of damage, he considered the Ports Civile would be held responsible if damage to the dredger was incurred. The matter was discussed at length and it

Reparation of Further Cranes. Ref.:[illegible]. Tenente Tordoni reported the "Triesta" had continued work on the removal of furnace obstructions in the area of Berth No.[illegible], these included a crane, which it was hoped could be repaired and put to port use, he further mentioned that all obstructions of any size had now been removed and what remained could be lifted by the smaller crane "Alberto". Tenente Tordoni referred to the intended use of the "Triesta" as repairing the breakwater, stating adverse weather conditions had prevented the employment of the crane on such work. Replying to chairman, Inspettore Rucolosi said the crane could not work inside the breakwater, as from that position the jib of the crane could not plus the breach where the cement blocks are to be placed. Tenente Tordoni stated the "Triesta", would, whilst waiting for favourable weather, be employed to raising a small naval tanker from near the mole Innocentio.

1851

Dredger. Ref.:[illegible]. Chairman informed the Committee it had been agreed by the Dredging Committee in Naples, that the dredger "Nilla" should, after completing operations in Naples, be sent to Civitavecchia. Mr. Allen remarked on the number of conflicting reports which had been received regarding the clearance of submerged obstructions preparatory to dredging and he enquired if the Genio Civile were satisfied that a dredger would work in Civitavecchia without risk of damage, he considered the Genio Civile should be held responsible if damage to the dredger was incurred. The matter was discussed at length and it was agreed that a dredger could be accepted at Civitavecchia, the chairman's suggestion that divers and crane should work in close liaison with the dredger when operating, being concurred with by the Committee. Inspettore Rucolosi undertook to employ divers who would report on the nature of the seabed, particularly in the area of No.[illegible] Berth.

Emergency Requirements.

Barbed Wire. Ref.:[illegible]. Inspettore Moretti stated the Allied Commission had reserved the indent for barbed wire and would make arrangements for its collection and transportation to Civitavecchia. Mr. Allen pointed out that in Inspettore Moretti's statement of requirements to Allied Commission, barbed wire netting was asked for, this, he said, was no-obtainable. On the basis that Genio Civile had calculated requirements on the assumption netting could be supplied, it was agreed Inspettore Rucolosi should prepare another estimate for barbed wire in coils for making netting, this to be forwarded to Allied Commission by Inspettore Moretti.

Inspettore Moretti.

...../...

[illegible]. [illegible]. Chairman stated that it had been agreed by the Mediterranean Shipping Board in conferring with the views of Allied Consideration, that Shipping Agents should engage fully qualified or firms to check cargoes on ship's account; this service was being created to facilitate the verification of Receiving Reports submitted to Allied Consideration by the agents of the Italian Government. This was noted, for the information of those concerned.

[illegible]. Chairman referred to the loss of three lorries in discharging the collier "Tempo". Commissario di Porto stated he had already requested an explanation from the Compagnie Portuale regarding the stoppage of work. Lieut Fitzgerald explained that the men engaged in discharging the ship had reached their daily output figure and as it was Sunday, claimed the right to leave the ship. Chairman stressed that irrespective of what the men claimed, it was laid down that colliers should work the full twenty-four hours a day and it was important this rule be adhered to. Lieut Fitzgerald agreed with Chairman's opinion and undertook to inform the dock workers' organisation, accordingly.

[illegible]. Chairman raised the question of port police, remarking that when the arrival of barbed wire enabled the port forces to be put into a good state of repair, it was essential that some system be adopted for the issuing of passes and suggested that Commissario di Porto should make all necessary arrangements for this to be done. Commissario di Porto agreed stating that the preparation of a suitable permit card and jurisdiction over their issue to persons authorised to enter the port, presented no difficulty. The control of non-[illegible]

of Allied Commission, that shipping agents should supply one
or three to check cargoes on ship's consent; this measure was being
adopted to facilitate the verification of Receiving Reports submitted
to Allied Commission by the agents of the Italian Government. This
was noted, for the information of those concerned.

[illegible]. CHAIRMAN referred to the loss of three hours
in discharging the collier "Gaga". Capitaneria di Porto stated
he had already requested an explanation from the Compagnie Portuale
regarding the stoppage of work. Lieut Bilterell explained that
the men engaged in discharging the ship had reached their daily output
figure and as it was Sunday, claimed the right to leave the ship.
Chairman stressed that irrespective of what the men claimed, it was
laid down that colliers should work the full twenty four hours a day
and it was important this rule be adhered to. Lieut Bilterell agreed
with Chairman's opinion and undertook to inform the dock workers'
organisation, accordingly.

[illegible]. Chairman raised the question of port passes, recalling
that when the arrival of barbed wire enabled the port fences to be
put into a good state of repair, it was essential that some system
be adopted for the issuing of passes and suggested that Capitaneria
di Porto should make all necessary arrangements for this to be done.
Capitaneria di Porto agreed stating that the preparation of a suitable
permit card and jurisdiction over their issue to persons interested
to enter the port, presented no difficulty. The control of non-
Italian nationals was referred to by Chairman but it was thought
that guidance from a higher authority was necessary, before such
control could be instituted.

[illegible]. Ref. 71, 07. Mr. Allen, requesting information as the
situation in Civitavecchia, was informed that the "Marat" and
"Gangeduc" had left for Naples to undergo repairs, leaving the
"Porto Pesce" available for berthing duties. It was agreed, if the
"Porto Pesce" was permanently allocated to the port and the "Tugit"
returned to Civitavecchia, the position therefore berthing tugs were
concerned, would be satisfactory. Mr. Allen suggested R.C.I.A.
should make further representations to the Ministry of Marine urging
the assigning of the "Porto Pesce" to Civitavecchia and undertook, if
a copy of the communication to the Ministry was sent to him, to support
the case. This was agreed.

Next meeting - Monday, 7th August, 1947 at 10.00 hrs.

Chairman:
Civitavecchia.

14th August, 1947.

[illegible]

[illegible]

Minutes of Meeting Held on 6th August, 1947.

Present:-	Mr. [illegible] Taylor,	Ministry of War Transport, Chairman.
	Mr. [illegible] Warren,	U.S. War Shipping Administration.
	Maj. [illegible] Grossi,	Il Commissario di Porto.
	Maj. [illegible] Tonetti,	Port Liaison Officer.
	Ing. Duccio [illegible],	Italian Civil Engineer-in-Charge of Port Re-construction.

No.
[illegible]. Minutes of Last Meeting. Action By.

[illegible] No. 1. Ref. 77. Referring to the scuttling of a buoy off the sea wall of No. 1 Porto, Commissario di Porto stated it had not yet been possible to recover the anchors from the "Vieto di Trieste", owing to the crane "Trieste" being engaged on other work, but the matter was to be dealt with.

[illegible] "Tonnare" and "Vibrone". Ref. 77. Replies Tonetti said the "Tonnare" had been supplied with ration cards and an Italian Naval surveyor had certified the barge as being fit for employment on the Finalone service during the winter period; the "Polly", moored beneath Stabes, was still awaiting repairs.

[illegible] Ref. 79. A letter, Commissario di Porto stated, had been written to the Ministry of Marine re awaiting instructions for clearing the wreck detail from the port, a reply was awaited.

[illegible] Ref. 81. Commissario di Porto said he had called on the Minister and raised with them the question of water hoses for port use. They had agreed to try and find a channel of supply of such equipment and had further undertaken to increase the number of personnel employed on water supply services in the port.

[illegible]. [illegible] Ref. [illegible]. Referring to the work done by the crane "Trieste" during the past week, Commissario di Porto stated, the two barges which were moored [illegible], had been removed and work was proceeding on clearing further obstructions in the vicinity of Porto No.1, which divers, on making a closer survey, had reported were lying in that area. Commissario di Porto informed the Committee, it had been agreed that Mr. [illegible], [illegible], and Engineers Goodland would meet each evening to consider the daily report given by the divers and thereafter we were [illegible]

been possible to recover the anchors from the "Città di Trieste", owing to the crane "Trieste" being engaged on other work, but the matter was to be dealt with.

[illegible] Ref.77. Ingegnere Caretti said the "Bussar" had been supplied with batch covers and an Italian Naval surveyor had certified the barge as being fit for employment on the Finalpine service during fine weather periods; the "Dolly", Ingegnere Caretti stated, was still undergoing repairs.

[illegible] Ref.78. A letter, Capitaneria di Porto stated, had been written to the Ministry of Marine requesting instructions for clearing the derry wreck from the port, a reply was awaited.

[illegible] Ref.79. Capitaneria di Porto said he had called on the Finance and talked with them the question of water house for port uses. They had agreed to try and find a channel of supply of such equipment and had further undertaken to increase the number of personnel employed on water supply services in the port.

80. [illegible] Ref.80. Reporting on the work done by the crane "Trieste" during the past week, Capitaneria di Porto stated, the two barges which were sunk near No. 1 berth, had been removed and work was proceeding on clearing further obstructions in the vicinity of berth No.8, which divers, on making a closer survey, had reported were lying in this area. Capitaneria di Porto informed the Committee, it had been agreed that as, Ingegnere Caretti, [illegible], and Ingegnere Scotlanti should meet each evening to consider the daily report given by the Officials and Recapitulate on work done during each working day and to decide upon work to be carried out on the following day, primary consideration being given to employing the "Trieste" as regards to the wreckall, when weather conditions permitted.

1856

[illegible]

81. [illegible] Ref.81. Capitaneria di Porto reported that divers, under the direction of Ingegnere Scotlanti, the assistant Capitaneria di Porto and two pilots, had made a further survey of the sea-bed at the port entrance and had found a number of concrete blocks lying approximately thirty feet from the breakwater; these as mentioned, would be responsible for the obstruction of fouling reported. Ingegnere Scotlanti, when the removal of these blocks by the "Trieste" was suggested, said the blocks belonged to the old lighthouse and were part of the foundations of the breakwater, he pointed out, that if an attempt was made to disturb them, there was a possibility the breakwater would collapse. Chairman said serious consideration should be given to removing the wreck of the "Bussar" to the location at the entrance to the harbour, permitted a danger to the safe navigation of vessels entering and leaving the port, by limiting the space for manoeuvering

..../...

/[illegible] in the area. The [illegible] to [illegible]
[illegible]. Until [illegible] to have the [illegible] before the [illegible]
[illegible] Tokyo Tokyo. At chairman's request, [illegible] also undertook to approach the Ministry of Marine, seeking [illegible] the committee's re-consideration.

[illegible]

[illegible] Replying to chairman, representative of Turkey stated that the "Kuzi", towed by the tug "Lampsacus", had left for Piraeus but owing to minor trouble on the "Kuzi", were compelled to return to Civitavecchia. It was anticipated repairs to the rudder of the "Kuzi" would be completed in a few days' time, when the voyage would be resumed.

[illegible] Representative of Turkey informed the committee that the [illegible] had undertaken to approach upon the revised conditions, which are to replace on the [illegible] report, the urgency of a changing operation being carried out at Civitavecchia and asked re-consideration of the decision of that committee regarding the allocation of a changer to Civitavecchia. There was every reason to expect favourable consideration being given to the port's needs.

[illegible] Chairman informed the committee that an Italian [illegible] organisation known as [illegible] had been formed and would relieve U.N.R.R.A. and it was important that [illegible] should in future address all signals concerning embarkations and disembarkations, to [illegible] Italian. This was noted.

[illegible]

[illegible] Replying to chairman, representative of Turkey stated that strict supervision over the embarkation of passengers on the "Lampsacus" was maintained. Representative and reports appearing in the press, a few days ago, about certain incidents occurring when passengers were being embarked, were wholly unfounded. Representative of Turkey pointed out that the influx of ex-prisoners of war into Civitavecchia, who wished passage to Greece, had created serious difficulties but the delivery of Greece had intervened. Consequently on the arrival and had allocated a naval vessel which should relieve the situation and the Allied Commission were considering placing another vessel on the Civitavecchia - Piraeus service, for this purpose.

[illegible] Representative of Turkey reported that information had been received from [illegible], Greece, concerning the presence of Greek [illegible] at Civitavecchia and Piraeus and on a reciprocity [illegible]. It had been thought advisable to temporarily suspend sailings between these two ports while a changing operation was carried out.

[illegible] Representative of Turkey stated that owing to the Allied Commission being unable to provide transport, the Soviets offer of barbed wire for use in Civitavecchia, had expired and it would be [illegible]

[illegible]

[illegible] Chairman informed the committee that an Italian military organisation known as [illegible] had been formed and would replace [illegible], and it was important that [illegible] should in future address all signals concerning [illegible] to [illegible] instead of [illegible]. This was noted.

[illegible] Reference to [illegible], Capitaneria di Porto stated that strict supervision over the embarkation of passengers on the "[illegible]" was maintained [illegible] and reports appearing in the press, a few days ago, about certain incidents occurring when passengers were being embarked, were totally unwarranted. Capitaneria di Porto pointed out that the influx of ex-prisoners of war into Civitavecchia, who were passing to Sardinia, had created certain difficulties but the Ministry of Marine had intervened themselves in the matter and had allocated a naval vessel which would relieve the situation and the Allied Commission were considering putting another vessel on the Civitavecchia - Sardinia service, for this purpose.

[illegible] Capitaneria di Porto reported that information had been received from [illegible], Naples, concerning the presence of floating mines between Civitavecchia and Finalpia and on a preliminary return, it had been thought advisable to temporarily suspend sailings between these two ports until a sweeping operation was undertaken.

[illegible] Ref.246. Maritime Control stated that owing to the Allied Commission being unable to arrange transport, the Italians order for barbed wire for use in Civitavecchia, had expired and it would be necessary to re-issue the indent, this was being arranged. Chairman considered that as the requirement of barbed wire was of primary importance in affording better security in the port area, he thought Maritime Control should impress upon the [illegible] how essential it was that this be supplied without delay. Maritime Control agreed that this would be done.

[illegible] Ref.247. Inspectore Portland informed the Committee that a release order for 100 tons of cement for export had been received and would be supplied from the "Italcementi" works in Civitavecchia.

[illegible] Inspectore Portland reported, it had been approved that the Civil Facilities Service, Tarquinia (Lot.) Detch.) be extended to serve Bertha Fou. I and a [illegible] work on this extension would commence in the near future.

Next Meeting:- Monday, 13th August, 1945 at 10.00 hrs.

7th August, 1945.

Chairman Port Working Committee,
Civitavecchia.

CIVITAVECCHIA PORT MOVEMENT COMMITTEE.

Minutes of Meeting Held on 27th July, 1945.

Present:-	Mr. E.V. Taylor,	Ministry of War Transport, Chairman.
	Mr. H. Harris,	U.S. War Shipping Administration.
	Lt.Comm.Allegretti,	N.O.I.C., N.C.S.O., Civitavecchia.
	Col. T.Guarino,	Il Colonnello di Porto Comandt.,
	Mag. S.Grassi,	Il Maggiore di Porto.
	Mag. F.Sorrutti,	Port Liaison Officer.
	Capitano Testa,	Asst. Port Liaison Officer.
	Ingr. Nucciosi,	Italian Civil Engineer-in-Charge of Port Re-construction.
	Capitano M.Moriani,	Co.Ge.Na.,
	Signor B.Differali,	Representing Compagnia Portuale.

Min. Chairman welcomed Maggiore Salvatore Grassi, who is to succeed Col.Guarino as Capitaneria di Porto, to that and subsequent meetings and thanked Col. Guarino for the assistance he had given the Committee during his term of duty as Capitaneria di Porto. Capitano Moriani representing Co.Ge.Na., was also welcomed to the Meeting.

Minutes of Last Meeting. ACTION BY.

279. DIVERS' SURVEY OF PORT ENTRANCE. Ref.#70. Ingegnere Nucciosi stated divers had made a survey at the entrance of the harbour but as he had been unable to contact and consult with the pilot responsible for piloting the two American vessels whose Masters had reported the incidents of fouling, he was unable to state whether the survey made had covered the area where the fouling was alleged to have occurred. Capitaneria di Porto said he would instruct the pilot to contact Ingegnere Nucciosi immediately.

Capitaneria di Porto.

F U S S. Ref.#71. N.O.I.C. reported the tug "Luigi" was to be towed to Naples for a refit, by the tug "Lampedusa". The "Carlo Bruno" which had been sent from Naples to relieve the "Lampedusa" was, N.O.I.C., stated, the type of tug needed for berthing duties at Civitavecchia. Chairman suggested N.O.I.C. should make representations to the Italian Ministry of Marine, requesting they influence N.O.I.C., Naples, to allocate the "Carlo Bruno" to Civitavecchia permanently as a berthing tug to replace the "Lampedusa", emphasising the latters unsuitability for berthing large vessels. N.O.I.C. undertook to signal the Ministry as suggested, also pointing out that as the "Carlo Bruno" had auxiliary pumps for fire-fighting purposes, a dual reason presented itself, owing to the shortage in the port of the latter type tug.

Col. Guarino as Capitaneria di Porto, to that and subsequent meetings and thanked Col. Guarino for the assistance he had given the Committee during his term of duty as Capitaneria di Porto. Capitano Abriani representing C.G.S.M., was also welcomed to the Meeting.

Minutes of last Meeting. Action By.

275. DIVERS' SURVEY OF PORT ENTRANCE. Ref. 270. Ingegnere Bacolossi stated divers had made a survey at the entrance of the harbour but as he had been unable to contact and consult with the pilot responsible for piloting the two American vessels whose masters had reported the incidents of fouling, he was unable to state whether the survey made had covered the area where the fouling was assessed to have occurred. Capitaneria di Porto said he would instruct the pilot to contact Ingegnere Bacolossi immediately.

Capitaneria di Porto.

F.N.S.S. Ref. 271. S.O.I.C. reported the tug "Luigi" was to be towed to Naples for a refit, by the tug "Lampedusa". The "Carlo Bruno" which had been sent from Naples to relieve the "Lampedusa" was, S.O.I.C., stated, the type of tug needed for berthing duties at Civitavecchia. Chairman suggested S.O.I.C. should make representations to the Italian Ministry of Marine, requesting they influence S.O.I.C., Naples, to allocate the "Carlo Bruno" to Civitavecchia permanently as a berthing tug to replace the "Lampedusa", emphasising the latters unsuitability for berthing large vessels. S.O.I.C. undertook to signal the Ministry as suggested, also pointing out that as the "Carlo Bruno" had auxiliary pumps for fire-fighting purposes, a dual reason presented itself, owing to the absence in the port of the latter, why this tug should remain.

Naval Officer-in-Charge.

DREDGING. Ref. 272. Chairman reported that a meeting on Dredging which would decide upon future allocations of dredgers, was to be held on the 2nd August, in Naples; he considered, taking into account the urgency of a dredging operation being undertaken at Civitavecchia, especially in the area of Berth No. 8, that a bid be made to the afore-mentioned meeting, requesting the allocation of a dredger immediately on the basis that the dredging of No. 8 Berth would enable Civitavecchia to accept an additional "Liberty" type ship. This was agreed, Chairman undertaking to take the matter up with D.D.M.D., and Naples Harbour Board with Allied Commission.

Chairman.
Harbour Board.

"CAMPBELL COMMITTEE" REPORT. Ref. 273. Capitaneria di Porto stated he had now received a copy of the "Campbell Committee" Report but instructions on applying the new principles of future policy contained in the Report, were still awaited from the Ministry of Marine.

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MAIN BOAT "IDUNA". Ref.274. S.O.I.C. stated that it was [illegible] the water boat "Iduna" was at Leghorn.

276. BARGES WORK. Ref.275. Maggiore Moretti stated the Allied Commission were arranging with Movements, Florence, for the transportation of barbed wire to Civitavecchia.

277. BARGE NO. 2. Ref.277. Capitaneria di Porto referred to the anchors of the wrecked vessel "Citta di Trieste" and their utilisation for mooring a buoy off No.1 Berth, stating it would be necessary to employ the floating crane "Trieste" to lift the anchors and chains. It was agreed that the "Trieste" be employed to salvage the equipment needed, from the "Citta di Trieste", at the first opportunity. Capitaneria di Porto undertaking to issue instructions accordingly to the Officer-in-Charge of salvage operations.

278. UTILISATION OF FLOATING CRANE. Ref.279. Capitaneria di Porto. S.O.I.C. reported the "Trieste" had removed the anchor buoy "Dessenice" from the vicinity of No.3 Berth and was now being utilised to lift two sunken barges near Berth No.2. Chairman stressed the importance of the crane being employed on repairs to the breakwater, which, he said, was the primary reason for the crane being sent to Civitavecchia. S.O.I.C. stated it was intended, now that the tug "Carlo Bruno" had arrived, to put the crane at the disposal of Genio Civile to lift and place the large cement blocks into the breach of the seawall; this, he said, could only be done when favourable weather conditions permitted and before 13.00 hours and after 14.00 hours each day, owing to strong currents which would prevent the crane operating on the off-shore side of the breakwater between the hours stated. At Capitaneria di Porto's suggestion, it was agreed the tug "Carlo Bruno" would stand-by the "Trieste" when the latter was working on the off-shore side of the sea-wall. In reply to Chairman, Engineer Lucchesi stated it would take seven to eight fine weather days to complete the work the "Trieste" was required to do.

279. BARGES "BELLY" AND "BRUNO". Ref.280. Capitaneria di Porto informed the Committee that the lumber for making hatch covers for the barges "Belly" and "Bruno" had arrived; this had been checked and stored in accordance with instructions. Capitaneria di Porto agreed, at Chairman's suggestion, to make out and forward a bill/s for the lumber, to the Allied Commission. Mr. Harris stated that as the quantity of lumber received was in excess of requirements, the balance remaining, after the hatch covers had been made, should be disposed of, at the first opportunity, to either Naples or Leghorn where lumber was urgently needed for loading programmes. Capitaneria di Porto agreed for this to be done and Maggiore Moretti undertook to request Naples Authorities to expedite the making of hatch covers and other stores required.

the crane being sent to Civitavecchia. M.G.I.S. stated it was intended, now that the tug "Carlo Brano" had arrived, to put the crane at the disposal of Genio Civile to lift and place the large cement blocks into the breach of the seawall; this, he said, could only be done when favourable weather conditions permitted and before 11.00 hours and after 14.00 hours each day, owing to strong currents which would prevent the crane operating on the off-shore side of the breakwater between the hours stated. At Capitaneria di Porto's suggestions, it was agreed the tug "Carlo Brano" should stand-by the "Triesta" when the latter was working on the off-shore side of the sea-wall. In reply to Chairman, Ingegnere Buonlonni stated it would take seven to eight fine weather days to complete the work the "Triesta" was required to do.

279. BARGES "POLLY" and "WESTBY". Ref.264. Capitaneria di Porto informed the Committee that the lumber for making hatch covers for the barges "Polly" and "Westby" had arrived; this had been checked and stored in accordance with instructions. Capitaneria di Porto agreed, at Chairman's suggestion, to make out and forward a Receipt for the lumber, to the Allied Commission. Mr. Harris stated that as the quantity of lumber received was in excess of requirements, the balance remaining, after the hatch covers had been made, should be despatched, at the first opportunity, to either Naples or Leghorn where lumber was urgently needed for loading programmes. Capitaneria di Porto agreed for this to be done and Ingegnere Moretti undertook to request Commando Carrittieri to expedite the making of hatch covers and other structural repairs necessary to make the barges sea-worthy.

Capitaneria di Porto.
Commando Carrittieri.

280. DEPARTURE OF SCRAP METAL. Ref.265. Ingegnere Moretti stated the Allied Commission were not interested in the clearing of scrap metal from the port area and had informed him the question was one for the Italian Ministry of Marine's attention. Capitaneria di Porto said he would raise the matter with the Ministry.

Capitaneria di Porto.

281. S H E D S. Ref.266. Ingegnere Moretti reported he had received a communication from the Allied Commission informing him that the question of spare parts for the grab-cranes, had been taken up with G.M.H. 104 Works Group and it was hoped the spare parts required would be supplied in the near future.

282. RAIL CLEARANCE. Mr Harris enquired if the new arrangements whereby railwagons were allocated for port clearance, was working satisfactorily. Ingegnere Moretti replied in the affirmative, stating that all bids were now placed with the Cayo Stazione for communicating with Roma; no

...../....

-4- private ships, he said, were considered until the port's full requirements for railwagons had been met, these requirements were made known twenty four hours in advance.

23). WATER HOSES. The Commander complained of the total lack of water hose-pipes in the port both for watering vessels and fire-fighting purposes, stating that the Municipality which controlled all the watering facilities in the port, pretended to have for providing hose-pipes. Maggiore Corsetti requested the assistance of the War Shipping Administration to supply the port's needs, which were estimated to be about four hundred feet. Questions anglered if this shortage of essential port equipment had been brought to the notice of the appropriate Italian government department. Maggiore Corsetti replied in the negative but it was suggested and agreed that before the assistance of any Allied authority was asked for, what Italian source existed, for the supply of such equipment, should first be investigated. Capitaneria di Porto agreed to approach the Ministry of Marine for assistance.

Capitaneria di Porto.

Next Meeting:- Today, 3rd August, 1945, at 10.00 hrs.

Commander Port Working Committee,
Civitavecchia.

31st July, 1945.

1515

SALVAGE WORK PORT MARGHERA.

Minutes of meeting held on 22nd July, 1946.

Present:-

Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
Mr. H. Harris,	U.S. War Shipping Administration,
Lt. Corradilleverdi,	N.O.I.S., N.C.S.V., Civitavecchia,
Col. V. Guarino,	Il Colonnello di Porto Venezia,
Capitano Tosto,	Acting Port Marine Officer,
Dott. Bonlocci,	Italian Civil Engineer-in-Charge of Port Re-construction,
Signor P. Biforali,	Representing Compagnia Portuale.

100. Minutes of last meeting. Action By.

R.A.R.E.R. 1.1.1. Ref.197. N.O.I.S. asked if anything further had been done to arrange for the collection and transportation of barbed wire for fencing the port area, stating that the Italians order given by the Military authorities was due to expire on the 31st July. Mr. Harris said he would request the Allied Commission to make arrangements for getting the enclosures collected.

Mr. Harris.

Speed Limits in Port Area. Ref.197. Engineer Bonlocci stated appropriate signs signifying the entrance to the dock area of a speed limit of 10 miles an hour were being procured and would shortly be placed at Malamocco to be decided upon but which would include all entrances into the port.

R.A.R.E.R. 1.1.1. Ref.25. N.O.I.S. said a bollard had been fixed near the breakwater at No.1 Berth. Referring to the mooring buoy which was to be moored near No.1 Berth as an additional mooring facility, Capitaneria di Porto stated some difficulty was being experienced in finding there suitable anchors capable of four tons weight. In the meantime Capitaneria di Porto undertook to investigate the possibility of finding suitable anchors at the "Malamocco" and "Sitch di Malamocco" breakwater.

Breakwaters at Lagoon.

Wreck Marks in Lagoon. Ref.201. N.O.I.S. informed the Committee that all wrecks in the vicinity of No.8 Berth had been removed and the "Tricoche" was now engaged on raising the sunken tug "Lorandoo" at No.5 Berth. N.O.I.S. mentioned the crane was being used at No.5 Berth owing to no tug being available to tow the craft to the breakwater where it had been intended, after completing work at N.8 Berth, it should be employed on repairs to the seawall.

Net July. Mr. Harris said he would request the Allied Commission to make arrangements for getting the consignment collected.

Mr. Harris.

[illegible] Ref.490. Engineers Department stated appropriate signs signifying the existence in the dock area of a speed limit of 10 miles an hour were being prepared and would when ready be placed at points to be decided upon but which would include all entrances into the port.

[illegible] Ref.493. H.O.I.S. said a bollard had been fixed near the breakwater at No.1 Berth. Referring to the mooring buoy which was to be anchored near No.1 Berth, as an additional mooring facility, Confederazione di Porto stated some difficulty was being experienced in finding three suitable anchors each of four tons weight. On the Chairman's suggestion Confederazione di Porto undertook to investigate the possibility of finding suitable anchors on the "Sudbile" and "Città di Trieste" wreckage.

1847

Confederazione di Porto.

[illegible] Ref.494. H.O.I.S. informed the Committee that all wrecks in the vicinity of No.6 Berth had been removed and the "Trieste" was now engaged on raising the anchor tug "Comacico" at No.1 Berth. H.O.I.S. mentioned the crane was being used at No.5 Berth owing to no tug being available to tow the craft to the breakwater where it had been intended, after completing work at No.8 Berth, it should be employed on repairs to the sea-wall.

[illegible] "Sally" and "Hunter". Ref.495. Chairman referred to a communication from H.O.I.S. relative to the impending arrival of a consignment of damage wood which was to be used for making hatch covers for the "Sally" and "Hunter"; he requested Confederazione di Porto to arrange for checking and storing the timber on arrival and to ascertain the feasibility use for the purpose intended. Mr. Harris expressed the opinion that the quantity asked for, was far in excess of requirements. Chairman stated exact measurements of hatch covers needed were sent to Allied Commission who had been responsible for ordering the timber.

Confederazione di Porto.

[illegible] Ref.496. Engineers Department said the military authorities had been approached on the matter of repairing the roads in the area of "Clearing Areas" railhead, a reply was awaited.

...../.....

Declassified E.O. 12356 Section 3.3/NND 785 [illegible]

[illegible]

[illegible] unable to pilot [illegible] owing to the new location [illegible] port. Engineers Technical suggested the making of a gateway which, he thought, could solve the difficulty and undertook, at the Committee's request, to construct one accordingly.

Engineers Technical

270. [illegible] The reported incidence of two [illegible] was discussed. Engineers Technical stated [illegible] port(Ref. in.100), was under discussion. Engineers Technical stated a survey had been made by divers between berths 1 and 2/ but no objects likely to hamper full of a ship's bottom had been found. [illegible], and in the area where it had been reported large cement blocks were lying, there was over fifty feet of water. It was decided that Engineers Technical should consult with the pilot and under the pilot's direction, employ divers to survey the area where the reported fouling took place.

Engineers Technical

271. R.I.S.A. Ref.251. Chairman said information had been received that the tugboat "Corte Brano" of present and trying trials at Naples, would proceed, if her trials proved satisfactory, to Civitavecchia to relieve the "Longshore".

272. R.I.S.A. Ref.252. Chairman informed the Committee that the question of dissecting a bridge to Civitavecchia was being considered and that it was probable one would be sent in the near future after completing a dredging operation at Fiumicino.

273. Chairman's Personal Report. Chairman asked Capitaneria di Porto if any directive had been received on applying the policy formulated in the Report of the "Crisfall Committee", especially in regard to payment of stevedoring charges. Capitaneria di Porto replied in the negative, stating he had requested guidance from the Italian Ministry of Marine on the matter but had received no instructions, he would again endeavour to obtain the Ministry's attitude to the question.

Capitaneria di Porto.

274. Motor Boat "Tiber". Chairman referred to the motor-boat "Tiber" which, he said, was due to arrive in the near future. Capitaneria di Porto said the sending of the "Tiber" to Civitavecchia was the outcome of a request made by him in May in answer to a circular from the Italian Ministry of Marine. Capitaneria di Porto expressed the opinion that the "Tiber" would be useful in the port as a fire-boat, a service which the port lacked, she could also be used to give water to ships lying at Sc.Li Porti where no water points existed.

Next Meeting- Monday, 27th July,1945 at 10.00 hrs.

Chairman:- Port Sanitary Committee,
Civitavecchia.

14th July, 1945.

Lt. Com. Allemandi. N.O.I.C.

CIVITAVECCHIA PORT MEETING.

Minutes of Meeting held on 16th July, 1945.

Present:-	Mr. E.V. Taylor,	Ministry of War Transport, Chairman.
	Mr. T. Harris,	U.S. War Shipping Administration.
	Maggiore Moretti,	Port Liaison Officer.
	Lt.Comm. Allemandi,	N.O.I.C., E.C.S.C.,
	Colonnello Guerino,	Il Colonnello di Porto Commnt.,
	Capitano Testa,	
	Ingegnere Tuscloesi,	Italian Civil Engineer-in-Charge of Port Re-construction.
	Signor P. Biferali,	Representing Compagnia Portuale.

Min.

ACTION BY.

254. Minutes of Last Meeting.

BOLLARDS ON NO. 12 BERTH. Ref.243. Ingegnere Tuscloesi stated that owing to the damaged state of the breakwater near No.12 Berth it was not possible to set bollards in a sound foundation; as an alternative, a heavy chain had been fastened around a solid structure to which the lines from the vessel at present using the berth had been satisfactorily made fast.

T.S.S. Ref.231. Chairman stated that a Report on the tug situation at Civitavecchia had been sent by him to the D.G.M.C., who he hoped would bring the rather deplorable state of a tug service in the port, to the notice of the authority from whom action on such matters was expected.

DREDGING. Ref.252. Chairman said he had spoken to the D.G.M.C., on the question of allocating a dredger for dredging near No.8 berth and other areas where necessary, but was unable to give any definite information as whether one would be made available, he would continue to stress the urgency of a dredging operation being undertaken in order to make No.8 berth, now nearing completion, suitable for accepting "Liberty" type vessels.

255. BARBED WIRE. Ref.244. Maggiore Moretti said the Allied Commission were making the necessary arrangements for the collection and transportation to Civitavecchia, of the equipment of barbed wire released by Allied Military authorities for repairing the fences of the Port area.

256. DEPTHS OF WATER AT NOS. 1 & 2 BERTHS. Ref.240. Ingegnere Tuscloesi informed the Committee that soundings had been made of the depth of water in the vicinity of Nos. 1 & 2 berths, these showed no change to those already recorded, with the exception of slight erosion of the blown away logs in mentioned upon.

Ingegnere Tuscloesi that

MOORING OF NO. 12 BERTH. Ref.241. Chairman stated that owing to the damaged state of the breakwater near No.12 Berth it was not possible to set bollards in a sound foundation; as an alternative, a heavy chain had been fastened around a solid structure to which the lines from the vessel at present using the berth had been satisfactorily made fast.

T U G S. Ref.251. Chairman stated that a Report on the tug situation at Civitavecchia had been sent by him to the D.G.M.C., who he hoped would bring the rather deplorable state of a tug service in the port, to the notice of the authority from whom action on such matters was expected.

D R E D G E S. Ref.254. Chairman said he had spoken to the D.G.M.C., on the question of allocating a dredger for dredging near No.3 berth and other areas where necessary, but was unable to give any definite information as to whether one would be made available, he would continue to stress the urgency of a dredging operation being undertaken in order to make No.3 berth, now nearing completion, suitable for accepting "Liberty" type vessels.

255. BARBED WIRE. Ref.244. Engineer Noretti said the Allied Commission were making the necessary arrangements for the collection and transportation to Civitavecchia, of the consignment of barbed wire released by Allied Military authorities for repairing the fences of the Port area.

256. DEPTH OF WATER AT NOS. 1 & 2 BERTHS. Ref.240. Inspector Duclosset informed the Committee that soundings had been made of the depth of water in the vicinity of Nos. 1 & 2 berths, these showed no change to those already recorded, with the exception of slight erosion of the block quay faces is embarked upon.

257. CEMENT SUPPLIES. Ref.246. Chairman informed Engineer Duclosset that 100 tons of cement had been released for Port re-construction and although the initial release made out at the request of Mr.Harris, had stipulated the cement being collected from Colleferro, he had now arranged for the allocation to be made from supplies available in Civitavecchia. Engineer Duclosset mentioned having received two allocations to be collected at Civitavecchia.

258. SPEED LIMIT IN DOCK AREA. Chairman suggested the institution of a speed limit in the dock area of 10 miles an hour, stating that the clouds of dust created when vehicles travelled at speeds which he considered excessive, was comparable to fog and created an unnecessary element of danger in the dock area. This was agreed to, Engineers Duclosset being requested to prepare signs written in English and

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and Italian to be placed at each entrance to the port and at selected points throughout the port area and that Capitaneria di Porto instruct the Carabinieri to enforce this ruling.

Ingegnere Tenente
Capitaneria di Porto.

259. BERTH NO. 1. Chairman referred to the way vessels were being berthed at No.1 Berth, pointing out the danger which existed when mooring lines were made fast to the staging, he considered the strain on the staging, caused by the movement of any vessel so moored, to be too great and likely in time, to cause damage resulting in the berth becoming unusable. It was suggested and agreed that a buoy be moored in a position to be agreed upon by R.C.I.C. and Ingegnere Tenente.

Ingegnere Tenente.

260. FILIPPA. Referring to a report made by the masters of two American vessels that their ships, when entering the harbour had touched some submerged obstruction, Chairman suggested the pilot should make a report to the Capitaneria di Porto on the behaviour of all vessels entering and leaving the port. Capitaneria di Porto agreed to give instructions accordingly and mentioned the absence of any obstruction in the area where the reported fouling of the vessels referred to had taken place.

Capitaneria di Porto.

261. REMOVAL OF FLOATING CRANE. R.C.I.C. reported progress in the work of removing the wrecks in the vicinity of No.1 berth, stating it was anticipated this work would be complete by 10th July, when the "Friesia" could be put at the disposal of Genio Civile for work on the sea-wall. It was agreed that a weekly report be given by the Officer-in-Charge of Divisione Sinapori or Genio Civile on the work done by the crane, which would be submitted to the Committee by R.C.I.C., who undertook to give the necessary instructions.

R.C.I.C.

262. BARGES "MOLLY" AND "CHARLIE". Replying to chairman, Capitaneria di Porto stated the barge "Charlie" was now being utilised but could not be used to capacity on the Pianosa service owing to lack of watch-covers; the "Molly" still awaited repairs. Chairman considered that the time taken to put these two barges into service was excessive and requested Maggiore Toretti to raise the matter with Alleg Carabinieri with the object of compelling the Compagnia Marittima, to whom the barges had been allocated for operation, to take some action.

Maggiore Toretti.

263. WATER SUPPLY AT NO. 3 BERTH. Ingegnere Tenente informed chairman that provision was being made for water and electric light supplies on No.3 berth.

264. ROAD TO "SANTIAGO CROSS" RAILWAY. Maggiore Toretti referred to the

agreed to give instructions accordingly and mentioned the absence of any obstruction in the area where the reported fouling of the vessels referred to had taken place.

Capitaneria di Porto.

261. UTILIZATION OF FLOATING CRANE. S.O.I.C. reported progress in the work of removing the wrecks in the vicinity of No.1 berth, stating it was anticipated this work would be complete by 15th July, when the "Triestu" would be put at the disposal of Genio Civile for work on the sea-wall. It was agreed that a weekly report be given by the Officer-in-Charge of Divisione Rimorchi or Genio Civile on the work done by the crane, which would be submitted to the Committee by S.O.I.C., who undertook to give the necessary instructions.

S.O.I.C.

262. BARGES "MELDI" AND "MURGIA". Replying to chairman, Capitaneria di Porto stated the barge "Murgia" was now being utilised but could not be used to capacity on the Municipio service owing to lack of motor-covers; the "Meldi" still awaited repairs. Chairman considered that the time taken to put these two barges into service was excessive and requested Maggiore Moretti to raise the matter with Allied Commission with the object of compelling the Compagnia Marittima, to whom the barges had been allocated for operation, to take some action.

Maggiore Moretti.

263. WATER SUPPLY AT NO. 8 BERTH. Ingegnere Municipale informed chairman that provision was being made for water and electric light supplies on No.8 berth.

264. ROAD TO "CHARING CROSS" RAILHEAD. Maggiore Moretti referred to the bad state of the road approaches to "Charing Cross" railhead, mentioning the difficulty being experienced by heavy drawn vehicles using these roads. Ingegnere Municipale undertook to have the roads attended to and mentioned work was to commence that week on the construction of a permanent roadway(Ref.Min.#37.) to No.11 berth.

Ingegnere Municipale.

265. CLEARANCE OF SCRAP METAL. The large quantities of scrap metal lying at different areas in the port was mentioned by the chairman, who suggested that Allied Commission be requested to approach the appropriate Italian Government department to arrange for its removal on the grounds that if a policy of back piling had ever to be resorted to, it would be greatly handicapped by the non-removal of this scrap. The Committee agreed, Maggiore Moretti being requested to raise the question with Allied Commission.

Maggiore Moretti.

...../....

206. [illegible]. Capitaneria di Porto stated spare parts were needed of the crane-grab, which, if not supplied, would involve a complete breakdown of these mechanical appliances. Signore Moretti mentioned the requirements had already been communicated to Allied Commission and he would again press the urgency of this question.

Capitaneria di Porto.

207. [illegible]. Mr. Morris mentioned that ships were experiencing difficulty in getting rid of refuse. Chairman suggested the use of a barge to service vessels each morning, afterwards being towed a short distance out to sea where the refuse could be dumped. Capitaneria di Porto referred to a suitable barge for this work but mentioned it was privately owned and he could not requisition without authority from the Ministry of Marine. The Committee agreed the necessity of the barge referred to, being utilised as a "Bullage barge" and requested Capitaneria di Porto to take the matter up with the Ministry of Marine.

Capitaneria di Porto.

208. [illegible] OF ROAD IN PORT AREA. Capitaneria di Porto stated an application had been received from Sindaco for the opening up to the public, of a road known as Via Garibaldi, which was at present within the bounds of the port area, this, he said, would necessitate the removal of barbed wire fences. The Committee agreed that the road should be re-opened to the public providing the Sindaco could be responsible for moving the fences to a line constituting the commencement of the port area and which should be decided upon by Capitaneria di Porto.

Capitaneria di Porto.

Next meeting:- Sunday 23rd July, 1945, at 10.30 [illegible].

[illegible]
Chairman, Port Working
Committee,
Civitavecchia.

17th July, 1945.

G.O.C., No., Allied Commission, Transportation Section.

Minutes of meeting held on 9th July, 1945.

Present:-	W. .F. Taylor,	Military Air Transport, Germany.
	Major [illegible],	Port Italian Military.
	W. - Ehrle,	R.A. for Displaced and Internees.
	Mr. Owen, Allied Mil.	U.N.R.R.A., Rome.
	Colonello Cantino,	Il Colonello di Stato Maggiore.
	Professor Pirro,	
	Professor Ivellard,	Civilian Civil Administration of Port Non-Commissioned.
	T. Mitchell,	Representing Chairman Portello.

Minutes.

Minutes of last meeting.

Minutes of meeting on 30.11.45 etc., Ref. 77. Immediate Resolution of plan of the proposed boundary to No.11 North and Base, forwarded to the Military of Public works whose direction to commence work on the cellars was sought.

Minutes Minutes, Ref. 15. Information was given by U.N.R.R.A. that the floating crane "Pontoon" had arrived Port Marghera. U.N.R.R.A. undertook to give instructions to the Officer-in-Charge of salvage, to commence immediately to utilize the crane, stated that such commencing work, in order to avoid delay in removing the wrecks from the Port, had already been done.

Minutes on plans of No.1 Pontoon, Ref. 40. Replying to Chairman, Lieutenant Mitchell stated, soundings were to be made in the vicinity of No. 1 Pontoon, when the depth of water and a record sketch be compared with the last soundings made, could be made known. Referring to the re-opening of No.1 Pontoon, they then, Engineer Lieutenant Colonel [illegible] for this work and the estimated cost, which was six million lire, had been forwarded to the Ministry of Public Works for further consideration.

1846

Lieutenant Colonel.

Minutes Minutes, Ref. 44. Lieutenant Colonel Ivellard mentioned the Allied Commission of the Allocation of an embankment of barrel which the Germans had placed in the Port. Engineer Lieutenant Colonel [illegible]

Action by.

Tender of Ian Shipping.

LAYING OF BERTH No. 11 [illegible]. Ref.137. Dangerous Dockworkers stated that of the proposed tender to No.11 berth had been forwarded to the Ministry of Public Works whose sanction to commence work on the scheme was awaited.

Italian Steamer. Ref.139. Information was given by T.O.I.C. that the Italian steamer "[illegible]" had arrived that morning. T.O.I.C. undertook to give instructions to the Officer-in-Charge of salvage, to commence immediately to utilize the crane, stated that such preparatory work, in order to avoid delay in removing the wreck from No.1 berth, had already been done.

Delivery.

Quotes on behalf of Ian. I. S. I Bertoni. Ref.140. Replying to Chairman, Dangerous Dockworkers stated, soundings were to be made in the vicinity of Nos. 1 & 2 berths, when the depths of water and recorded changes as compared with the last soundings made, would be made known. Referring to the re-fenders of No.1 berth, they fear, Dangerous Dockworkers had a plan for this work and the estimate cost, which was six million lire, had been forwarded to the Ministry of Public Works for their consideration.

1844

Insecure Dockland.

Rubble Piles. Ref.141. Inspector Orsini mentioned he was informed the Allied Commission of the release of an assignment of barges also for repairing wharf facade, requesting they provide transport for collecting at the source of supply and delivery to Civitavecchia.

Sub-Soil of No.2 Berth. Ref.142. Inspector Orsini stated the Allied Commission had contacted with Rosetti but still, owing to the warehouse on No. 2 berth, to use the facilities to allow a consignment of food supplies, there, he said, would result in average loading transhipment lighters by the "Costante G.".

Cement Shortage. Ref.143. Dangerous Dockworkers referred to the continued shortage of cement, stating that adequate supplies were available at the Technical works in Civitavecchia but this was blocked by Allied Commission. Chairman thought this was a matter particularly for the Italian Ministry of Public Works, but Dangerous Dockworkers impressed that the Ministry, despite the many representations had made on the matter, seemed unable to clear the situation. Dockworkers said he would endeavour to obtain a release of the usual monthly allocation of cement. Mr. Morris also stated he would raise the question in talks with Allied Commission.

Re-fenders. Condemnation.

Ref.144. Chairman enquiring about courtesy facilities

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[illegible]

16th July, 1945.

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

C.M.A., Allied Commission Rome.

WPD

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on the 3rd July,1945.

Present:- Mr. M.V. Taylor, Ministry of War Transport, Chairman,
Maggiore Moretti, Port Liaison Officer,
Lt. Commander Allessandi, H.O.I.C., R.C.N.C.,
Colonnello Guarino, Il Colonnello di Porto Comandt.,
Tenente di Vascello Dordoni, Asst. H.O.I.C.,
Capitano Tosto,
Ingegnere Buonlconi, Italian Civil Engineer-in-Charge of Port Re-construction.
Signor Volpi Francesco, Representing Compagnia Portuale.

Signor Volpi representing the Compagnia Portuale was welcomed to the Meeting by the Chairman.

Min.

239. Minutes of Last Meeting. Action By.

LAYING OF ROADWAY TO NO.11 BERTH. Ref.237. Plans of the proposed roadway to berth No.11 were submitted to the Committee by Ingegnere Buonlconi and approved, Ingegnere Buonlconi being requested to make known to the Ministry of Public works the Committee's re-commendation that the scheme be undertaken without delay. Ingegnere Buonlconi.

FLOATING CRANE. Ref.239. Chairman stated information had been received that the floating crane "BRIGITTE" with a lifting capacity of 120 tons, had left Naples for Civitavecchia where it was due to arrive on the 3rd/4th July; he emphasised the importance of making immediate and continuous use of the crane, pointing out that the possibility always existed of the crane being sent elsewhere at short notice. The Committee decided after the order of priority of work to be undertaken, that the wrecks in the vicinity of No.8 berth should first be removed, repairs to the breakwater undertaken and the tugboat "DOLENTOO" lying near No.5 berth lifted, the priority of other work being decided by the Capitaneria di Porto in consultation with the Officer-in-Charge of the Naval Salvage Party. Capitaneria di Porto.

240. DEPTHS OF WATER AT NOS. 1 & 2 BERTHS. Chairman mentioned the pilot had reported a decrease in the depths of water alongside Nos. 1 & 2 berths as a result of silting caused by the erosion of the blown

to the Meeting by the Chairman.

Min.

239. Minutes of Last Meeting. Action By.

LAYING OF ROADWAY TO NO.11 BERTH. Ref.237. Plans of the proposed roadway to berth No.11 were submitted to the Committee by Ingegnere Bucalossi and approved, Ingegnere Bucalossi being requested to make known to the Ministry of Public works the Committee's re-commendation that the pehcme be undertaken without delay.

Ingegnere Bucalossi.

FLOATING CRANE. Ref.233. Chairman stated information had been received that the floating crane "SHIRLEY" with a lifting capacity of 120 tons, had left Naples for Civitavecchia where it was due to arrive on the 3rd/4th July; he emphasised the importance of making immediate and continuous use of the crane, pointing out that the possibility always existed of the crane being sent elsewhere at short notice. The Committee decided after the order of priority of work to be undertaken, that the wrecks in the vicinity of No.5 berth should first be removed, repairs to the breakwater undertaken and the tugboat "DOLENDOO" lying near No.5 berth lifted, the priority of other work being decided by the Capitaneria di Porto in consultation with the Officer-in-Charge of the Naval Salvage Party.

Capitaneria di Porto.

240. DEPTH OF WATER AT NOS. 1 & 2 BERTHS. Chairman mentioned the pilot had reported a decrease in the depths of water alongside Nos. 1 & 2 berths as a result of silting caused by the erosion of the blown clay floors. Tenente Bordoni expressed the view that the erosion would cease if and when the breach in the sea-wall opposite Nos. 1 & 2 berths was built up. Replying to chairman, Ingegnere Bucalossi stated sanction by the Ministry of Public Works to commence work on re-facing No.1 berth was still awaited but he would express to them the necessity that this work be undertaken as soon as possible.

Ingegnere Bucalossi.

241. WATERING FACILITIES. Ingegnere Bucalossi informed the Committee that water points at No. 4 berth were now available and work had commenced on laying a pipe line to No. 3 berth.

242. "WILL E. SILLS". Maggiore Marotti stated that pilfering on a small scale by dock-workers had occurred during the discharge of the "Will E.Sills" but it had been reported that breaching of cargo by ship's personnel had been very evident; this had been reported to the Master of the ship and the agents of the War Shipping Administration.

243. ATTEMPTED BREAK-IN. Chairman referred to an attempted robbery by armed men of merchandise stowed in the warehouse of the Consorzio Agrario. He was informed by Maggiore Marotti that the Captain of the Carabinieri was preparing a Report on the incident, that four men involved had been caught by the Carabinieri and were now in custody pending removal to Rome for trial.

...../....

244. [illegible] Tenente Cordoni informed the Committee that five tons of barbed wire for repairing the fences of the port area(Ref. in.[illegible].) had been allocated and was awaiting transportation from Rome. Ingegnere Marutti was requested to arrange through A.C. for its collection and transportation to Civitavecchia.

Ingegnere Marutti.

245. [illegible] AT No. 8 BERTH. Ingegnere Bonessi mentioned a request made by A.C. for warehouse storage space for two thousand six hundred and thirty four tons of supplies which he understood to be military. Replying to chairman Ingegnere Buonlonni stated the warehouse on No. 7 berth could now be used. Chairman considered that as this warehouse was for goods in transit and likely to remain in storage for maximum periods of two to three days it was necessary for Ingegnere Marutti to ascertain from A.C. how long it was intended the goods should be stored and furthermore, as the warehouse was owned by the Scelath Dei Gili, arrangements to use space in it would have to be made with that body.

Ingegnere Marutti.

246. [illegible] Ingegnere Buonlonni stated that work on port re-construction was now considerably handicapped owing to shortage of cement. Chairman undertook to raise the question with Allied Commission.

Chairman.

247. [illegible] OF [illegible] BY [illegible]. Ingegnere Buonlonni complained against the using of explosives for breaking up wrecks, stating that damage to completed re-construction work was likely to occur if blasting was permitted to continue. A.M.L.G. undertook to give instructions to Naval Salvage and others engaged in removal of wrecks, to dis-continue using explosive charges.

Reliefs.

Next Meeting:- Monday 9th July, 1945 at 10.30 hours.

Note:- Meeting convened for Monday 2nd July, was postponed until 3rd July at the request of Capitaneria di Porto and the Naval Officer-in-Charge.

R. N. Hughton

Chairman:- Port Working Committee,
Civitavecchia.

Chairman.

346. **Cement shortage.** Engineers Lieutenant stated that work on port re-construction was now considerably handicapped owing to shortage of cement. Chairman undertook to raise the question with Allied Commission.

Chairman.

347. **Removal of wrecks by blasting.** Engineers Lieutenant complained against the using of explosives for breaking up wrecks, stating that damage to completed re-construction work was likely to occur if blasting was permitted to continue. A.M.L.G. undertook to give instructions to Naval Salvage and others engaged in removal of wrecks, to dis-continue using explosive charges.

Detailed.

Next Meeting:- Monday 9th July, 1945 at 10.00 hours.

Note:- Meeting convened for Monday 2nd July, was postponed until 3rd July at the request of Capitaneria di Porto and the Naval Officer-in-Charge.

E. V. Keyloth

Chairman:- Port Working Committee,
Civitavecchia.

4th July, 1945.

CIVITAVECCHIA PORT WORKING COMMITTEE

Minutes of Meeting Held on the 25th June, 1945.

Present:-

Mr. E.V. Taylor, Ministry of War Transport, Chairman,
Mr. Harris, War Shipping Administration Representative,
Lt. Commander Allessandi, M.O.I.C., N.C.S.O.,
Colonnello Guerrino, Il Colonnello di Porto Comandt.,
Capitano Vesta,
Ingegnere Ducalossi, Italian Civil Engineer-in-Charge of Port Re-construction.

Min.		Action By.
235.	Minutes of Last Meeting.	

B A R G E S. Ref.Min.225. Chairman stated he had received a communication from the Allied Commission which outlined that the barges "Chester" and "Dolly" had been allocated to the Compagnie Maritime for operating on the Civitavecchia/Fiumicino service. Replying to Chairman, Capitaneria di Porto said that the "Chester" was ready, with the exception of fitting a pump, for service, but the "Dolly" still needed considerable repairs; it was intended, he said, that the stevedoring firm of "Steuer", who were acting as agents for Compagnie Maritime in Civitavecchia, be approached to assist in having these repairs carried out. Capitaneria di Porto reported that the "Punta Aline" was expected to arrive in the near future. Chairman mentioned that the R.O.R.O. and the A.O., and the matter of additional barges for Civitavecchia in hand, but it was doubtful whether the "Ebenigsberg" now at Leghorn, would be allocated to Civitavecchia.

"Hissen" & "Hommy" Huts. Ref. Min. 226. Mr. Harris said that the Allied Commission were still reviewing the possibilities of utilising "Hissen" and "Hommy" huts as temporary storage sheds, but he understood that no definite action to procure them had yet been taken.

PORT RE-CONSTRUCTION. Ref. Min. 232. Chairman informed Ingegnere Ducalossi it was anticipated, though not definitely decided, that a 120 ton floating crane would be sent to Civitavecchia shortly.

SECURING SEAPORT PILFERING. Ref. Min.234. Capitaneria di Porto informed chairman that the progress made in discharging the "Gill. B. Gile" was satisfactory and he was able to report that the precautions taken to safeguard against pilferage had been most effective.

1849

PARTIES. Meanwhile, the Allied Commission which outlined that the communication from the Allied Commission which outlined that the barges "Susan" and "Dolly" had been allocated to the Compagnie Maritime for operating on the Civitavecchia/Fiumicino service. Replying to chairman, Capitaneria di Porto said that the "Susan" was ready, with the exception of fitting a pump, for service, but the "Dolly" still needed considerable repairs; it was intended, he said, that the stevedoring firm of "Stoner", who were acting as agents for Compagnie Maritime in Civitavecchia, be approached to assist in having these repairs carried out. Capitaneria di Porto reported that the "Punta Salos" was expected to arrive in the near future. Chairman mentioned that the D.O.H.O. and the A.C., had the matter of additional barges for Civitavecchia in mind, but it was doubtful whether the "Koenigsberg" now at Leghorn, would be allocated to Civitavecchia.

"Tiesen" & "Rosamy" Lists. Ref. Min. 226. Mr. Harris said that the Allied Commission were still reviewing the possibilities of utilising "Tiesen" and "Rosamy" lists as temporary storage sheds, but the understood that no definite action to procure them had yet been taken.

PORT RE-CONSTRUCTION. Ref. Min. 212. Chairman informed Ingegnere Tuesloni it was anticipated, though not definitely decided, that a 120 ton floating crane would be sent to Civitavecchia shortly. 1849

SAFEGUARD AGAINST PILFERING. Ref. Min.234. Capitaneria di Porto informed chairman that the progress made in discharging the "Gill. H. Giles" was satisfactory and he was able to report that the precautions taken to safeguard against pilferage had been most effective.

235. COMPAGNIA PORTUALE & P.M.C. Chairman referred to the Compagnia Portuale and the important function which that organisation was performing in relation to port operations; he thought that their representation on the Port Working Committee would be useful when dealing with port labour questions. The Committee agreed, Capitaneria di Porto expressing the opinion that extending an invitation to the Compagnia Portuale to send a representative to these meetings, would be an acknowledgment of the interest shown by that body in bringing about the improved labour situation in the port. Capitaneria di Porto undertook to write to the Compagnia Portuale, requesting they send a representative to the next meeting.

Capitaneria di Porto.

237. LAYING OF ROADWAY TO NO. 11 BERTH. Chairman referred to the possibility of constructing a roadway to No.11 berth; he considered that if this berth was served by road as well as rail facilities, distinct advantages would be gained: especially when cargoes were intended for local consignees. The committee concurred with the suggestion, Ingegnere Tuesloni undertaking to draw up plans which would be submitted first to the committee and then to the Ministry of Public

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Public Works for approval.

[illegible]

[illegible] N.A.A.F. N.C.I.C. informed the Conditioner that a quantity of pairs of boots had arrived Port Moresby from Australia on board an Italian [illegible]. Conditioner at Port Moresby stated that the boots would be sold to dock workers only, the limited number not permitting an issue to stock units in the Territory.

Port Moresby, 2nd July, 1945, at 10.00 hrs.

Chairman: Port Moresby Committee,
Civil Affairs.

[illegible] 1945.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on the 10th June,1945.

Present:- Mr. A.V. Taylor, Ministry of War Transport, Chairman,
Mr. S. Regan, War Shipping Administration Representative,
Maggiore Moretti, Port Liaison Officer,
Capitano di Fregata Vocaturo, N.O.I.C.,
Lt. Commander Allemandi, N.O.R.O.,
Colonnello Guarino, Il Colonnello di Porto Commdt.,
Capitano Testa,
Ingegnere Bucaloesi, Italian Civil Engineer-in-charge of Port Re-construction.

Chairman welcomed Lt.Comm. Allemandi, who is to assume the dual position of N.O.I.C. and N.O.R.O. Civitavecchia, to this and subsequent meetings, and thanked Commdrte Vocaturo, who is leaving to take up a post elsewhere, for the assistance he had given to the Committee, during the period of his duty as N.O.I.C. Civitavecchia.

Min.228.

Minutes of Last Meeting.

Action By.

S E C U R I T Y. Ref.Min.225. Maggiore Moretti stated he had been asked by A.C. to state the quantity of barbed wire and other materials needed to repair the fences of the port area and had referred this question to Ingegnere Bucaloesi; this information had been received and forwarded to Allied Commission.

B A R G E S. Ref.225. Maggiore Moretti said he had written A.C. on the question of appointing an operator for the barges "Dunbar" and "Dolly" if it was intended they be employed on the Fiumicino service, but had received no reply. Replying to chairman, Capitaneria di Porto stated repairs had been made to the deck of the "Dunbar" and a rudder had been fixed. Mr. Regan referred to the barges "Koenigsberg" and "Linosti" and was informed that no further information regarding the intended allocation of these craft to Civitavecchia had been received. Mr. Regan undertook to enquire from N.C.M.C., whether it was still intended to send these two barges to Civitavecchia and to make known to N.O.R.O. the port's maximum barge tonnage requirements.

1541

"HIGGINS" & "ROMANY" HUTS. Ref.226. Mr. Regan said efforts were being made to obtain specifications of "Higgins" and "Romany" huts and that the Allied Commission may be approached. Mr. Regan.

elsewhere, for the assistance he had given to the Committee, during the period of his duty as R.O.I.C. Civitavecchia.

Min.228.

Minutes of Last Meeting. Action By.

B A C K W I R E. Ref.Min.215. Maggiore Moretti stated he had been asked by A.C. to state the quantity of barbed wire and other materials needed to repair the fences of the port area and had referred this question to Ingegnere Buccloni; this information had been received and forwarded to Allied Commission.

B A R G E S. Ref.215. Maggiore Moretti said he had written A.C. on the question of appointing an operator for the barges "Dunnex" and "Dolly" if it was intended they be employed on the Fiumicino service, but had received no reply. Replying to chairman, Capitaneria di Porto stated repairs had been made to the deck of the "Dunnex" and a rudder had been fixed. Mr. Regan referred to the barges "Koenigsberg" and "Sincati" and was informed that no further information regarding the intended allocation of these craft to Civitavecchia had been received. Mr. Regan undertook to enquire from R.O.R.C., whether it was still intended to send these two barges to Civitavecchia and to make known to R.O.R.C. the port's minimum barge tonnage requirements.

1841

Mr. Regan.

"SIMEON" & "ROMONY" HUTS. Ref.226. Mr. Regan said efforts were being made to obtain specifications of "Simeon" and "Romony" huts and that the Allied Commission, who he understood, were considering the matter, were to appoint an official who would come to Civitavecchia and go into the question with Maggiore Moretti. Mr. Regan also mentioned the possibility of another type of two storied structure being released by the military authorities, which could be suitably adapted for storage purposes. In reply to chairman Ingegnere Buccloni stated that the warehouse on Molo del Riconiere(No.8 berth) would be completed by the end of June.

CEMENT SUPPLIES. Ref.227. Ingegnere Buccloni stated that the Ministry of Public Works had been able to obtain an allocation of cement for July and that the programme of work for June was being carried out by using cement accumulated from previous months' supplies.

129. STEVEDORING EQUIPMENT. Capitaneria di Porto informed chairman that 100 shovels had been received to supplement the stevedoring equipment under his jurisdiction and that a receipt for them had been forwarded to Allied Commission; he expressed the opinion that the shovels were unsuitable for working either coal or grain. Mr. Regan stated he would mention this fact to the Allied Commission.

Mr. Regan.

130. STEVEDORING RATES. Replying to chairman, Capitaneria di Porto stated

.../..

stated that dock workers were receiving increased wages resulting from the new tariff rates for stevedoring, approved by the Italian Ministry of Marine on the 9th May and which were retrospective from 1st May.

231. CLOTHING FOR DOCK WORKERS. Ref.Min.209. Capitaneria di Porto informed Mr. Regan that the Compagnia Portuale had agreed to purchase the clothing held by the agents of the War Shipping Administration, for re-sale to dock labourers.

232. PORT RE-CONSTRUCTION. Ref.Min.206. Ingegnere Bucciossi in reply to chairman stated it was anticipated that work on No.8 berth would be completed by the end of June but the wrecks of a tug, two barges and a small German craft, had still to be removed before this berth could be utilised; this work could only be carried out when a suitable crane was made available. Chairman remarked that D.O.H.C. had full knowledge of the port's requirements in that respect. Tenente Bordoni mentioned that a crane called the "Tito" of 70 tons lifting capacity was being repaired at Gaeta and he understood it was to be sent to Civitavecchia when ready; Mr. Regan said he would endeavour to obtain further information from D.O.H.C.

Mr. Regan.

233. COMMUNICATIONS AND SHIPS MOVEMENTS. Mr. Regan on asking whether any vessels had arrived recently without any pre-advice from Naples being given, was informed by chairman that the "A. Francis Blancher" had done so. This instance the chairman remarked, was an isolated one, as the liaison between himself, acting on behalf of the P.W.C., and the N.C.S.O., N.W. Area Med., had worked well over a period of months, until the latter branch of FOSAM's staff ceased to function as such. Chairman expressed the opinion that when the new N.C.S.O., Civitavecchia was in telephone communications with N.C.S.O., Naples, the case of the "A. Francis Blancher" ought not to be repeated. Mr. Regan said he would, nevertheless, take the matter up with N.A.D.N.O.

Mr. Regan.

234. SAFEGUARD AGAINST PILFERING. Chairman referred to the expected arrival of the "Will H. Gile", stating that the cargow was of a nature likely to encourage pilferage on a large scale if adequate steps were not taken to safeguard against it. Maggiore Moretti said he had already arranged with the Captain of Carabinieri, for a strong guard to be detailed for duty when the vessel was discharging.

Next Meeting:- Monday 25th June, 1945 at 10.00 hrs.

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233. COMMUNICATIONS AND SHIPS MOVEMENTS. Mr. Regan on asking whether any vessels had arrived recently without any pre-advice from Naples being given, was informed by chairman that the "A. Francis Klamcher" had done so. This instance the chairman remarked, was an isolated one, as the liaison between himself, acting on behalf of the P.W.C., and the N.C.S.O., N.W. Area Med., had worked well over a period of months, until the latter branch of FORAM's staff ceased to function as such. Chairman expressed the opinion that when the new N.C.S.O., Civitavecchia was in telephone communications with N.C.S.O., Naples, the case of the "A. Francis Klamcher" ought not to be repeated. Mr. Regan said he would, nevertheless, take the matter up with N.S.D.E.O.

Mr. Regan.

234. SAFEGUARD AGAINST PILFERING. Chairman referred to the expected arrival of the "Will H. Gile", stating that the cargoes was of a nature likely to encourage pilferage on a large scale if adequate steps were not taken to safeguard against it. Maggiore Moretti said he had already arranged with the Captain of Carabinieri, for a strong guard to be detailed for duty when the vessel was discharging.

Next Meeting:- Monday 25th June, 1945 at 10.00 hrs.

Chairman: Port Working Committee,
Civitavecchia.

19th June, 1945.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting held on the 11th June,1947.

Present:- Mr. R.V. Taylor, Ministry of War Transport, Chairman,
Mr. Harris, War Shipping Administration Representative,
Maggiore Moretti, Port Liaison Officer,
Capitano di Fregata Vocaturo, N.O.I.C.,
Colonnello Guarino, Il Colonnello di Porto Commett.,
Capitano Testa,
Ingegnere Maculosai, Italian Civil Engineer-in-Charge of Port Re-construction.

Min.
223. Minutes of Last Meeting. Action By.

BACK-PILING OF COAL. N.O.I.C. stated that in the vicinity of No.6 berth, Bernini Quay, there was a large area which could be used and which would be suitable for the back-piling of coal. This was noted.
S E C U R I T Y. Ref.223. The materials required for repairing the fencing of the port area were referred to, Maggiore Moretti again being requested by chairman to make known to the A.C., the amount of barbed wire and staples needed to do this work.

Maggiore Moretti.

CARGO SHORTAGES. Ref.224. Maggiore Moretti referring to the railway scales near "Charing Cross" railhead, stated that their condition rendered impracticable any repairs being effected in the immediate future and it had been suggested that a scale from the Central Station, Civitavecchia, should be transferred to the "Charing Cross" railhead. A Report from the railway technical officer on the question of scales was awaited. Maggiore Moretti mentioned that in the meantime, the A.C. had agreed that receipts for cargoes based on N.O.L. quantities, should be signed by the accredited representatives of Receivers and then forwarded to the Allied Commission.
BOOTS FOR DOCK-WORKERS. Ref.221. N.O.I.C. informed the Committee that a quantity of boots were expected to arrive from Naples aboard an Italian destroyer in the next day or two.
B A R G E S. Ref.220. Chairman stated that the two barges "Dolly" and "Sussex" which had arrived recently, had been surveyed by the Italian Naval authorities and a report on their conditions prepared with recommendations for certain structural repairs and additions to be made if they were intended for the Plumicino service; this Report would be sent to the Allied Commission. Chairman pointed out that these barges had been allocated by the Ministry of War Transport to A.C., at latter's

[illegible] fencing of the port area were referred to, Maggiore Moretti again being requested by chairman to make known to the A.C., the amount of barbed wire and staples needed to do this work.

Maggiore Moretti.

CARGO SHORTAGES. Ref.224. Maggiore Moretti referring to the railway scales near "Charing Cross" railhead, stated that their condition rendered impracticable any repairs being effected in the immediate future and it had been suggested that a scale from the Central Station, Civitavecchia, should be transferred to the "Charing Cross" railhead. A Report from the railway technical officer on the question of scales was awaited. Maggiore Moretti mentioned that in the meantime, the A.C. had agreed that receipts for cargoes based on B.O.L. quantities, should be signed by the accredited representatives of Receivers and then forwarded to the Allied Commission.

BOOTS FOR DOCK-WORKERS. Ref.223. H.O.I.C. informed the Committee that a quantity of boots were expected to arrive from Naples aboard an Italian destroyer in the next day or two.

B A R G E S. Ref.220. Chairman stated that the two barges "Nelly" and "Essex" which had arrived recently, had been surveyed by the Italian Naval authorities and a report on their conditions prepared with recommendations for certain structural repairs and additions to be made if they were intended for the Fiumicino service; this Report would be sent to the Allied Commission. Chairman pointed out that these barges had been allocated by the Ministry of War Transport to A.C., at latter's request, and would be under the jurisdiction of the Capitaneria di Porto, if they were to be operated in a manner similar to the Minden, but if they were to be employed on the Fiumicino service, the A.C. were responsible for appointing an operator. Maggiore Moretti was requested to take the matter up with Allied Commission.

Chairman.
Maggiore Moretti.

ITALIAN E.C.S.O. Ref.221. Replying to Chairman, H.O.I.C. stated that a military telephone had been installed in the office of the E.C.S.O. Chairman remarked that in a letter received from G.C. Signals, MAC., the E.C.S.O. would be permitted only, to use the military circuit for contacting E.C.S.O. Naples and no other calls would be accepted.

226. "MINDEN" & "ROMMEY" HUTS. Ref.218. The possibility of obtaining "Minden" or "Rommy" huts for use as temporary storage space as they become defunct for military purposes, was again mentioned by Mr.Harris. The Molo Ascerigo Vespucci, formerly Molo del Littorio, adjacent to Nos.1 and 2 berths was agreed upon as a suitable site for the huts. It was

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decided, after the matter was discussed, that Mr. Harris should obtain further details of site to enable Ingegnere Musaloni to plan an [illegible] on the proposed site for six hats and to estimate the quantity of cement needed to lay cement foundations.

227. CEMENT SUPPLIES. Ingegnere Musaloni mentioned that no allocation of cement for Port Re-construction work, had been received for the month of June. Chairman referred to a statement made by Capt. Howes, Ref. No. 189, and again emphasized that it was the responsibility of the Ministry of Public Works to approach the Allied Commission on such matters as cement supplies. Ingegnere Musaloni said he would take the matter up with the Ministry.

Mr. Harris.

Ingegnere Musaloni.

Next Meeting:- Monday, 18th June, 1945 at 10.00 hrs.

E. R. Taylor

Chairman: Port Working Committee,
Civitavecchia.

12th June, 1945.

c.c. [illegible]., Allied Commission, C.M.F.

[illegible]

Minutes of Meeting held on the [illegible]

Present:- Mr. E.V. Taylor, Ministry of War Transport, Chairman,
Mr. [illegible], War Shipping Administration Representative,
Captain [illegible], Port Liaison Officer,
Colonnello [illegible], [illegible],
Capitano di Fregata [illegible],
Capitano [illegible],
[illegible],
Ingegnere [illegible], Italian Civil Engineer-in-Charge
of Port Re-construction.

Action by

1. Minutes of last meeting

Barges. [illegible] Capt. [illegible] of the Allied Commission were considering the nature of employment upon which the [illegible] barges were to be engaged and a letter would be sent by the [illegible] to the Port Working Committee and the [illegible] would apply whatever policy they decided upon, which no doubt would [illegible] the use of the barges for other purposes in addition to coal. Chairman informed the Committee that he had received a communication from [illegible], which stated that an endeavour was being made to provide additional barges for the [illegible] service. [illegible] mentioned that he had been given to understand by the [illegible], that two barges of 150 tons, the "[illegible]" and the "[illegible]" and also two of [illegible] tons carrying capacity, would probably be sent to Civitavecchia in the near future.

[illegible] pointed out that the [illegible] end of [illegible] berth could not be utilised for the [illegible] of coal owing to the necessity of using this area for [illegible] tugs and light naval craft. [illegible] suitable [illegible] adjacent to No. [illegible] berth [illegible] undertook to make a survey of the [illegible] alternative sites, reporting his findings to the Committee.

Action

1830

[illegible]

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

[illegible] were to be engaged and a letter would be sent by the [illegible] on the Port Facility Committee and the Democratic Aspects Committee [illegible] policy they decided upon, which in fact, would [illegible] the use of the barges for other purposes in addition to coal.

Chairman informed the Committee that he had received a communication from [illegible], which stated that an allowance was being made to provide additional barges for the Jamaica service. [illegible] sentiment had so had been given to understand by the [illegible], that the barges of [illegible] type, the "Coal-Barge" and the "Diesel" and also two of the [illegible] type, would probably be used to circumvent in the near future.

[illegible] Mr. [illegible], [illegible], pointed out that the accommodation of the barge could not be utilized for the back-filling of coal or provision only to the necessity of using this type for backfilling from the light vessel craft. [illegible] Alternative [illegible], suggested suitable space adjacent to the barge and on Chairman's suggestion undertook to make a survey of the proposed alternative site, reporting the findings to the Committee.

[illegible] 1839

[illegible] Mr. [illegible], [illegible] Information. The Committee that it had been approved by the [illegible] Railway at London, that the heavy lift floating crane "[illegible]" be sent to Gibraltar where it would be required and otherwise employed on work in the port.

[illegible] Replying to Chairman, [illegible] stated that [illegible] Alexander, appointed by [illegible], to [illegible], Gibraltar, had arrived and had an office in Tony House. Chairman said he was arranging through Signals, [illegible], for a military telephone to be installed in the office of the [illegible], so as to enable him to be in direct telephone communication with [illegible], Malta. [illegible] undertook to instruct [illegible] Alexander that he should, henceforth advise in regards of the regular arrival of any vessel, inter-all international [illegible]. Chairman said he would continue to contact [illegible], himself, until such time as the new [illegible] was in telephone communication with Malta.

[illegible] Chairman mentioned that confirmation had been received from the [illegible], that the tug "[illegible]" had been allocated to Gibraltar by [illegible], for permanent duty as a berthing tug. [illegible] that the information that it was to be "[illegible]" would be cancelled within the next few days and expressed the opinion that the power of the port, as far as berthing tugs were concerned, would be a [illegible] facility.

[illegible]

[illegible]. Chairman referred to the continued silence [illegible] the part, citing an instance where he had personally [illegible] and [illegible] the also barrels, had reported the incident through Capt. [illegible], to the U.S. Consul-General but no action was taken to detail a police patrol. Co-founder of Force stated that the number of [illegible] who could be detailed for guard duty was limited owing to many of them not possessing boats, and requested that part receipt [illegible] the subject of lengthy correspondence between himself and the Ministry of the Interior and that the conditions which prevailed in Liberia, were known of by high ranking government officials. Mr. Davis added what had become of the boats provided from [illegible]. Mr. Dulles: R.V.L.O. attend duty were expected to arrive in the next future. Mr Chairman's suggestion is now agreed that an letter be sent to the candidate from whatever place the mail first replies. Inspector Nordlund raised the question of barbed wire for repairing the fencing of the port area, saying that two and a half miles of wire and quantities of staples would be needed. Capt. Carvill undertook to inform the Liberian Government of these requirements.

Capt. Carvill

[illegible]. Capt. Carvill referred to a candidate whom had been received from the Commanding General, who claimed that the qualities of armed guard received did not correspond with the figures given on the bills of lading and that vessels partly discharged at other ports, were arriving short bills of lading and only sufficient which did not give the exact figure of men or boats. The Commanding General, Capt. Carvill stated, were asking that all arrangements be suspended. Chairman pointed out that present conditions fixed the onus on the responsibility for shortages and if the delegation of authority should cry for discussion, objections would be raised. Capt. Carvill expressed the opinion that no doubt would result if the military advise over forwarding these soldiers, which were to use before the end, were required. Chairman suggested that Capt. Carvill raise the question with Liberian Government requesting their action in the matter.

Capt. Carvill

Next meeting:- Tuesday, 21st June, 1943 at 10.0 hrs.

took to inform the Allied Commission of these requirements.

Capt. Cavitt.

[illegible]. Capt. Cavitt referred to a complaint which had been received from the Commercial Agent, who claimed that the quantities of bagged grain received did not correspond with the figures given on the bills of lading and that vessels partly discharged at other ports, were arriving since bills of lading had only certificates which did not give the exact figure of cargo on board. The Commercial Agent, Capt. Cavitt stated, were doing their all cargoes be weighed. Chairman pointed out that general conditions freed him only of any responsibility for shortages and if the weighing of cargoes entailed any delay in discharging, objections would be raised. Capt. Cavitt expressed the opinion that no delay would result if the railway sacks near "Turning Place" railway, which were in use before the war, were repaired. Chairman suggested that Capt. Cavitt raise the question with Allied Commission requesting their action in the matter.

Capt. Cavitt.

Next Meeting:- Monday, 11th June, 1945 at 10.00 am.

Chairman:- Major General Sir Neville Chamberlain, K.C.B., C.M.G., D.S.O.

CIVIL AIR PORT PROJECT [illegible]

Minutes of meeting held on 27th [illegible], 1941.

Present:
Mr. [illegible] Taylor, [illegible] of War Transport, Chairman,
Mr. Harris, War Department Representative,
Squadron Leader [illegible], Port Liaison Officer,
Colonel [illegible], [illegible] Port Director,
Squadron Leader [illegible],
Lieutenant Commander [illegible], Civil Engineer-in-Charge of [illegible] Construction,
Mr. [illegible], [illegible] Dir., [illegible],
Mr. [illegible], [illegible], Ports & Harbours Division.

Chairman explained [illegible], Director, [illegible], to the meeting and introduced him to members of the Committee.

1. Minutes of last meeting.

Action by

STAY-BEHIND [illegible]. Mr. [illegible] stated that copies of correspondence which he had received from the Government of Porto Rico, relative to overtime [illegible], [illegible] and [illegible].

[illegible]. Mr. [illegible] said he had again raised the question with the Civil Conciliator, [illegible] the [illegible] of [illegible] to Washington but had received no reply. Mr. [illegible] suggested that [illegible] should be [illegible] to the Civil Conciliator, [illegible] Mr. [illegible] said [illegible] [illegible] to Washington. [illegible] operational [illegible] allocation to [illegible] service and under [illegible] allowed to operate here, it would [illegible] to create competition with a resultant lowering of [illegible]. Mr. [illegible] said he would go into the matter.

[illegible]

[illegible]. Mr. Harris said that the Port's requirements in oil had arrived for months and [illegible] had been made to the Civil Conciliator.

[illegible]

216. Issue of Bark Barges.

Correspondence. Ext.173. Chairman stated that copies of correspondence which he had received from the Inspector of Ports, relative to stevedoring equipment, had been sent to A.G., D.F.T. and F.B.T.

Bark Barges Ext.174. Chairman said he had again raised the question with the Allied Coordinator of Ports concerning the transportation of barges to Florida but had received no reply. Mr. Nicol stated he hoped to Florida but had received no reply. Mr. Nicol expressed the view, when informed that only one tug was left for the barges to Florida, that if additional barges were allocated to this service and other firms were allowed to operate there, it would tend to create competition with a resultant lowering of rates charged. Mr. Hasselle said he would go into the matter.

Mr. Hasselle.

Ext.175. Coal. Mr. Harris said that the Port's requirements of coal had grown for working the crane grabs and bunker hoses to the Allied Coordinator.

1838

217. Back-filling of Coal. Chairman informed the Committee that in the outlet piles at Cockatoo there would be a shortage of railwagons for coal due to A.G. has re-commenced, in order to avoid delay in the discharge of colliers, that coal should be back-piled and then cleared later by barge to Florida. Chairman outlined a proposal, in the event of a shortage of clearance due to lack of railwagons, or weather, the Chief Engineer discharge coal from the coal pier to outside bar to continue discharge either side into barges and when railwagons again become available to warp the coal back to the berth. Coal discharged into the Tingan would be taken to the shore end of No.2 berth and back-piled. This was agreed to but it was mentioned by Chairman of Ports that it had been intended to construct a slip-way in the area where back-piling was contemplated. Chairman thought that another location could be found for the slip-way and referred to a stock-pile of naval coal, indicating it be removed from the area needed to back-pile coal discharged from the Tingan. Chairman of Ports was asked to arrange for this to be done and Engineer Vandeleur was requested to give attention to levelling the surface of the quay to enable cranes to operate. Mr. Nicol, who was told that the cranes daily output was the port was approximately seventeen hundred tons, remarked that he did not think that alternative by rail would ever reach a state necessitating back-piling having to be resorted to.

Chairman of Ports.
Engineer Vandeleur.

218. Port Re-organisation. In reply to Chairman Engineer Vandeleur said it was expected that work on the remodelling of No.1 berth would start in the near future. Reference to the review in the Brisbane Courier

...../...

1837

all needle marks.

[illegible] Ref.[illegible]. Reference was made to a letter addressed to the Canadian, from Chalmers [illegible], which advocated the disposal of [illegible] port, now controlled by Chalmers [illegible], to [illegible], on the grounds that this would result in a [illegible] position of [illegible] having [illegible] and Chalmers [illegible] being [illegible] a responsibility on the [illegible] of [illegible]. Mr. [illegible] [illegible] that such a reason would not be considered by the Allied Commission as sufficient justification for transfer, but suggested that if the argument on its [illegible] the efficient working of the port was used, Chalmers [illegible] Porter's view might be favourably considered. Chairman [illegible] that Chalmers [illegible] should submit his views on the question, so the Italian Ministry of Marine with a proposal that may be [illegible] the Allied Commission. Members of [illegible] agreed.

1837

[illegible] Ref.[illegible]. Chairman [illegible] Chalmers [illegible] "[illegible]" and been [illegible] [illegible] [illegible] [illegible]. In reply to questions [illegible] [illegible] [illegible] which were being [illegible] [illegible] [illegible] [illegible] would take another week to complete.

[illegible] Chairman informed the Committee that he had spoken to Mr. [illegible] on the question of additional barges for the Civitavecchia [illegible], (Ref.[illegible]) and that consideration would be given to the question. Chairman, however, pointed out that the [illegible] of the Italian [illegible] [illegible] [illegible] [illegible]

0255

[illegible] with the [illegible], adding that this attitude on the workers' part was most irregular and contrary to the practice followed at other ports. [illegible]

#12. [illegible]

#13. [illegible] oil and grease [illegible] was instructed to try to obtain supplies and informed that five tons of diesel oil and one hundred and twenty kilos of grease was required. [illegible]

#14. [illegible] referring to the warehouse at No. [illegible] berth, which, he said was nearing completion, gave the following specifications of the warehouse. Length: [illegible], Width: [illegible], Height: 16' [illegible], Cubic measurement: [illegible], 1200 Metric Tons storage capacity.

#15. [illegible]. Chairman mentioned the expected arrival of the Portuguese steamer "[illegible]". It was agreed that after disembarking passengers and discharging baggage at No.1 berth, she should be moved and complete discharge at No.11 berth. [illegible] of Ports was requested to have [illegible] detailed for duty on and in the vicinity of the vessel. [illegible]

Next meeting: [illegible]

Chairman, Port Working Committee,
[illegible].

CIVILIAN PUBLIC WORKS COMMITTEE.

Minutes of Meeting Held 14th Jan. 1946.

Present:- Mr. S.V. Taylor, Ministry of War Transport, Chairman,
Mr. Rogan, War Shipping Administration, Representative,
Colonello Pietro Corsini, Allied Commission Port Liaison Officer,
Capitano di Fregata Tacchure, I.C.I.T.,
Capitano Guerrino, Il Capitano di Porto Tonnati,
Ingegnere Bucciarelli, Italian Civil Engineer in Charge of Port Re-construction

Min.

Action Off.

198. Fire Brigade. Chairman mentioned that the crew of a vessel recently discharging at No.4 berth, where watering facilities had not yet been laid-on, had endeavoured to obtain the assistance of the fire brigade to supply a small quantity of boiler water but one hold this could not be done without the authority of the office of their department in Rome. Chairman expressed the opinion that this arrangement was somewhat unfortunate and requested I.C.I.T. to take the matter up with the Officer-in-Charge of the fire brigade. The use of a watering cart to render the dust in the port area was referred to. I.C.I.T. undertook to give instructions to the Waste Divile to employ the watering cart at their disposal continuously throughout the day instead of once only in the morning.

Regulators. I.C.I.T.

199. Continuation Contract. Chairman asked Ingegnere di Porto if he had an inventory of the stevedoring gear which had been made by Allied authorities for use in the port and the engines which had been made for its use could be displayed. Mr. Rogan confirmed that if further equipment was needed it would be desirable for such requirements to be made known now. Capitano di Porto agreed to prepare the information asked for. He expressed the opinion that the stevedoring gear now at present under his control should be transferred to the stevedoring contractors for a nominal hire by higher authority. At Mr. Rogan's request, Capitano di Porto undertook to write a letter expressing his views on this matter, Mr. Rogan undertaking to submit it to the "Cooperli" committee for consideration.

1836

Requests to Italian Authorities.

197. Cooperli. In reply to questions raised, stated he did not know whether Italy had sent any permanently allocated to Allied Commission.

[illegible] not be done without the authority of the office of their department in Rome. Chairman expressed the opinion that this arrangement was somewhat cumbersome and requested S.A.C.O. to take the matter up with the Officer-in-Charge of the fire brigade. The use of a watering cart to damp the dust in the port area was referred to S.A.C.O. undertaking to give instructions to the Sanit Divile to employ the watering cart at their disposal continuously throughout the day instead of once only in the morning.

Italian.

199. Stevedoring equipment. Chairman noted Engineers in Porto L. had inventory of the stevedoring gear which was sent by Allied authorities for use in the port and the charges which had been made for its use could be prepared. Mr. Hagen mentioned that if further equipment was needed it would be advisable for such requirements to be made known now. Engineer Di Porto agreed to prepare the information asked for and expressed the opinion that the equipment which was at present under his control should be transferred to the stevedoring contractors for a rent agreed upon by higher authority. At Mr. Hagen's request, Engineer di Porto undertook to write a letter expressing his views on this matter, Mr. Hagen agreeing to submit it to the "Campbell" committee for consideration.

1836 Engineer di Porto. Mr. Hagen.

200. [illegible]. In reply to Chairman S.A.C.O. stated he did not know whether this tug boat had been permanently allocated to Civitavecchia to fill the much needed requirement of a berthing tug. Chairman said he would make enquiries from the S.A.C.O.

Chairman.

201. Barges. The question of the amount of barge tonnage which could be utilized on the carrying of coal from Civitavecchia to Piombino, was discussed. N.O.T.C. replying to Chairman expressed the opinion that an additional five barges of a type and carrying capacity similar to the three at present in use would meet the port's requirements. This was agreed, the committee's view being, that the discharge of colliers and bagged grain ships, would be greatly expedited, if more craft were made available. Chairman and Mr. Hagen undertook to make this view known to the S.A.C.O. and Allied Commission.

Chairman. Mr. Hagen.

202. Clothing for Dock Workers. Mr. Hagen stated that the agents of the War Shipping Administration had, in the early days of the port's operation, purchased 5000 dollars worth of required army clothing through the Allied Commission. This, he said, had been bought with the intention of selling without profit and to help the workers. The reluctancy of the workers to purchase had resulted in this clothing being left on the agents hands. Engineer di Porto was requested to take the matter up with the Campania Portuale in an endeavour having it disposed of.

203. Coal Shortage. Ref.199. Secretary of Navy in reply to Mr. Hagen stated that arrangements had been made for 2 ships of coal to be purchased by the agent of the War Shipping Administration from an American ship at present in the port, and he had received no information. Mr. Hagen requested Secretary of Navy should contact the agent and make the necessary arrangements for a coal lower to be used by the coal workers.

Secretary of Navy.

204. Stevedore. Secretary of Navy spoke with Mr. Hagen and expressed the opinion that the number of stevedore gangs now working, for various enterprises, and alleviating the output of the port. Chairman requested Secretary of Navy to make known to the same representatives that unless allied enterprises which overpowered with the need, seeking to enlisten occasional necessitous seamen would have for a considerably period, they would view with concern the delay which would be entailed to allied shipping if such a practice were to continue.

Secretary of Navy.

205. Railway Locomotives. Capitano Loreti referred to the previous minutes of roll meeting, expressing the opinion that if the required engines daily, were made available, it should be possible to reach an output of three thousand tons a day.

206. Cement Supplies. Chairman Rosolland informed the committee that 400 hundred tons of cement had been allocated for month of June. He said this amount was to come from Palermo and he asked if arrangements could be made for it to be supplied from the north of Italy. Chairman undertook to request to A.C. that this be done. Chairman.

207. Port Development. In reply to chairman Engineer Rosolland stated that slength of 400 feet of quay would be completed at the berth by the beginning of June and a single rail track was ready for use, the warehouse with a holding capacity of 1500 tons was expected to be finished about the middle of June. Lt.Col. stated in reply to chairman that it would be possible to berth a coaster at this berth but dredging and removal of a wreck, Ref.Doc.171 & 180, would be necessary before large ships could utilize the berth.

Port Development.- Monday 21st May, 1945 at 10.00 hrs.

[illegible] of rail wagons, expressing the opinion that if one hundred wagons daily, were made available, it should be possible to reach an output of three thousand tons a day.

206. Cement supplies. Engineers Department informed the committee that 400 hundred tons of cement had been allocated for month of June. He said this cement was to come from Kingsmills and he asked if arrangements could be made for it to be supplied from the works at Civitavecchia. Chairman undertook to suggest to A.C. that this be done.

207. Port re-construction. In reply to Chairman Engineers Department stated that length of 400 feet of quay would be completed at 2nd berth by the beginning of June and a single rail track was ready for use, the warehouse with a holding capacity of 1500 tons was expected to be finished about the middle of June. N.A.I.C. stated in reply to Chairman that it would be possible to berth a Coaster at this berth but dredging and salvage of a wreck, Ref. Min.101 & 106, would be necessary before larger ships could utilise the berth.

Next Meeting:- Monday 21st May, 1945 at 10.00 hrs.

Chairman, Port Committee,
Committee, Civitavecchia.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of meeting held 7th May,1945.

Present:- Mr. R.V. Taylor, Ministry of War Transport, Chairman.
Mr. Regan, War Shipping Administration, Representative.
Capitano Pietro Moretti, Allied Commission Port Liaison Officer.
Capitano di Fregata Tocaturo, M.C.I.C.,
Capitano Ziccardetti, Capitaneria di Porto.

Chairman informed the committee that Capt.Howes had now left Civitavecchia to take up duties elsewhere. The committee endorsed the chairman's remarks when he stated that much credit was due to Capt.Howes for the assistance he had given in overcoming the many difficulties which they had had to face in the early days of the port's re-habilitation.

Min.
195. Minutes of last meeting. SECTION XX.

HEAVY LIFT CRANE. Ref. 185. 193. Chairman referred to the unsatisfactory report on the work which a heavy lift crane was required to do, mentioning to M.C.I.C. that the report which had been submitted was lacking in detail and entirely un-satisfactory. He requested M.C.I.C. to have another and fuller report prepared as soon as possible. M.C.I.C. undertook for this to be done.

Minutes.

TUGS. Ref.190. M.C.I.C. stated that the PUBA tug No.217 had sailed from Civitavecchia on the 5th May and it had been arranged for TUGS No.416 to sail on the 8th May. M.C.I.C. mentioned that he had verbally impressed upon the Italian Ministry of Marine the necessity of another harbour tug and had been informed by them, that if the sanction of the Allied authorities was obtained, it was intended to sail a tug of 300 H.P., from Taranto, for service at Civitavecchia.

MINE SWEEPING. Ref.180.,184. Mr. Regan informed the committee that arrangements were being made to transfer supplies of camp from American ships to the Italian Naval Authorities and that the Capitaneria di Porto would assume responsibility for its control and issue.

ADMITTED FRONT VERSION. Ref.175.193. M.C.I.C. replying to chairman stated that the Italian Ministry of Marine was had been approached on

for the assistance he had given in overcoming the many difficulties which they had had to face in the early days of the port's re-habilitation.

Min.

195. Minutes of Last Meeting. ACTION BY.

HEAVY LIFT CRANE. Ref. 189. 190. Chairman referred to the unsatisfactory report on the work which a heavy lift crane was required to do, mentioning to R.O.I.C. that the report which had been submitted was lacking in detail and entirely un-satisfactory. He requested R.O.I.C. to have another and fuller report prepared as soon as possible. R.O.I.C. undertook for this to be done. 185

Matlock.

TUGS. Ref.189. R.O.I.C. stated that the TUGS tug No.217 had sailed from Civitavecchia on the 5th May and it had been arranged for TUGS No.216 to sail on the 8th May. R.O.I.C. mentioned that he had verbally impressed upon the Italian Ministry of Marine the necessity of another berthing tug and had been informed by them, that if the sanction of the Allied authorities was obtained, it was intended to sail a tug of 350 H.P., from Taranto, for service at Civitavecchia.

SOAP SUPPLIES. Ref.190.,194. Mr. Regan informed the committee that arrangements were being made to transfer supplies of soap from American ships to the Italian Naval Authorities and that the Capitaneria di Porto would assume responsibility for its control and issue.

ELECTRIC LIGHT BULBS. Ref.179.193. R.O.I.C. replying to chairman stated that the Italian Ministry of Marine who had been approached on the matter of a supply of electric light bulbs, had informed him that an industrial undertaking formerly engaged in the manufacture of electric light bulbs was shortly to re-commence production and that the requirements of Civitavecchia would be given priority.

CRANE DRIVERS. Ref.194. Capitaneria di Porto informed the Committee that nine crane drivers and three maintenance mechanics had been engaged to operate the crane-jibs in place of the British army personnel. He stated they had all previous experience and had already taken up their duties.

196. Barge "Clearance". Chairman referred to the loss of the barge "Clearance" and asked Capitaneria di Porto whether an enquiry had or was to be held on its loss. Capitaneria di Porto stated an enquiry had been held and a report on its findings was being drafted.

Capitaneria di Porto.

197. PORT LABOUR. In reply to Mr. Regan, Capitaneria di Porto stated there were now 350 workers available for dock labour and provided there was sufficient clearance facilities there would be no difficulty in working three shifts on the colliers.

Next Meeting:- Monday, 14th May,1945 at 10.00 hrs.

Chairman. R.O.I.C., Civitavecchia.

G1. TARANTO PORT WORKING OF [illegible].

Minutes of Meeting Held 30th April, 1945.

Present:- Mr. E.V.Taylor, Ministry of War Transport, Acting Chairman,
L. W.A.Loker, D.M.W.T.E., N.W. Italy,
Mr. - Regan, War Shipping Administration Representative,
Mr. - Harris, War Shipping Administration,
Capt. J.S. Bowes, Allied Commission Port Liaison Officer,
Capitano di Fregata Vocaturo, N.O.I.C.,
Maggiore Guarino, Il Maggiore di Porto Commdt.,
Capitano Testa, Port Co-ordinating Officer,
Ingegnere Bucalossi, Italian Civil Engineer in Charge of Port Re-construction.

Min.
190. Minutes of Last Meeting. ACTION BY.

PORT LABOUR. Ref.182. In reply to chairman Maggiore di Porto stated that a meeting of representatives of the Ministry of Labour, Stevedores and Dock Labourers, had been held on the 28th April, to discuss a demand which had been made by the labourers for increased pay. This had resulted in a new scale of tariff rates being drawn up which had been submitted to the Ministry of Labour for approval and which showed an increase of 40% of the present rate for the discharge of coal and for other commodities, as much as 50% increase had been asked for. At chairman's request Maggiore di Porto undertook to give a summary showing proposed increases as compared with rates at present being paid (copy attached). Maggiore di Porto informed the committee that the 100 merchant seamen directed to dock labour, were being trained in conjunction with the more experienced labourers and he gave the assurance that by the 1st May, there would be no difficulty in finding sufficient labour for three shifts on two colliers. This was noted.

Maggiore di Porto.

SOAP RATIONS. Ref.184. Capt. Bowes said he had written to the Sindaco about soap rations but have received no reply. Mr. Regan said he had mentioned to the Allied Commission the possibility of obtaining supplies of soap from American ship and had suggested they addressed a letter to him making the request to enable him to pursue the possibilities but no letter had yet been received. Capt. Bowes expressed the opinion that this was entirely a matter for the Italian authorities and should be dealt with by them.

EGGS. Ref.182.,184. N.O.I.C. said he had received instructions from the Allied Commission to release one of the three [illegible]

Ministry of Labour for approval and which showed an increase of 40% of the present rate for the discharge of coal and for other commodities, as much as 90% increase had been asked for. At Chairman's request Magazzeni di Porto undertook to give a summary showing proposed increases as compared with rates at present being paid (copy attached). Magazzeni di Porto informed the committee that the 100 merchant seamen directed to dock labour, were being trained in conjunction with the more experienced labourers and he gave the assurance that by the 3rt May, there would be no difficulty in finding sufficient labour to work three shifts on two colliers. This was noted.

Magazzeni di Porto.

SOAP RATIONS. Ref.184. Capt. Bowes said he had written to the Sindaco about soap rations but have received no reply. Mr. Regan said he had mentioned to the Allied Commission the possibility of obtaining supplies of soap from American ship and had suggested they addressed a letter to him making the request to enable him to pursue the possibilities but no letter had yet been received. Capt. Bowes expressed the opinion that this was entirely a matter for the Italian authorities and should be dealt with by them.

TUGS. Ref.182.,184. N.O.I.C. said he had received instructions from the Allied Commission to release one of the TUGA tugs. Chairman asked if repairs to one of the TUGS had been completed and was informed by N.O.I.C. that they would be finished in two days'time. N.O.I.C. raised the question of an additional berthing tug, stating he had sent a Signal to F.O.A.M.M. through the Italian Ministry of Marine ten days ago but had received no reply. Chairman asserted N.O.I.C. that the question of allocating another tug was under consideration at Naples. Chairman informed N.O.I.C. that in the event of the tug SELKIS, which was privately owned, being used for the towing of Minons payment of charges for its use would have to be met out of Port Dues, when levied, or by the receivers of the cargo. Mr. Regan mentioned that certain recommendations appertaining to the imposition of Port Dues in Italian ports had been made by the "Campbell" committee and that these were under review.

HEAVY FLOATING CRANE. Ref.185. Capt. Bowes mentioned that the Royal Naval Salvage ship "DAMPIERIN" was working at Piombino with a pontoon crane capable of lifting 100 tons and he thought that as it was employed only in lifting privately owned barges, it could

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could be put to better use in Civita Vecchia, where the removal wrecks was of greater urgency. Chairman said the N.O.I.C. had matter of the allocation of a suitable crane in hand, but he now again requested a more detailed report of the type of crane required, the work on which it was to be employed and the estimated time of completion. N.O.I.C. undertook to have a summarised report prepared.

N.O.I.C.

NO.12 BERTH. Ref. 18b. N.O.I.C. stated that a further survey had been made of the depths of water at this berth and that a vessel drawing 27 feet could be berthed either stern-on or alongside without in any way interfering with other vessels entering or leaving the port or alongside NO.1 berth. This was noted.

191. SINCI BARGES. N.O.I.C. replying to Chairman stated that all efforts to raise the Sinci barge 538 had failed. Mr. Loker suggested that the barge should be brought ashore and re-caulked. N.O.I.C. agreed and stated that a suitable slipway for such work would be ready by the 1st June. The barges damaged by the cook grabs were referred to, N.O.I.C. informing the chairman that when a barge was damaged in such a manner, it was taken off service and repaired immediately. Information was given by N.O.I.C. that a pontoon barge with a carrying capacity of 50 tons and a self-barge of 100 tons carrying capacity had been salvaged, the former being ready for use and the latter would be ready in a week's time. These, he said, were privately owned.

PORT RE-CONSTRUCTION. Capt. Bowes asked Engineer Bucaloni, if it was intended to run a double rail-track along NO 3 berth, stating that it would be impossible for a "Liberty" type ship to plug to railwagon, with its derricks, on a line running alongside the warehouse. Engineer Bucaloni stated that it was intended to run two lines of rail-track to serve this berth, one alongside the warehouse and the other close to the quay edge. Capt. Bowes mentioned the necessity of another switch if such was the intended plan. Engineer Bucaloni agreed and undertook to make the re-connection. Referring to the re-construction of the sea-wall, Capt. Bowes pointed out to Engineer Bucaloni the advisability of re-building the sea-wall near the "Charing Cross" railhead, remarking that the rail-track nearest the sea-wall had been washed out on one or two occasions last Winter and re construction of this wall should be undertaken without delay. This was agreed to by Engineer Bucaloni.

Engineer Bucaloni.

1931 ELECTRIC LIGHT FITTINGS. Ref.175. In reply to Capt. Bowes who asked if an application had been made to the Italian State Railways for electric light fittings for lighting the area of the "Charing Cross" railhead, Engineer Bucaloni said they had all the necessary fittings

carrying capacity of 50 tons and a rail-barge of 150 tons carrying capacity had been salvaged, the former being ready for use and the latter would be ready in a week's time. These, he said, were privately owned.

PORT RE-CONSTRUCTION. Capt. Bowes asked Engineer Bucalossi, if it was intended to run a double rail-track along No 3 berth, stating that it would be impossible for a "Liberty" type ship to plug to railroad, with its derricks, on a line running alongside the warehouse. Engineer Bucalossi stated that it was intended to run two lines of rail-track to serve this berth, one alongside the warehouse and the other close to the quay edge. Capt. Bowes mentioned the necessity of another switch if such was the intended plan. Engineer Bucalossi agreed and undertook to make the re-construction. Referring to the re-construction of the sea-wall, Capt. Bowes pointed out to Engineer Bucalossi the advisability of re-building the sea-wall near the "Clearing Cross" railhead, remarking that the rail-track nearest the sea-wall had been washed out on one or two occasions last Winter and re constructions of this wall should be undertaken without delay. This was agreed to by Engineer Bucalossi.

Engineer Bucalossi.

193. ELECTRIC LIGHT FITTINGS. Ref.175. In reply to Capt. Bowes who asked if an application had been made to the Italian State Railways for electric light fittings for lighting the area of the "Clearing Cross" railhead, Engineer Bucalossi said they had all the necessary fittings but no electric bulbs. Capt. Bowes remarked that efforts should now be made to obtain bulbs from Italian sources and N.O.I.C. was requested to make an application through the Ministry of Marine. This N.O.I.C. agreed to do.

194. CRANE DRIVERS. Capt. Bowes asked Maggiore di Porto if any information had been received regarding the replacing of the British Military personnel operating the grabs, with Italian crane drivers. Maggiore di Porto stated he was endeavouring to find suitable men. Chairman suggested that the men who previously operated cranes in Civitavecchia before the war, should be located and employed if possible. Maggiore di Porto agreed that the eleven men required would, as far as it was possible, possess experience in crane driving and maintenance.

Maggiore di Porto.

Next Meeting:- Monday 7th May, 1945, at 10.00 hours.

Acting Chairman, P.W.C., Civitavecchia.

CIVILIANIZATION AND SCHEDULED TRADES [illegible]

MINUTES OF MEETING HELD [illegible] APRIL, 1945.

Present:- Mr. [illegible] Taylor, Military of War Transport, Acting-Chairman,
Capt. J.H. Towes, Allied Commission Port Liaison Officer,
Mr. Hagan, War Shipping Administration, Representative,
Mr. Morris, War Shipping Administration,
Capitano di Fregata Vecchiarelli, A.C.I.C.,
Capitano di Corvetta Torre, A.C.I.C.,
Capitano Giacomelli, Capitaneria di Porto,
Ingegnere Nicolucci, Italian Civil Engineer in Charge of Port Re-construction.

Min.
174. Minutes of Last Meeting. ACTION BY.

PORT LABOUR. Ref.177.& 181. Capitaneria di Porto informed the Committee that 100 Italian merchant seamen had been directed to work in the port, this made a total of 700 men available for dock labour. Capt. Towes expressed the opinion that a least a 1000 labourers were needed to meet the port's requirements. In reply to enquiries, who asked if any interest was being taken in the labour question by the Italian Ministry of Labour, Capitaneria di Porto stated that the Ministry were interested and a meeting which would discuss Port Labour and at which the Ministry would be represented, had been arranged for the 25th April. This was noted.

[illegible], Ref.181. Mr. Hagan stated that Mr. Bensonelle had written A.C.I.C. on the question of scrap metal but had received no reply. Capt. Towes asked A.C.I.C. if the basic ration of scrap was being received and was told that the ration for March had not yet for April. Capt. Towes said he would take the matter up with the "Alleato".

[illegible]
TUGS. Ref. 184. The "Alleato" A.C.I.C. informed the Committee was now ready for service. Chairman read a Signal addressed to the Committee which had been received from the C.M.M.G., concerning the allocation of a tug "[illegible]" which together with the "[illegible]" would enable the Tugs to be released. A.C.I.C. agreed that the services of the Tugs would no longer be necessary. Capt. Towes pointed out that the Tugs were sent at the request of the Allied Commission and before any recommendation was made on the question of their release, he thought the views of the Allied Commission should be known. This was agreed. A.C.I.C. said that one of the Tugs [illegible], was undergoing repairs which would take four days

Committee that 150 Italian merchant seamen had been directed to work in the port, this made a total of [illegible] men available for dock labour. Capt. Towes expressed the opinion that a least a 1000 labourers were needed to meet the port's requirements. In reply to chairman, who asked if any interest was being taken in the labour question by the Italian Ministry of Labour, Capitanerie di Porto stated that the Ministry were interested and a meeting which would discuss Port labour and at which the Ministry would be represented, had been arranged for the 20th April. This was noted.

SHIP MATTERS. Ref.151. Mr. Bagan stated that Mr. Bensenella had written A.M.C.A.A. on the question of ship ration but had received no reply. Capt. Towes asked A.M.C.A. if the basic ration of soap was being received and was told that the ration for March had but not for April. Capt. Towes said he would take the matter up with the "Alabama".

SALT. Ref. 154. The "ALBANA" P.O.I.C. informed the Committee was now ready for service. Chairman read a signal addressed to the Committee which had been received from the P.O.W.C., concerning the allocation of a tug "TAURUS" which together with the "ALBANA" would enable the TUGS to be released. P.O.I.C. agreed that the services of the TUGS would no longer be necessary. Capt. Towes pointed out that the TUGS were sent at the request of the Allied Commission and before any recommendation was made on the question of their release, he thought the views of the Allied Commission should be known. This was agreed. P.O.I.C. said that one of the TUGS No.217, was undergoing repairs which would take four days. The question of Berthing tugs was raised, the chairman remarking that the P.O.I.C. should through the Italian Ministry of Marine, make representations to F.O.S.A.N., emphasising the urgent necessity of a reliable Berthing tug being allocated to this port. P.O.I.C. said this had already been done and a reply was awaited. P.O.I.C. in reply to chairman gave 30 days as the time required to effect repairs to the "LUIGI". A sunken tug lying near No.3. Berth was referred to, P.O.I.C. stating that her name was the "[illegible]" and her type was similar to the "LUIGI", Divers' reports were that she was in a fair condition but owing to enormous heavy blocks resting on her, no attempt had been made to raise her. The Committee agreed that priority be given to raising the "[illegible]" but to enable this to be done, a heavy floating crane was essential.

165 HEAVY FLOATING CRANE. Ref.151. Chairman asked P.O.I.C. if details could be given of the work on which a heavy floating crane would be used and the estimated time for completion. The matter was referred to the Committee which decided that in order to carry out a programme

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provision of removing heavy wreckage at Nos. 4 and 5 berths and [illegible] and partly-submerged craft at Nos. 5 [illegible] and 8 berths, as well as repairs to the breakwater, the services of a heavy floating crane would be needed for an estimated period of two to three months. Chairman undertook to inform the S.A.C.C. accordingly.

186. [illegible] S.A.C.C. In reply to Chairman stated that in the event of a dredger being allocated to Civitavecchia, the depth of water at Nos. 1, 4, 5, and 8 berths could be considerably increased. Chairman referred to the soundings which had recently been made in the harbour (Ref.[illegible]) and asked S.A.C.C. if he thought a vessel drawing more than [illegible] feet would not be accepted. S.A.C.C. said it would be possible to berth a ship drawing as far as 27 feet at [illegible] (No.1 Berth). The Committee generally expressed doubt as to its suitability for a large ship, the opinion being that its close proximity to the entrance of the harbour might jeopardize the safe navigation of vessels entering and leaving the port especially if a vessel was at No.1 berth. S.A.C.C. was asked to make a further survey and report his findings and re-commendations to the Committee.

187. [illegible] Ref.176. In reply to Capt. Bowen, Mr. Buchloeul stated that the re-surfacing of No.6. quay was completed and the cranes would now be transferred there from No.3. berth to enable work on re-surfacing No.3. quay to be undertaken.

188. [illegible] Capt. Bowen asked S.A.C.C. if the Italian Government had made any re-commendations regarding the appointment of an Italian Officer for the over-all supervision of the port, stating that he, Capt. Bowen, would terminate his appointment as Port Liaison Officer in the near future. S.A.C.C. said an officer had been appointed and would take up his duties in the next few days being directly responsible to Allied Commission.

189. [illegible] Ref.177. Capt. Bowen replying to Mr. Buchloeul who complained that work on port re-construction would be held up if the supplies of cement for [illegible] did not arrive on time, stated that such questions were entirely the responsibility of the Italian authorities and Mr. Buchloeul was advised to raise the matter with the Italian Ministry of Public Works.

Mr. Buchloeul.

Next Meeting:- Monday 30th April, 1949, at 10.00 hrs.

was asked to make a further survey and report his findings and re-commendations to the Committee.

Exhibits

187. SITUATION OF CRANES AND GOLY RE-SURFACING. Ref.175. In reply to Capt. Bowes, Mr. Buchlosel stated that the re-surfacing of No.6. quay was completed and the cranes could now be transferred there from No.1. berth to enable work on re-surfacing No.1. quay to be undertaken.

188. ITALIAN OFFICIALS. Capt. Bowes asked R.O.I.C. if the Italian Government has made any re-commendations regarding the appointment of an Italian officer for the over-all supervision of the port, stating that he, Capt. Bowes, would terminate his appointment as Port liaison officer in the near future. R.O.I.C. said an officer had been appointed and would take up his duties in the next few days being directly responsible to Allied Commission.

189. CEMENT SUPPLIES. Ref.179. Capt. Bowes replying to Mr. Buchlosel who complained that work on Port Re-construction would be held up if the supplies of cement for Bay did not arrive on time, stated that such questions were entirely the responsibility of the Italian authorities and Mr. Buchlosel was advised to raise the matter with the Italian Ministry of Public Works.

K. Buchlosel.

Next Meeting:- Monday 10th April, 1945, at 10.00 hrs.

Acting Chairman, Port Working Committee, Civitavecchia.

SUBJECT: - MINUTES PORT OF CIVITAVECCHIA WORKING COMMITTEE. -

TO/ P & W DIV.
CM. SUB-COMMISSION
M.G. ALLIED COMMISSION
A.P.O. 394

1. Minutes of meeting held on 23 April are attached.

2. Attention is drawn to the question of equipment necessary to complete the rebuilding of the sea-wall, removal of obstructions and salvage of craft, referred to in minute 185.

a) SEA WALL 60/70 Tons blocks to be placed.

b) OBSTRUCTION Nº 8 BOAT 200 Tons tug: this has been blown into 1 piece 50 tons and 1 piece 150 Tons and flame equipment is being obtained by naval salvage to cut it up, as it is too near the quay wall to continue using Explosives.

Nº 3.4.6. Blocks of undetermined size are likely to interfere with the operations of the dredger.

c) SALVAGE Nº 5 BOAT. A tug similar to the LUIGI is sunk and believed to be in good condition. On top of it are some large blocks.

Nº 6 BOAT. Water ship - the salvage are working on this and no details are yet available.

3. If it is possible to obtain the services of a crane ship to work inside the Port, and a pontoon crane to work on the sea wall, some progress should soon be made. It is estimated that the crane ship would be required for about one month and the pontoon for 4 to 6 weeks, but if a pontoon crane only is detailed it will be required for about three months.

4. The sheer legs being salvaged at Civitavecchia are not likely to be ready before August 1st.

5. In view of the apparent shortage of tugs, the importance is stressed of the one sunk at Nº 5: this has only recently been mentioned by the Naval Authorities.

6. May I be informed if minute Nº 188 is correct, and sent a copy of the officer's instructions.

J.N. Bowes capt.

J.N. Bowes capt.
PORT LIAISON OFFICER.
SECT FOR SHIPPING M.G. SUB-COMMISSION

25 APRIL 45
CIVITAVECCHIA

188

543

CIVITAVECCHIA PORT WORKING COMMITTEE.

MINUTES OF MEETING HELD 16TH APRIL, 1945.

Present:- Mr. [illegible] Taylor, Ministry of War Transport, Acting Chairman,
Mr. [illegible] Lekar, D.[illegible].T.S., S.C. Italy,
Mr. Bagan, War Shipping Administration, Representative,
Mr. R.A. Bonacelli, Allied Commission,
Capt. J.R. Bowes, Allied Commission Port Liaison Officer,
Capitano di Fregata Venturo, M.O.I.S.,
Maggiore Guerino, Il Maggiore di Porto Commdt.,
Capitano Tosta, Port Co-ordinating Officer,
Ingegnere Buonicoeri, Italian Civil Engineer in Charge of Port Re-construction.

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Chairman introduced and welcomed Mr. R.A. Bonacelli, Allied Construction Ports and Warehouses Division, Transportation Sub-Commission, to the meeting and further expressed appreciation for the valuable assistance and advice which Major Goldson had been able to give to the Committee on matters relative to Port Re-construction, he informed the Committee that Major Goldson had now been transferred to another Region.

181. MINUTES OF LAST MEETING. ACTION BY.

PORT RE-CONSTRUCTION. Ref.176. M.O.I.S. informed the Committee that the Italian Naval Salvage party could remove the wreck facing No.8. Berth if the necessary equipment was made available, stating it was intended to cut it into sections and to employ the Pontoon Sheerlegs being brought from Piombino to lift them. Chairman thought an operation of that kind would be slow and suggested that a Floating crane capable of lifting 60 to 70 tons should be asked for, this would eliminate the necessity of cutting and the two sections of which the wreck was composed could be removed in two lifts and the crane could then be used on repairs to the breakwater. This was agreed, Chairman and Mr. Bagan undertaking to press for the allocation of a suitable crane. Engineer Buonicoeri replying to Capt. Bowes, said a portion of No.8. Berth, long enough to berth a Coaster, would be completed by the middle of May and he informed the Committee that a cement allocation, Ref.MIN.179., of 200 tons had been received for April and 300 tons had been promised for May.

1831 Chairman.
Mr. Bagan.

ELECTRIC LIGHT FITTINGS. Ref.175. Capt. Bowes said no electric

Committee on matters relative to Port Reconstruction, N.S.I.C. informed the Committee that Major Goldson had now been transferred to another Region.

ACTION BY.

171. MATTER OF LAST MEETING.

PORT RECONSTRUCTION. Ref.170. N.S.I.C. informed the Committee that the Italian Naval Salvage party could remove the wreck lying No.8. Berth if the necessary equipment was made available, stating it was intended to cut it into sections and to employ the Pontoon Cheerlegs being brought from Mombasa to lift them. Chairman thought an operation of that kind would be slow and suggested that a Pontoon crane capable of lifting 60 to 70 tons should be asked for, this would eliminate the necessity of cutting and the two sections of which the wreck was composed could be removed in two lifts and the crane would then be used on repairs to the breakwater. This was agreed. Chairman and Mr. Ragan undertaking to press for the allocation of a suitable crane. Engineer Lieutenant replying to Capt. Dawes, said a portion of No.8. Berth, long enough to berth a Coaster, would be completed by the middle of May and he informed the Committee that a cement allocation, Ref.MIN.179., of 200 tons had been received for April and 300 tons had been promised for May.

Chairman.
Mr. Ragan.

1831

ELECTRIC LIGHT FITTINGS. Ref.179. Capt. Dawes said no electric light bulbs had yet been received. N.S.I.C. asked whether it would be possible for bulbs purchased by the Port Electrical engineer from an American ship and which were confiscated by the Military Police, to be released. Capt. Dawes said these would be needed for evidence and might be released later. Mr. Ragan thought that if the application originated from a proper source he could see no objection to ships, carrying a large stock, transferring electrical fittings to the Port authority. In the case of American ships, he undertook to arrange for this to be done if necessary and wherever practicable.

Mr. Ragan.

PORT LABOUR. Ref.177. Maggiore di Porto said fines had been imposed on labourers absent or failing to start work punctually and the whole question of Port labour had been discussed with the Compagnie Portuale, whose reply had been embodied in a letter. This letter(copy attached), was read to and afterwards discussed by the Committee which disagreed with the views expressed, on the grounds that the Compagnie Portuale's attitude tended towards the monopolisation of all stevedoring and it was pointed out that any increase in tariff rates would have to be considered and sanctioned by a higher authority. Maggiore di Porto referring to increasing

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increasing the number of workers in the port, quoted ports in southern Italy where labour had been encouraged into these areas and was now having a hard time owing to lack of work. Chairman stated that Civitavecchia being an entirely civilian port could not be compared with ports used militarily. Mr. Regan hinted at the probable future programme for the port and suggested that its realisation depended upon quick turn round of ships, which would not be possible if an adequate reservoir of labour was not available. Maggiore di Porto gave an assurance that everything would be done to increase the number of workers. In reply to Capt.Bosco, Maggiore di Porto gave the average monthly wage of a dock worker as 3,000 lire. Mr. Regan raised the question of soap for coal workers. S.O.I.C. said that U.N.R.R.A., were responsible for the allocation of the soap ration but that none had been received for April. Chairman referred this matter to Allied Commission and Mr.Bazzonella undertook to make enquiries.

Maj. di Porto.
Mr. Bazzonella.

182. TUGS TUGS. S.O.I.C. in reply to Chairman said he had given instructions for the TUGS tug to be sent to Piombino as it was the only one in a fit condition to make the trip. Chairman emphasised that the TUGS tugs should in future be employed only on the handling of barges, saying they were unsuitable for berthing duties. S.O.I.C. said the tug "ELISA" was now water-borne but repairs to her engine were necessary, she would be used when ready, for work the TUGS were intended for. At Chairman's request S.O.I.C. undertook to obtain her date of readiness.

S.O.I.C.

183. DEPTH OF WATER. Ref.169. S.O.I.C. said a chart on the soundings which had been made in the harbour would be ready for the 19th April, this revealed little change from the findings of the last survey, except in one or two areas where a slightly greater depth of water was found.

184. [illegible]. Mr. Regan asked whether it would be possible to divert a Coaster to Piombino if necessary, to relieve Civitavecchia. He was informed that the draft of any Coaster which had been accepted at Civitavecchia in the past would not have permitted them to discharge at Piombino and such a policy was one for a body other than the Port Working Committee to deliberate upon.

Next Meeting:- Monday 23rd April, 1945, at 10.00 hrs.

Mr. Bergmann.

182. TUBA TUGS. N.O.I.C. in reply to Chairman said he had given instructions for the TUBA tug to be sent to Piombino as it was the only one in a fit condition to make the trip. Chairman emphasised that the TUBA tugs should in future be employed only on the handling of barges, saying they were unsuitable for towing duties. N.O.I.C. said the tug "LIBIA" was now water-borne but repairs to her engine were necessary, she would be used when ready, for work the TUBAS were intended for. At Chairman's request N.O.I.C. undertook to obtain her date of readiness.

R.A.I.F.

183. DEPTH OF WATER. Ref.169. N.O.I.C. said a chart on the soundings which had been made in the harbour would be ready for the 19th April, this revealed little change from the findings of the last survey, except in one or two areas where a slightly greater depth of water was found.

184. PIOMBINO. Mr. Regan asked whether it would be possible to divert a Coaster to Piombino if necessary, to relieve Civitavecchia. He was informed that the draft of any Coaster which had been accepted at Civitavecchia in the past would not have permitted them to discharge at Piombino and such a policy was one for a body other than the Port Working Committee to deliberate upon.

Next Meeting:- Monday 23rd April, 1945, at 10.00 hrs.

Acting Chairman Port Working Committee
Civitavecchia.

COAL DISCHARGE WITH THREE SHIFTS.

The request of P.W.C. about the matter of three shifts for the discharge of colliers in this port has been submitted to "Compagnie Portuale".-

Capitaneria di Porto has explained very well the necessity to carry on the work with three shifts system and has also fixed up the dockworkers' spirit of co-operation. Capitaneria has also stated Compagnie Portuale that the dayly output in the port should reach the 3000 tons.

The "Commissario (Manager) of Compagnie Portuale has required the board of direction to attend the request. The board of direction, though aware of the particular reasons which advice the three shifts system for coal, has stated that the tariffs for coal do not reward the workers' sacrifices to buy soap, clothes and shoes. They have, therefore, required a 50 % increase of tariffs.

Compagnie Portuale, up to 8th September, 1943, has always undertaken the task as a contractor in the port and had the responsibility of the greatest part of the loading and unloading work in the port. Now the Compagnie Portuale cannot work as a contractor. If Compagnie Portuale could work as a contractor the dockworkers could call in greater wages and that would allow to get a greater output.

Compagnie Portuale assures to great the dayly output of 3000 tons if treated with the discharges and charge work as a contractor and if the meilcers and barges will not fail. In other words Compagnie Portuale wishes to act as a contractor as in the past time.

Compagnie Portuale is obliged if the mentioned request is considered, and gives assurance that if it is possible the said important activity again, the dayly discharge of 3000 tons will be attended.

Capitaneria has come in touch with the chiefs of Compagnie Por-

system for coal, has stated that the tariffs for coal do not reward the workers' sacrifices to buy soap, clothes and shoes. They have, therefore, required a 50 % increase of tariffs.

Compagnie Portuale, up to 8th September, 1943, has always undertaken the task as a contractor in the port and had the responsibility of the greatest part of the loading and unloading work in the port. Now the Compagnie Portuale cannot work as a contractor. If Compagnie Portuale could work as a contractor the dockworkers could call in greater wages and that would allow to get a greater output.

Compagnie Portuale assures to great the daily output of 3000 tons if trusted with the discharges and charge work as a contractor and if the railcars and barges will not fail. In other words Compagnie Portuale wishes to act as a contractor as in the past time.

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Compagnie Portuale is obliged if the mentioned request is considered, and gives assurance that if it is possible the said important activity again, the daily discharge of 3000 tons will be attended.

Capitaneria has come in touch with the chiefs of Compagnie Portuale about the stop of work to attend political gatherings and the workmen delays. The chiefs of the Compagnie Portuale have given assurance that stop of work for political gatherings will be avoided.

Capitaneria has fined 40 dockworkers for absences or delays to start the work.-

SUBJECT - POST OF DEVIANCUCHIA. -

TO/ MR. [illegible]-CHAI [illegible] (2)
P & T. DIV.
ALLIED COMMISSION
[illegible]. 198

1). The copies of minutes dated [illegible] April attached, also two copies of the meeting held today as referred to in minute [illegible] 171.

2). Ref. minute [illegible] 175 a demand was forwarded on [illegible] April.

[illegible]
[illegible]
[illegible]

1829

[illegible]

Chairman of Joint Chiefs of Staff, Adm.

Present:- Mr. [illegible] Taylor, Ministry of War Transport, Acting-Chairman;
Major Gen. H. Coleman, Joint Re-construction Office, U.K.;
Lt. Col. [illegible], Allied Commission, Port Liaison Officer;
Mr. [illegible], [illegible];
Mr. [illegible], [illegible] Administration, representative;
Chairman of Progetto Tonnaggio, [illegible];
[illegible], Minister of Ports [illegible].

Chairman read a letter from the Rt. Hon. Harold Macmillan, President of the Allied Commission, addressed to Capt. Rosso, in which he expressed certain ideas as the way in which the working of the ports was carried out and further requested that it should be conveyed to other officers concerned with Capt. Rosso.

Min. 171. Minutes of last meeting. [illegible] Ref.No.164. [illegible] stated that he had received instructions to send a tug to Palermo to use the pontoon available to Civit-vecchia. Mr. Hogan said he was not yet able to give the Committee any definite information on the allocation of a [illegible] pontoon crane but that he still had the matter in hand. Major Coleman said that the plans for further re-construction work in the port, discussed at the last meeting, had been approved by the Allied Commission but, as had up to now, difficulty was being experienced in obtaining [illegible]. Mr. [illegible] stated that the Italian Ministry of Marine was seeking for more personnel and equipment for salvage operations and it was proposed that both should commence on the salvage of craft in the Palermo Harbour. In the southern operations to the wreck that in the Harbour Trade, involving much harm, he was informed by Mr. [illegible] that work was already proceeding to clear this wreck. It was considered that first priority be given to this operation. It was considered that there would be two weeks' time and it would be safe to take a chance on two weeks' time and it would also be possible the working resumed of a vessel to Santa [illegible]. Mr. [illegible] agreed and on Mr. [illegible] asking if no decision was [illegible] for this work could be given, [illegible] of the Service Allied.

[illegible] Mr. [illegible] stated that he had received [illegible] to Palermo to use the pontoon available [illegible] to give the [illegible] information on the allocation of a [illegible] pontoon crane but that he still had the matter in hand. Major Coleman said that the plans for further re-construction work in the port, discussed at the last meeting, had been approved by the Allied Commission but, as had up to now, difficulty was being experienced in obtaining [illegible]. Mr. [illegible] stated that the Italian Ministry of Marine was seeking for more personnel and equipment for salvage operations and it was proposed that both should commence on the salvage of craft in the Palermo Harbour. In the southern operations to the wreck that in the Harbour Trade, involving much harm, he was informed by Mr. [illegible] that work was already proceeding to clear this wreck. It was considered that first priority be given to this operation. It would be safe to take a chance on two weeks' time and it would also be possible the working resumed of a vessel to Santa [illegible]. Mr. [illegible] agreed and on Mr. [illegible] asking if no decision was [illegible] for this work could be given, [illegible] of the Service Allied.

[illegible] Mr. [illegible] stated that he had received [illegible] to Palermo to use the pontoon available [illegible] to give the [illegible] information on the allocation of a [illegible] pontoon crane but that he still had the matter in hand. Major Coleman said that the plans for further re-construction work in the port, discussed at the last meeting, had been approved by the Allied Commission but, as had up to now, difficulty was being experienced in obtaining [illegible]. Mr. [illegible] stated that the Italian Ministry of Marine was seeking for more personnel and equipment for salvage operations and it was proposed that both should commence on the salvage of craft in the Palermo Harbour. In the southern operations to the wreck that in the Harbour Trade, involving much harm, he was informed by Mr. [illegible] that work was already proceeding to clear this wreck. It was considered that first priority be given to this operation. It would be safe to take a chance on two weeks' time and it would also be possible the working resumed of a vessel to Santa [illegible]. Mr. [illegible] agreed and on Mr. [illegible] asking if no decision was [illegible] for this work could be given, [illegible] of the Service Allied.

Inadvisable to send a tug to Flushing to tow the pontoon shortly, to Civita Vecchia. Mr. Hagen said he was not yet able to give the Committee any definite information on the allocation of a 40 ton pontoon crane but that he still had the matter in hand. Major Goldson said that the plans for further re-construction work in the port, discussed at the last meeting, had been approved by the Allied Commission but, he went on to say, difficulty was being experienced in obtaining consent, this month's allocation not having yet been received. He further informed the committee that the mechanical equipment was to be withdrawn in the immediate future. A.M.L. stated that the Italian Ministry of Marine was sending further personnel and equipment for salvage operations and it was proposed that work should commence on the salvage of craft in the Quinsam Basin. In the discussion relating to the sunken tug in the Barcaccia Basin, floating No.8 berth, he was informed by A.M.L. that work was already proceeding to clear this wreck. It was suggested that first priority be given to this operation as Berth 8 would be ready to take a counter in two weeks' time and it would also make possible the mooring alongside of a vessel to Berth No.1. A.M.L. agreed and on the matter being put, it was unanimous that no compensation for this work could be given. A.M.L. undertook to obtain the opinion of the salvage officer.

Minute 128

Minute 128. Ref.115.(20).A.M.L. stated that as additional thirty sailors were being sent to take up police duties in the port and they would be controlled by a Commissioned Officer and Petty Officer. Chairman suggested that the gates to the port area should be divided into two sections, one narrow passageway adjacent to the Dockyard-box for pedestrians and the wider section for vehicles, this he thought would make more simple the checking of workers and others when entering and leaving the port. A.M.L. agreed to arrange for this to be done. Mr. Baker expressed the view that a special meeting of all interested bodies should be arranged in a week's time, when the effect of the additional police patrol in the port would be known. This was agreed.

Minute 129. Ref.116. A.M.L. stated he had sent a signal to A.M.L., but had not received a reply to date.

Minute 130. Ref.117. Mr. Hagen said that the lowest price he referred to at the last meeting included five hundred round nominal shovels, and in reply to Chairman said they were for use in Civitavecchia. Capt. Tower asked who had demanded them and on being told that the stevedoring firm of [illegible] had made the application, expressed the view that this procedure was irregular and contradictory to a decision which established that all gear should be under the control of A.M.L. and for the general use of the Port. Chairman concurred, stating that

....

that the equipment at present in use had been issued by the Allied Authorities as part of the re-habilitation policy, and if individual operators, there without authorised gear who also should, if the present arrangement failing continued, be placed in the common pool. [illegible] Ref.1.7. Capt.Morris at Porto Santo the position was the reliability.

171. [illegible] Chairman noted that on the 3 rd April it was suggested and agreed that the collier mains and sinker installed alongside at the Coal Berth should that day move to No.1 Berth and move into barges, to enable further collier lying in the way to commence discharge at the Coal Berth. This suggestion had not been put into effect and no information given as to the reason. [illegible], stated that there were no barges available at the time. Chairman requested that in future, advice should be given to Naval Headquarters, if an alternative arrangement was made to the one suggested. [illegible], agreed that this would be done.

172. [illegible] Chairman suggested that in order to avoid delay in calling vessels forward, colliers should be future limited to 10 or 20 feet at the coal berth and then berthed alongside to Berth No.1 (Tanker) to complete discharge into barges. This was agreed.

173. [illegible] Major Williams referring to the loading of coal into Naval barges, suggested that a steel plate be used to simplify the trimming of coal into the centre of the barges as it would save the contractors. Power suggested that a special covering be called in order the methods adopted in using the barges and if they could be improved upon, re-conveyed times to that effect would be made known to Naval Headquarters. Capt. Power stated that he, as Transportation Officer, would call together the parties interested.

174. [illegible] Major Williams said the F.T.O. had made a request that the cables lying alongside of the Berthing mechanism, be removed as it was interfering with the loading of railways to Coal berth. He had also asked that the Map of Coal Jetty, Port Williams, be straightened as it was anticipated a number of vessels would be loaded there in the near future. [illegible] was asked to interrupt the cable cable and the Trolley. This Colleague to attend to these matters.

175. [illegible] [illegible] mentioned that the supply of electric light below supplied some months ago and some lamps had to be [illegible] were available. Capt. Power said he would endeavour to obtain a fresh supply.

172. [illegible] Chairman suggested a plan in order to avoid delay in calling vessels forward, callers would in future be given to 15 or 20 feet at the coal berth and then pushed aboard to berth No.[illegible] (Pier 100) in complete disregard into berths. This was agreed.

173. [illegible] Major Gallman referring to the loading of coal into [illegible] barges, suggested that a steel plate be used to simplify the transfer of coal into the center of the barges as it goes down the chutes. Capt. Bowen suggested that a special meeting be called to study the methods employed in using the barges and if any could be improved upon, recommendations to that effect would be made known to those responsible. Capt. Bowen stated that he, as Transportation Officer, would call together the parties interested.

174. [illegible] Major Gallman read the R.F.O. and made a request that the debris lying inside of the Derrick mechanism, be removed as it was interfering with the handling of railcars to No.[illegible] berth. He also asked that the Navy at Fort Dell Point, Fort Gallagher, be straightened as it was anticipated a number of barges would be loaded there in the near future. Details were asked to interest the Santa Clarita and the Golden State Railways be advised to begin repairs.

175. [illegible] Major [illegible] mentioned that the power of electric lights below deck needed repairs and had been used and no lights were available. Capt. Bowen said he would endeavor to obtain a fresh supply.

Next Meeting - Monday May April at 10.30 hrs.

[illegible]
Chairman, [illegible]

121

CIVITAVECCHIA PORT COMMITTEE.

Minutes of Meeting held 12th February, 1945.

Present:- Mr. E.V. Taylor, Ministry of War Transport, Acting-Chairman.
Major C.E.V. Goldson, Port Reconstruction Officer, A.C.C.
Capt. J.R. Bowes, Allied Commission Port Liaison Officer.
Capt. A. Moore, Allied Commission.
Capitano di Fregata Vocatero, R.C.I.C.
Maggiore Guerrio, Il Maggiore di Porto Comandt.
Tenente di Vascello Dordoni, Asst. R.C.I.C.

The chairman welcomed Major Goldson, A.C. Port Reconstruction Officer, stating that his presence at the meeting would be invaluable inasmuch as matters connected with the re-construction of the port were concerned.

Minute 133. MINUTES OF LAST MEETING. ACTION BY.

LIGHTING OF TARQUINIA RAILWAY. Ref.12. Tenente Dordoni said that part of the scheme for lighting the Tarquinia Railhead, such as, erection of poles and wiring, was complete, but the contractor responsible for the work, was having difficulty finding suitable fittings. Capt. Bowes suggested that the contractor should endeavour to make use of electrical fittings which, in his opinion were salvable from the debris in the port. R.C.I.C., stated that it was possible to obtain electrical fittings in Florence and he could provide a truck to collect but authorisation from Allied authorities to make the journey would be necessary. It was agreed that R.C.I.C., should make whatever arrangements he thought fit and Capt. Bowes undertook to obtain the necessary permit.

R.C.I.C.
Capt. Bowes.

WATER POINTS. Ref.130. Tenente Dordoni was unable to give any further information on this matter. Major Goldson said that water-points were available at Tarquinia and he was to accompany the Engineer Civile to arrange for the requirements of the port to be met. He further stated, in reply to the chairman, that he had arranged for a water point to be put on the Tarquinia Pole.

CRANES FOR TARQUINIA RAILHEAD. Tenente Dordoni said that the hand-operated cranes which he had seen in the port were in a very bad state and were not strong enough to use for the handling of loaded railwagons. Major Goldson said he thought it was

that part of the scheme for lighting the [illegible] as, erection of poles and wiring, was complete, but the contrac responsible for the work, was having difficulty finding suitable fittings. Capt. Bowes suggested that the contractor should endeavour to make use of electrical fittings which, in his opinio were salvable from the debris in the port. H.O.I.C., stated that it was possible to obtain electrical fittings in Florence and he could provide a truck to collect but authorisation from Allied authorities to make the journey would be necessary. It was agreed that H.O.I.C., should make whatever arrangements he thought fit and Capt. Bowes undertook to obtain the necessary permit.

H.O.I.C.
Capt. Bowes.

WATER POINTS. Ref.130. Tenente Dordoni was unable to give any further information on this matter. Major Goldson said that water-pipes were available at Torquina and he was to accompany the Engineer Civile to arrange for the requirements of the port to be met. He further stated, in reply to the chairman, that he had arranged for a water point to be put on the Bordagna Mole.

GANTRYS FOR HANDLING RAILWAGONS. Tenente Dordoni said that the hand-operated gantrys which he had seen in the port were in a very bad state and were not strong enough to use for the hauling of loaded railwagons. Major Goldson said he thought it was possible to construct some sort of gantrys from materials which he had seen lying on wrecked ships in the port and that he would give what assistance he could to enable this to be done. H.O.I.C. undertook to implement this idea and would be guided by Major Goldson's re-commendations.

1827 Major Goldson,
H.O.I.C.

134. HARBOUR CRAFT. Ref.123. Chairman informed H.O.I.C., that he, H.O.I.C and not Co.Ge.Ne., as had been stated at a previous meeting, would be responsible for the control of the TUSA tugs and UNRRA barges. This control would embrace the maintenance of the craft, their manning, and the payment of wages and feeding of the personnel engaged to handle them. Chairman further stated, that H.O.I.C., in order to reclaim whatever disbursements he made in this connection, should levy Port Dues, such to include, charges for the use of tugs, barges and all other port facilities. H.O.I.C., said he would arrange to establish a rate for Port Dues and submit them to the committee. H.O.I.C.

133. BOOTS FOR PORT-WORKERS. Ingegnere di Porto raised the question of boots for port-workers. Capt. Ponza said he had made enquiries, from time to time, but none were available from Allied sources. He suggested that the Italian Naval or Military authorities be approached. N.O.I.C., replied that he was willing to do this but he knew his enquiries would prove to be futile. As an alternative to boots, it was decided that a supply of "Corda" (rope) and canvas, for the making of shoes should be obtained and contracts given to local boot-factors for the making of this particular type of shoe. N.O.I.C. and Ing.di Porto, undertook to arrange for this to be done.

N.O.I.C.
Ing. di Porto.

134. PORT RE-CONSTRUCTION. Major Coleman said that the Engineer Civile, engaged in the construction of the warehouse and other work on the Mole del Ricchiere, Nos. 7 & 8 berths, was not utilising to the fullest possible extent, the military equipment available and he asked N.O.I.C., to inform the engineer that it was his responsibility to send over for the equipment each morning. Major Coleman further requested that N.O.I.C., should obtain the services of a fire-engine, to be used to pump water out of a bomb crater in the port. N.O.I.C., agreed to attend to these matters.

N.O.I.C.

Next Meeting:- Monday 26th February, 1945, at 15.00 hrs.

Acting-chairman.

Molo del Ricchiere, Nos. 7 & 8 berths, was not utilising to the fullest possible extent, the military equipment available and he asked N.O.I.O., to inform the engineer that it was his responsibility to send over for the equipment each morning. Major Dolleson further requested that N.O.I.O., should obtain the services of a fire-engine, to be used to pump water out of a boat crater in the port. N.O.I.O., agreed to attend to these matters.

N.O.I.O.

Next Meeting:- Monday 26th February, 1945, at 10.00 hrs.

Acting-chairman

To S.P. and Bw

Above minutes forwarded for information

J. N. Bowes Capt.

J. N. BOWES CAPT.
Port Liaison Officer
n. Sub - Commission
ALLIED COMMISSION

21 Feb 45

SUBJECT :- NAVAL STAFF - [illegible] A.M.G. -

Confidential.

TO/ CH. SUB-COMMISSION (C)
P & W DIV.
NO. ALLIED COMMISSION
A.M.G. 194

1). During the visit of the President and Col. Steffan 27 March '45, the question was asked as to the efficiency of the Naval Authorities.

2). On the following day this question was discussed with Lieut. Waterspoon and then with Capt. Butler of the Naval Sub-Commission.

3). It is the opinion of the [illegible], Maj. Goldson and myself that the Naval Staff do not carry out their duties as efficiently as they might.

4). Looking back to the early days of the re-opening of the Port, there is a little doubt that much clearing work had to be done and was done, usually after a lot of persuasion by the Allied Representatives. In those days the [illegible] appeared to have little or no direction from his superior authorities.

5). The position today is different, the Port has got over many of its "teething" difficulties and most discharges work to an established drill, there is however still a necessity for "leadership" in the Port to keep the wheels turning, and there is no lead whatever from the Navy house. A glance through the minutes of the Port meetings will show that almost all the suggestions for means of improving the discharge have been made by the Allied representatives.

6). There is at present an Italian Naval Captain Testa working in my office, he is a good clerk, but I fail to see him pushing "trade", which should be his duty.

7). The question of security is one for the [illegible], and is one which is raised at almost every meeting without any signs of improvement.

8). The receipt of ships is the duty of one officer and yet Allied repre-

the Naval Staff is not early and late
night.

4). Looking back to the early days of the re-opening of the Port, there is a little doubt that much slogging work had to be done and was done, usually after a lot of persuasion by the Allied Representatives. In these days the N.O.I.C. appeared to have little or no direction from his superior authorities.

5). The position today is different, the Port has got over many of its "teething" difficulties and most discharges work to an established drill, there is however still a necessity for "leadership in the Port to keep the wheels turning, and there is no lead whatever from the Navy house. A glance through the minutes of the Port meetings will show that almost all the suggestions for means of improving the discharge have been made by the Allied representatives.

6). There is at present an Italian Naval Captain Testa working in my office, who is a good clerk, but I fail to see him pushing "trade", which should be his duty.

1826

7). The question of security is one for the N.O.I.C., and is one which is raised at almost every meeting without any signs of improvement.

8). The mooring of ships is the duty of one officer and yet Allied representatives are continually pointing out the lack of supervision.

9). Unfortunately one comes to the conclusion that if this Naval Staff is the best that the authorities can find to man their first Port then heaven help the next ones. There is a complete absence of "drive".

10). In conclusion Capt. Butlers statement that the port might do worse and will be lucky to do better, must carry weight. I am quite convinced that if the N.W.T. representative and A.C. do not a representative here the discharge will decrease.

11). For my one position I look forward to a new position as the work is now routine, and with few new problems to worry about, has lost much of its interest.

J.N. BOYES CAPT.
A.C. PORT LIAISON OFFICER

2 APRIL '45
CIVITAVECCHIA

46

47

[illegible]

Minutes of meeting held [illegible].

Present:-

Mr. [illegible] Taylor, Ministry of War Transport, Acting Chairman.
Capt. Howes, Allied Commission Port Liaison Officer.
Capt. Moore, Allied Commission.
Capitano di Fregata Todaturo, [illegible].
Tenente di Vascello [illegible], Amst. [illegible].
Capitano Claudetti, Capt. di Porto.
Capt. Carlo Alvisani, Co.Re.Na.
Signor la Rosa Alberto, [illegible] Agente.
Signor Mondiarotti Umberto, [illegible] Agente.

ACTION.

Minute 111. Minutes of last meeting.

Ref.110. [illegible]. [illegible] stated that he had been informed by the Italian Government that all Allied ships were exempt from the payment of port dues but that all other expenses e.g. pilotage, towing and water would be charged to the ship.

Ref.111. [illegible]. [illegible] said that the sub-station would be ready on the 5th February.

Ref.112. [illegible]. Capt. Howes stated he had written Design 4 but had not yet received a reply to his letter.

114.) [illegible]. Chairman said that from the experience which had now been gained, No.1. berth seemed to be most satisfactory for the discharge of animals and in view of this opinion, with which the rest of the committee agreed, [illegible] was asked to have waterproofs put on the quay for the watering of animals when discharged. [illegible] undertook to have the arrangements made.

[illegible].

115.) [illegible]. Chairman referred to a letter, received by Capt. Howes and himself, from the master of a vessel discharging in the port, in which was expressed disgust at the amount of pilfering by dock workers, as soon as the hatches were opened. The whole question of security in the port was reviewed and it was pointed out to the [illegible], that he was responsible for co-ordinating measures to implement a proper safeguard against pilfering and that the employers of dock labour must be made to realise that they too were responsible and could assist in mitigating this evil. Capt. Moore suggested that [illegible] should arrange through higher channels, [illegible] should be held once a week to impose

expenses e.g. Pilotage, mooring and water would be charged to the ship.

Ref.111. [illegible] R.O.I.C. said that the sub-station would be ready on the 5th February.

Ref.112. [illegible] Capt. Bowes stated he had written Region 4 but had not yet received a reply to his letter.

114.) [illegible] Chairman said that from the experience which had now been gained, No.1. Berth seemed to be most satisfactory for the discharge of animals and in view of this opinion, with which the rest of the committee agreed, R.O.I.C. was asked to have watertroughs put on the quay for the watering of animals when discharged. R.O.I.C. undertook to have the troughs made.

R.O.I.C.

115.) [illegible] Chairman referred to a letter, received by Capt. Bowes and himself, from the master of a vessel discharging in the port, in which was expressed disgust at the amount of pilfering by dock workers, as soon as the hatches were opened. The whole question of security in the port was reviewed and it was pointed out to the R.O.I.C., that he was responsible for co-ordinating measures to implement a proper safeguard against pilfering and that the employers of dock labour must be made to realise that they too, were responsible and could assist in mitigating this evil. Capt. Bowes suggested that R.O.I.C. should arrange through higher channels, for a special magisterial court to be held once a week to impose fines or imprisonment on offenders. It was further agreed that Carabineri be placed aboard each vessel and that those in charge of dock labour be instructed to assist the carabineri. Capt. Bowes suggested that the Capitaneria di Porto should call a conference between the Carabineri and the Stevedoring firms.

R.O.I.C.
Ct.di Porto.

116). [illegible] Signor La Rosa complained about the bad state of the roads in the port, principally at the approaches to the railhead. R.O.I.C. said that work was proceeding on repairing some of the roads. Capt. Bowes said he would draw the attention of the Engineering Officer-in-Charge to this matter.

Capt. Bowes.

117). [illegible] (Ref. Min.68). R.O.I.C. stated he had drawn the supplementary soap ration for January. Capt. Bowes said it was still impossible to obtain the basic ration for the town, as supplies continued to remain in-adequate, but he would try to obtain the basic ration for coal-workers.

Capt. Bowes.

11[illegible].) [illegible]. Major Ashworth referred to the coal baskets which had been supplied to carry coal from ship's side to rail wagon, stating that they were too large for the men to handle individually and were not of a type which could be broken down to a suitable size. Capt. Howes suggested that they be returned to the source of supply and in view of the arrival of coal grabs, no others need for. This was agreed.

11[illegible].) [illegible] Hall Yard. S.O.I.C. stated that although all the necessary fixtures were available for lighting the Grater Hall Yard, there was no electric current supply. He asked if the Cement works which was almost adjacent to the yard, could be asked to supply. Chairman said he would arrange for this to be done.

CHAIRMAN.

Next meeting Monday 5th February, 1945 at 10.00 hrs.

Acting Chairman.

[illegible] PORT [illegible]

Minutes of Meeting held [illegible] January, [illegible]

(90)

Present:-

Mr. H.T. Taylor, Ministry of War Transport, acting Chairman.
Capt. [illegible], Allied Commission Port [illegible] Officer,
Capitano di Fregata [illegible], [illegible],
Capitano [illegible], Capitaneria di Porto,
Tenente di Vascello [illegible], [illegible],
Capitano [illegible], [illegible],
Signor [illegible], [illegible].

Minute 10[illegible].

Minutes of last Meeting. [illegible]

Ref. 1[illegible]. [illegible]. [illegible] informed Chairman that the water point at No. [illegible] berth had been repaired and attention was being given to the future watering facilities of the port.

Ref. 1[illegible]. [illegible]. [illegible] stated that a diver, on surveying the [illegible], had [illegible] and found obstructions and he was making arrangements to have them removed as soon as the necessary lifting equipment became available.

Ref. 1[illegible]. [illegible]. Chairman [illegible] which would [illegible] on arrival, [illegible] that they would be under the control of [illegible], who would be responsible for all matters connected with their employment and maintenance, including all financial [illegible], [illegible] would have [illegible] been [illegible].

Ref. 1[illegible]. [illegible]. [illegible] had been [illegible] at each entrance to the port. Capt. [illegible] that [illegible] the port [illegible].

Ref. 1[illegible]. [illegible]. Capt. [illegible] stated that the [illegible] had now arrived.

[illegible]. [illegible]. Chairman referred to [illegible] which had been [illegible] as a result of the [illegible] against the protective [illegible] that [illegible]

a diver, on surveying the site, observed a [illegible] damaged two of her anchors, had found obstructions and he was making arrangements to have them removed as soon as the necessary lifting equipment became available.

Ref. [illegible]. Chairman outlined policy which would prevent operation of large barges on arrival, stressing that they would be under the control of [illegible], who would be responsible for all matters connected with their employment and maintenance, including all financial arrangements, [illegible] repayment of cost from [illegible], who would have funds available from whatever Port Loan were levied.

Ref. [illegible]. [illegible] said notice had now been posted at each entrance to the port. Dept. [illegible] that security was still not being enforced and pilferage in the port was still on a scale which necessitated more vigorous measures being taken.

Ref. [illegible]. Dept. A'Friend stated that the service had not improved.

[illegible] Chairman referred to slight damage which had been caused to the pier, as a result of the vessel at present berthed there, continually moving against the protecting piles and pushing them over to a degree that they were no longer a [illegible] to the pier. He requested [illegible] to instruct slipts to adopt a general rule of running a line from the ship to the wreck on the off-side which could not be a trap. [illegible] commented and said it was intended to moor a buoy at one end of the pier to which a breast-line could be made fast and also to run a line from the ship to a bollard on the shore at the opposite end.

iii.) [illegible] Chairman asked [illegible], what machinery [illegible] had been set up to consider the question of levying Port Dues, even if a Central Government matter. [illegible] replied that such was the case, that a Ministerial meeting had been convened to discuss the subject and he would make known to the Committee their recommendation when conferred with them.

iii.) [illegible] Dept. Lemon said that the [illegible] had complained that the lights at the rail-head were exceptionally poor. [illegible] replied that the current was coming from the town mains at present, but a connection, which was under consideration in the port, would improve the entire lighting system when installed.

...over

12. [illegible] Capt. [illegible] raised the question of food for Norwegian crews. Captain Vassvatti wished to see [illegible] on the 3 to Capt., as this [illegible] the [illegible] had received no reply. Capt. Brown undertook to write to A.V. Taylor A., on the subject.

Next meeting [illegible] Jan., [illegible] January, 1917.

[illegible] Taylor

Acting Secretary.

77A

Present:-

Minutes of Meeting held 15th January, 1947.

Mr. R.V. Taylor, Ministry of War Transport, Acting Chairman.
Capt. Howes, Allied Commission Port Liaison Officer.
Capitano di Fregata Ferreiro, M.C.T.M.,
Maggiore Guerino, Il Maggiore di Porto Comandt.,
Capitano Ghislanzoni Carlo, M.C.M.,
Signor Pacchierotti Umberto, M.R.A. Agente,
Signor De Roan Alberto, M.R.A. Agente.

Minute 100.

Minutes of Previous Meeting. ACTION BY.

Ref. Minute 97. Removal of Blocks from Pole Defence.
M.C.T.M. stated that they were still awaiting the arrival of an Engineer from Naples and that he had been assured by telegram, received from the Naval authorities in Naples, that an engineer would be available in the near future.

Ref. Minute 98. Extra Soap for Coal Workers.
Capt. Howes said he had been informed that no Civilian supplies of soap had been available for two months and that supplies continued to remain extremely short. He would undertake to see that an allocation was made when soap became available.
Capt. Howes.

Ref. Minute 99. Working of Three Shifts.
Comandt. Guerino stated he had taken this matter up with the Compagnie Portuale but that housing accommodation presented a difficult problem. A discussion ensued, during which it was established that men might be made available to work three shifts on coal. Comandt. Guerino said he would approach the Compagnie Portuale to this effect.
Comandt. Guerino.

101.) Water Points. Chairman stated that a vessel had been put along-side No.4. Berth to take water, but was unable to, owing to the hydrant being broken. He requested M.C.T.M. to have an inspection made of all hydrants in the port and to have those in need of repair attended to.
M.C.T.M.

102.) Damage to Anchors - Buoys. Chairman said a vessel, during the course of moving from one berth to another, had damaged two anchors. He requested M.C.T.M. to have a survey made in the area where the anchors were dropped. M.C.T.M. replied that a diver was at present working in the port and he would issue instructions for this to be done.

on whether would be [illegible]

Ref. Minute 98. Extra Soap for Coal Workers.

Capt. Dowes said he had been informed that no Civilian supplies of soap had been available for two months and that supplies continued to remain extremely short. He would undertake to see that an allocation was made when soap became available.

Capt. Dowes.

Ref. Minute 99. Working of Three Shifts.

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Commdt. Guerino.

101.) WATER POINTS. Chairman stated that a vessel had been put along-side No.4. Berth to take water, but was unable to, owing to the hydrant being broken. He requested N.O.I.C. to have an inspection made of all hydrants in the port and to have those in need of repair attended to.

N.O.I.C.

102.) SAFETY OF HARBOUR - BOATS. Chairman said a vessel, during the course of moving from one berth to another, had damaged two anchors. He requested N.O.I.C. to have a survey made in the area where the anchors were dropped. N.O.I.C. replied that a diver was at present working in the port and he would issue instructions for this to be done.

N.O.I.C.

103.) RATES FOR DISCHARGE OF ANIMALS. Capt. Dowes asked whether rates had been arrived at for the discharge of animals. Commdt. Guerino replied that rates were fixed on the 18th November and were approved by all parties concerned.

104.) PORT EQUIPMENT. Capt. Dowes informed the committee that the equipment asked for, for the working of the port was being met insofar as it was possible. The cranes would, during the initial stages, be manned by British military personnel of a sufficient number to work three shifts.

105.) BARGE TRAFF. Chairman informed the committee that 20 Minos barges were due to arrive this week. N.O.I.C. asked to whom would responsibility for the maintenance and manning of these craft be designated, further stating that he had received instructions to assume responsibility for the manning and maintenance of the barges". Chairman undertook to make enquiries with regard to the upkeep of the Minos.

Chairman.

106.) SECURITY. Capt. Dowes requested that action be taken to prevent consignees entering the dock area and interfering with discharge, stating it was a responsibility of forwarding agents to look after

...../after

106.) the general interest of the work. H.O.I.C. pointed out that it was a responsibility of the Finance Guards, the security of the port and he would ask them to take necessary action and on a further suggestion from Capt. Howes, he undertook to have written notices put up at Dock Gates, to prevent entry of un-authorised persons into the port.

Marine.

107.) TRAIN SERVICE FROM SANTA MARINELLA. Capt. Shriant raised the question of the un-punctuality of the train bringing workers from Santa Marinella to Civitavecchia, stating that he had seen as many as 200 workers at Santa Marinella station at nine o'clock in the morning, waiting for a train which should arrive at seven o'clock. Capt. Howes said he would look into the matter.

N. Col. Baker requests a letter in hand 8 Jan 45

Capt. Howes.

Next Meeting:- 10.00 hrs. Monday 21st January.

Major [illegible], Director Novi(R.I.)
Major [illegible], Kochar, R.V.(Shipping) Director Civilian S/C
Capt. P.S.V Rao, Naval Section
Capt. [illegible] Indian IV(Lighter Division)
Capt. [illegible] Naval Liaison Officer Civitavecchia
Mr. [illegible] Civitavecchia
Prof. Luigi Greco, Inspector to Capitale, Ass. Genio Civile
Dr. Nicoli Zullo, I.C.A. Capo Genio Civil
Dr. Ben Lotti Pietro Capo Genio Civil
Dr. [illegible] Ministero Lav. Pub. [illegible]
Ing. Alberto Vona, Express Tirreni Controlled, A.C.

action

1. Object of meeting

The Chairman said the object of the meeting was to coordinate the results of the Lighter's report, which was carried out in order to initiate the reconstruction and development of the port of Civitavecchia, which when completed, would enable the port to handle 3000 tons daily of which coal would be a large proportion.

1829

2. It was agreed that the following work was necessary
(a) Repair of pipe in the [illegible] wall. (Grant is likely to increase and make port unworkable, unless this is repaired now.)
(b) Fusing of berth 1 to enable a Liberty type ship to berth safely alongside.
(c) Improvement of existing berth 2 to enable Liberty 1 to discharge 5 hatches to above as against present 4 hatches.
(d) Reconstruction Sardegna Molo, berth 4 to a coaster berth
(e) Refacing and clearing rubble berth 6 for lighter discharge.
(f) Rebuilding and clearing berth 8 to enable a Liberty to discharge.
(g) Improvement of storing at berth 11 to enable coasters as well as lighters to work.

...../2

5/41

(530)

1821

out so far to be done by the Italian authorities, and would give certain assurances. I.R.A. U.N.R.R.A. that the Italian authorities would undertake the work to get to work.

The amount at present will cost to finish Vessels was stated to be Lire 16,000,000. This would have to be shared U.N.R.R.A. Italian to investigate with Finance S/C.

S.A.C.A.Section
Finance S/C.

12. Capt.Holston raised the question of provision barracks for workers.

He stated that there were 700 labourers at present in the port, plus a further 300 available in Civitavecchia, and a further 400 in Ostia Antica. Further 400 could be drawn from Rome and 300 from Naples. The Italian authorities were informed that all be available up to 700 labourers for re-construction, which they stated was sufficient. Capt.Holston was asked to take up the question of barracks with the local S Lodge Rev.(Rail) and Rev(Navy) to take up question of transport to and from the Port.

1821

Capt.Holston
Nav.IV.
Rev(Rail)
Rev(Navy)

13. Mr.Farley suggested that the Commissioner will and should be put, giving details of work to be done, a few of pay, and housing requisition in Civitavecchia. This was agreed.

Capt.Holston
Nav.IV.

14. In conclusion the Chairman re-emphasised that as much of the work of reconstruction as possible, could be done by the Italian authorities, assistance being provided from Allied Military resources where Italian and AC resources failed.

for/A. [illegible]

CHARLES H.T.TAYLOR
Director.

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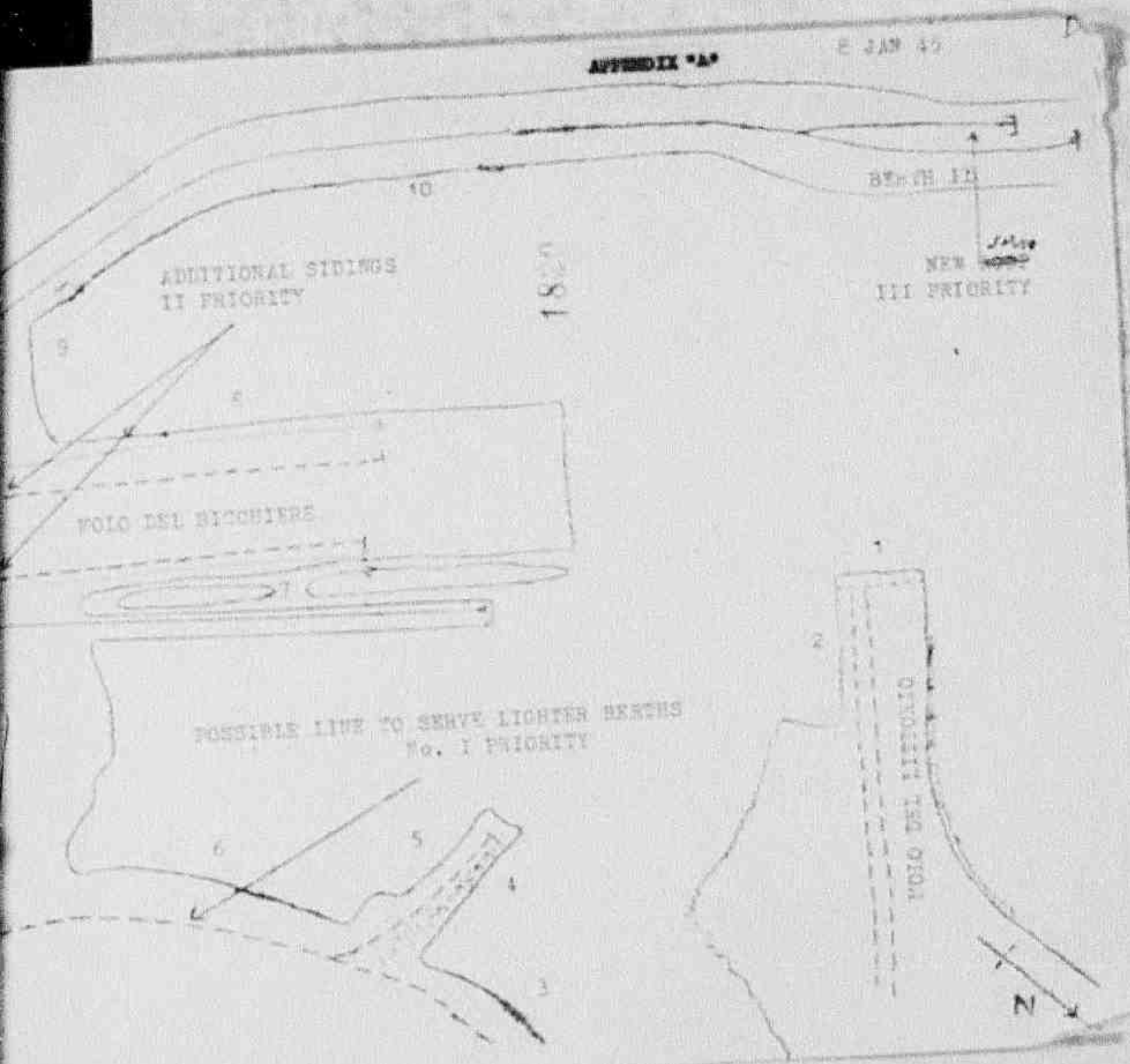
APPENDIX "A"



No.11.

II [illegible] MEETING OF [illegible]

MINUTES OF WORKERS BODY AND MILITARY [illegible].

Present:

Mr. E.V. Taylor, Ministry of War Transport, Acting Chairman.
Captain Howes, ——————————— Allied Commission.
Ingegnere Marino ——————————— Il Ingegnere Capo Porto Cagliari.
Tenente Di Pamphilis Gordon ——— Assistant R.S.I.D.
Signor Fuochlerotti Roberto ——— R.S.D. Agents.
Signor Lo Bono Alberto ——————— R.S.D. Agents.

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55). Minutes of last Meeting.

Ref. Minute 50. Owing to absence from the meeting of R.S.I.D., no information on the result of the enquiries which R.S.I.D., was making could be given.

Ref. Minute 51. Tenente Gordon R/R.S.I.D., stated that work on completing the out-wall on the ship-side of the coal pier was expected to commence on the 3rd January, the estimated cost being 15,000 lire.

Ref. Minute 51. Ingegnere di Porto informed the committee that the lists giving particulars of identification of workers who are to be given daily rail transportation from Santa Gavinella to Civitavecchia would be ready for Wednesday 3rd January.

57). Tenente Gordon R/R.S.I.D., referred to the blocks which were to be removed from Sale Sardegna and said it might be necessary to bring from Naples, personnel experienced in removing obstructions by explosive charge, but before taking such steps he would consult the Civil Engineer of Public Works.

Tenente Gordon.

58). The question of soup for coal-workers was raised by Ingegnere Marino, who stated that the existing ration of 5 grammes per day was insufficient. Capt. Howes stated that he understood the civilian population had not received that for a ration and the 5 grammes which the coal-workers received was enough when the the civilian supplies were maintained. Capt. Howes contended that he would pursue the matter.

Captain Howes.

59). Captain Howes reported that other ports were working three shifts which were 6 till 2, 2 till 10 and 10 till 6, with no break for meals. Ingegnere Marino replied that he would consult the

Ref. Minute 31. Tenente Bordoni A/N.C.I.T., stated that work on completing the sea-wall on the ship-side of the coal pier was expected to commence on the 3rd January, the estimated cost being 15,000 lire.

Ref. Minute 32. Maggiore di Porto informed the committee that the lists giving particulars of identification of workers who are to be given daily rail transportation from Santa Marinella to Civitavecchia would be ready for Wednesday 3rd January.

97). Tenente Bordoni A/N.C.I.T., referred to the blocks which were to be removed from Mole Bartolomeo and said it might be necessary to bring from Naples, personnel experienced in removing obstructions by explosive charge, but before taking such steps he would consult the Civil Engineer in Public Works.

Tenente Bordoni.

98). The question of soup for coal-workers was raised by Maggiore Guarino, who stated that the existing ration of 5 grammes per day was insufficient. Capt. Bowen stated that he understood the civilian population had not received their normal ration and the 5 grammes which the coal-workers received was enough when the civilian supplies were maintained. Capt. Bowen considered that he would pursue the matter.

Captain Bowen.

1814

99). Captain Bowen reported that other ports were working three shifts which were 6 till 2, 2 till 10 and 10 till 6, with no break for meals. Maggiore Guarino replied that he would approach the Portuale Compagnia to see whether such a system could be worked in Civitavecchia.

Il Maggiore di Porto.

N°9 n

CIVITAVECCHIA PORT NON-NOL COMMITTEE.

MINUTES OF MEETING HELD 15th DECEMBER 1944

PRESENT :-

Mr.H.P.Fairley, M.B.E.V.S. ..... In the Chair
Captain Moore .....Region IV, Allied Commission
Capitano di Fregata Vocaturo ..... S.O.I.C.
Maggiore Guarino .....Il Maggiore di Porto Comandante
Mr.E.V.Taylor ..... N.O.W.T.
Signor La Rosa Alberto ..... N.W.T.Agents.
Signor Pacchierotti Umberto ..... J.S.A. Agents.

ACTION BY

N°71.- Ref.Minute 58. In reply to Chairman Maggiore Guarino said that Compagnia Portuale had now been informed that the tonnage rates payable to the men agreed on 10th November had now been approved by the Committee.

N°72.- Ref.Minute 61, N.O.I.C., reported that there had been no opportunity to blow up the underwater obstruction at Molo Darsena prior to berthing of Ringwood but that this would be done at first opportunity. N.O.I.C.

N°73.- Ref.Minute 63, N.O.I.C., reported that a start had been made in laying an anchor for stern mooring of vessels lying at N°2 berth stern in-port.

N°74.- Ref.Minute 68, Chairman said that he had been advised by D.O.R.C., that the barge "Giordano" had been sent up for harbour work and would be allocated by the Committee.

It was pointed out that the barge required repairs and that Receivers were declining to use it as there was no Italian Registry Certificate of soundness.

Chairman undertook to ascertain the condition

Guarino said that Compagnie Portuale had now been informed that the tonnage rates payable to the men agreed on 18th November had now been approved by the Committee.

N°72.- Ref. Minute 61, N.O.I.C., reported that there had been no opportunity to blow up the underwater obstruction at Molo Sardegna prior to berthing of Rinucci but that this would be done at first opportunity. N.O.I.C.

N°73.- Ref. Minute 63, N.O.I.C., reported that a start had been made in laying an anchor for stern mooring of vessels lying at N°2 berth stern in-port.

N°74.- Ref. Minute 68, Chairman said that he had been advised by D.O.M.G., that the barge "CIPRIANI" had been sent up for harbour work and would be allocated by the Committee. 1818

It was pointed out that the barge required repairs and that Receivers were declining to use it as there was no Italian Registry Certificate of soundness.

Chairman undertook to ascertain the conditions under which this and other craft are allocated to civilian ports - who is responsible for upkeep, and manning; what cost has to be covered by charges made for hire etc. CHAIRMAN

N°75.- In reply to Chairman N.O.I.C., said that port orders had now been compiled and that copies of crew lists would be made available to the British Field Security Section.

N°76.- Chairman, referring to discharge of "LE TRAIT", said that when this vessel completed discharge cargo was left stacked on the quay in such a position as to prevent full use of the berth by any vessel which might have followed immediately and suggested that when there was no alternative to leaving cargo on the quay after completion of discharge, such cargo should be stacked where it will cause least interference. Agreed.

ACTION BY

77.- In reply to Chairman S.O.I.C., said that port orders would include an injunction that any intention to immobilise a vessel should be notified to him and arrangements made as to where the immobilisation should take place.

78.- In reply to Chairman S.O.I.C. said that the Italian destroyer at Polo Mars gas had not interfered with the berthing there of "BIRMOOR", that she had been moved when required and that warships would not at any time unnecessarily occupy berths required for cargo vessels.

79.- Signor Pucchiarotti reported that discharge of "ALEXANDER BARRAT" bagged grain cargo at No.4 berth, now rail served, was not proving satisfactory and requested that the vessel be moved to No.2. Discussion followed of the causes of poor output, viz :-

(a) Compagnia Portuale refusing to work three shifts

(b) Men leaving work on discharge of guaranteed minimum although promises agreed for extra tonnage

(c) Compagnia Portuale failing to provide sufficient gangs

(d) Difficulties with receivers in the early stages over back-piling in absence of rail-cars

(e) Receivers refusing to have their cargo put overside into "GIDMOOR" unless given a written guarantee of her sea-worthiness.

It was agreed that these causes were in the main as likely to have arisen at berth 2 as at berth 4; that only extreme need would justify trucking the grain all round the harbour to the rail head and that in the meantime "ALEXANDER BARRAT" should remain at No.4.

1817

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It was agreed that these causes were in the main as likely to have arisen at berth 2 as at berth 4; that only extreme need would justify trucking the grain all round the harbour to the rail head and that in the meantime "ALBERGHEN MARTY" should remain at N°4.

1817

80.- Arising from Minute 79, Mr.Taylor reported an instance of the men leaving "[illegible]" 30 minutes before the end of shift although empty wagons were alongside while Chairman said that on the previous day he had seen the stevedores leave "[illegible]" 15 minutes early.

Signor La Rosa stated that it had always, for many years, been the custom for stevedores to leave 15 minutes before the end of a shift.

Chairman stated that the whole question of port labour discipline was unsatisfactory and Maggiore Guarino having agreed that the responsibility lay on his department, it was agreed:-

(a) that he would take up with Compagnia Portuale the specific case of "[illegible]" and demand action against the men who left their work without authority and

ACTION BY:

contrary to the written undertaking of their Representatives dated 18th Nov.1944.

(b) that he would insist on Compagnia Portuale compelling their men to work full time on all occasions

(c) that in future labour would be ordered only through Capitaneria di Porto which body would take responsibility for seeing that it is supplied if available.

MARGIONS BEARING

81.- Capitano Venature produced a concrete proposal for improving clearance from and supply to Berth 3 of rail trucks. As shown by sketch submitted scheme involves laying an additional rail track on the shore parallel to the staging, filling in part of the wreck of "CITTA'DI TRIESTE" with rubble available on the spot, and laying over the filled in part a switch between the two tracks.

Chairman thought that the scheme would relieve not only B"3 berth but also B"4 as the proposed line would act as stabling for both full and empty trucks but that it did not go far enough, that a double line should be laid with two switches over "CITTA'DI TRIESTE" to the staging.

Agreed that the proposal and sketch be submitted to Allied Commission through Captain Bowes.

CAPTAIN BOWES

82.- N.O.I.C.reported that whereas the cost at present of trucking cargo from Molo Litterio to railhead was 45 lire per quintal, a contractor had made an offer to the Italian Ministry of Marine to do this work for 25 lire per ton. Agreed that particulars would be passed to interested parties.

83.- Captain Abriani complained that when the cargo of "LE TRAIT" was landed it was, because of [illegible] of the Receivers, deposited

filling in part of the wreck of "CITTA' DI TRIESTE" with rubble available on the spot, and laying over the filled in part a switch between the two tracks.

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1815

83.- Captain Abriani complained that when the cargo of "LE TRAIT" was landed it was, because of absence of some of the Receivers, despatched immediately to Rome without sorting, this causing considerable confusion. It was agreed that Captain Abriani would discuss the matter with Captain Bowes later.

CAPTAIN BOWES
CAPTAIN ABRIANI

84.- Chairman reported that he had been advised by Allied Commission that dock workers living in Santa Marinella would be permitted to use certain special trains between that place and Civitavecchia and requested that N.O.I.C. submit a list of names to Captain Bowes.

N.O.I.C.

85.- Next Meeting - Wednesday 27th December, 10.00 hours.

GSW/ma

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref : AC/1/Tn/8 13 December 1944

SUBJECT : Port Facilities.

TO : Capt. Bowes
Port Liaison Officer
Civitavecchia

The following is an extract from Minutes of Coal Meeting held by the Mediterranean Shipping Board on the 6th Dec., and is forwarded for your attention :

325. COAL BERTH CIVITAVECCHIA (See Minute 120)

(a) This coal berth was visited on 4 Dec. by reps of Tn(A) Operations and G-4(Mov & Tn) who, in a report submitted to the Committee, recommended the following:-

(i) that a mooring line be firmly secured to the wreck on to which the pier was constructed, and threaded through a float in order to secure the stern lines.

(ii) that a 3 plank walk with safety railing be constructed on the sea side of the trestle, and that a railing be provided for the shore side walk.

(iii) that planking be provided between the tiers, as the trestle, was constructed either over a lagoon or a bomb crater for most of its length, and planking was required to eliminate the possibility of personnel slipping between the sleepers.

(iv) that electric light bulbs be provided as the quay has already been wired for electricity.

(b) MSA rep pointed out that in bad weather large vessels

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(iii) that planking be provided between the tiers, as the trestle, was constructed either over a lagoon or a bomb crater for most of its length, and planking was required to eliminate the possibility of personnel slipping between the sleepers.

(iv) that electric light bulbs be provided as the quay has already been wired for electricity.

(b) WSA rep pointed out that in bad weather large vessels would have to be taken off berth; this was accepted by shipping authorities.

(c) WSA had instructed their rep at CIVITAVECCHIA in conjunction with the Port Control Committee to conclude a contract on the basis of payments on a percentage basis of total tonnage discharged. This should ensure a quicker turn-round of vessels.

(d) It was agreed that Sardinian colliers should go to CIVITAVECCHIA and ocean-going colliers to BAGNOLI. This principle might be varied in exceptional circumstances at the request of Q.M.

MERRITT H. TAYLOR
Director

BRS

SIVITAVECCHIA PORT CONTROL COMMITTEE.

MINUTES OF MEETING HELD 11th DECEMBER 1944

PRESENT :-

Mr.R.F.Fairley, D.S.O.P.P.E. .....In the Chair
Captain Bowen .....Transportation S/C Allied Comm.
Captain Moore .....Region IV,Allied Commission
Capitano di Fregata Vocaturo .....N.O.I.C.
Maggiore Guarino .....Il Maggiore di Porto Comandan.
Tenente di Vascello Pietro Bordoni .....Asst.N.O.I.C.
Signor La Rosa Alberto .....S.N.T.,Agents.
Signor Facchierotti Umberto .....N.Z.A.,Agents.

ACTION BY :-

58) Referring to Minute Nº48 Chairman said that in agreement with S.S.A., N.Q.,he had at last meeting promised that during the intervening week the parties concerned would get together and agree mutually and with the Master Stevedores contract conditions and terms.

Unfortunately N.S.A. Agents were not now in a position to cooperate but N.Z.S. had kept their promise and basing on the nett rates payable to the men which were agreed at a meeting of all interests on 10th November had agreed conditions and gross rates with their Stevedores, the contract having been signed that morning.

For reasons set out in Minute 48 the contract was for the short term of about two months and it was hoped that by then,if not before, N.S.A.,would be in a position to cooperate.

In the meantime, said Signor Facchierotti, his instructions were not to make contracts until further experience of discharge had been obtained.

1864

38) Referring to Minute 2-40 Chairman said that in agreement with W.S.A., E.G., he had at last meeting promised that during the intervening week the parties concerned would get together and agree mutually and with the Master Stevedores contract conditions and terms.

Unfortunately W.S.A. Agents were not now in a position to cooperate but N.W.T. had kept their promise and basing on the nett rates payable to the men which were agreed at a meeting of all interests on 18th November had agreed conditions and gross rates with their Stevedores, the contract having been signed that morning.

For reasons set out in Minute 48 the contract was for the short term of about two months and it was hoped that by then, if not before, W.S.A., would be in a position to cooperate.

In the meantime, said Signor Pecchierotti, his instructions were not to make contracts until further experience of discharge had been obtained.

N.O.I.G., enquired whether the rates agreed at the Meeting of 18th November i.e., the nett rates to be paid to the men as distinct from the Master Stevedores, could be approved.

Chairman replied that it was hardly the function of the Committee to approve rates but that N.W.T. had already approved them to the extent of basing a contract on them and that as all the signatories except the men's representatives were present today, they could speak for themselves. All, excluding W.S.A., Agents affirming their approval, it was agreed that Capitano di Porto should record the figures as applicable to all mixed cargo handled in the port and advise the Compagnie Portuale that this had been done.

1814

BARRIOTE CHAIRMAN

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ACTION

59. Referring to previous discussions Captain Bowes said that it had now been arranged that crews of schooners in the port could now when essential draw rations from Comercio Agrario.

After discussion it was agreed that requests should be endorsed by Capitano di Porto as to necessity before being recognised.

CAPTAIN BOWES
HARBOUR MASTER

60). Captain Bowes raised the question of the Coal pier at berth 3 and suggested that the Committee should put forward suggestions for its improvement, mentioning that one Railway expert had unofficially recommended additional rail track be laid on shore parallel with the staging for stabling trucks for and from both berths 3 & 4 while Lt.Col.Bannaher had apparently visited the port and it was believed that he was of the opinion that the whole staging and the original platforms over the wreck should be decked in and cat-walk constructed along the ship side of the staging.

Captain Bowes also raised the question of the moorings of "CHROTIAS" which had run ropes under the staging in such a manner as to be a danger to it.

Chairman said that a non-technical Committee could hardly make technical proposals but it could insist to Allied Commission that urgent measures be taken to clear coal ship more quickly and to N.O.I.C., that safer means of mooring be provided without the considerable restriction of mooring ropes across the rail track.

Captain Bowes & N.O.I.C. concurring it was agreed that Chairman write them in the name of the Committee.

CHAIRMAN

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Captain Howes & N.O.I.C. concurring it was agreed that Chairman write then in the name of the Committee. CHAIRMAN

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61). Referring to underwater obstruction at Molo Sardegna, N.O.I.C., said that this could not be removed by crane and would be blown up immediately. Signor La Rosa stressed the urgency of this as otherwise there might be no berth available for "KIMUCCI" on arrival. N.O.I.C.

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62). Captain Howes enquired whether in the event of light failure at night an electrician would be available for repairs. N.O.I.C. replying that one would be on duty at Navy House.

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63). N.O.I.C., reported that an anchor and chain for securing vessels berthing at P*2 with stem in-port had now been secured and an attempt would be made to lay this by tug. If this were unsuccessful the services of a floating crane would be required. N.O.I.C.

1817.

ACTION WITH

64). Captain Bowes drew attention to the lack of indication in the town as to the whereabouts of the Port Committee and its members and of Navy House and it was agreed that Chairman should write to the American Police asking them to take down the now inappropriate direction boards still up and to have these repainted and posted in suitable positions.

CHAIRMAN

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65). Capitano Abriani said that there would probably be shipments of phosphates coming to the port and asked that a stevedoring rate be arranged. Agreed that parties concerned would negotiate.

MATTERS PENDING

66). Signor La Rosa asked that stevedoring gear now in care of N.O.I.C.be distributed to the Stevedores but owing to dissention from N.O.I.C., Signor Pacchierotti and others it was agreed to leave decision until next meeting.

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67). Signor Pacchierotti asked when barges promised for the port would arrive and Chairman undertook to raise the question with N.S.H.Q.

TRAFFIC

68). Chairman asked whether any member had information as to the custody and purpose of the large barge which had been towed into the port by H.M.

N.O.I.C. and Captain Bowes replied that they were each seeking enquiries.

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69). N.O.I.C.said that Port Standing Orders had been prepared and it was agreed that these could here

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1819

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CHAIRMAN

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68). Chairman asked whether any member had information as to the custody and purpose of the large barge which had been towed into the port by R.N.

N.O.I.C. and Captain Bowes replied that they were each making enquiries.

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69). N.O.I.C. said that Port Standing Orders had been prepared and it was agreed that these could have more weight if countersigned by the Committee. It was agreed that the orders would be put on board each arrival by the pilots.

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70). Next meeting - Monday 18th December 1944.-
10.00 hours.

A. J. Stanley

CAPT BOWES
HQ

CIVITAVECCHIA PORT COMMITTEE.

MINUTES OF MEETING HELD 15th December 1944

PRESENT :-

F.L.F.Fairley, R.N.R. .....
Major Charton ..... In the Chair
Captain Bowes ..... Base Region, Allied Commission
Captain Moore ..... Transportation S/S "
Capitano di Fregata Vocature ..... Region IV, Allied Commission
Maggiore Marino ..... T.S.I.C.
Capitano Giacomotti Angelo ..... Il Maggiore di Porto Comandante
Tenente di Vascello Mario Bordoni ..... Asst. Capitano di Porto
Lt.R.V.Taylor ..... Asst. P.O.L.T.
Signor de Rosa Alberto ..... C.P.T.
..... H.Q., Porto.

ABSENT BY :-

(2.) Referring to Minute 3 Chairman said he had been informed at L.F. ....that it was intended that Coal and Food ships would follow each other in close succession and that in the neighbourhood of 750 men could have more or less continuous employment in the port, requesting Maggiore Marino to pass this information to Colonnello Portaile.

CAPTAIN BOWES

In reply to Chairman S.O.L.T. said that steps to stop illegal trading, designed to drive dockers back to their normal work, were in hand.

S.O.L.T. reported that he was had on call a company of Italian soldiers, numbering about 100, for dock work and it was pointed out that the laying of railway lines to Pole Darsena and berths 5 - 6 would, together with railway to berth 4, reduce labour requirements.

1861

(3). Re. Minute 17, Captain Bowes reported that according to latest information "[illegible]" was due 3/6th December, that her cargo would consist of about [illegible]

Signor la Rosa Alberto ..... F.T., Agents.

ACTION BY :-

42.) Referring to Minute 38 Chairman said he had been informed at A.F.T.O., that it was intended that Coal and Food ships would follow each other in close succession and that in the neighbourhood of 750 men could have more or less continuous employment in the port, requesting Harbour Board to pass this information to Compagnia Portuale. HARBOUR BOARD

In reply to Chairman S.O.I.C., said that steps to stop illegal fishing, designed to drive dockers back to their normal work, were in hand.

S.O.I.C., reported that he now had on call a company of Italian soldiers, numbering about 100, for dock work and it was pointed out that the laying of railway lines to Molo Sardegna and berths 5 & 6 would, together with railway to berth 4, would reduce labour requirements.

1811

43). Ref. Minute 37, Captain Rowes reported that according to latest information "ARTHUR BAILEY" was due 5/6th December, that her cargo would consist of about 4000 tons Grain and that the 700 tons Flour would not be on board.

44). Chairman quoted a letter from S.O.I.C., complaining that "[illegible]" left the port without reference to the Port Authorities and said that this was by no means an isolated case of Masters failing to make and keep contact with Naval Officer in Charge. He expressed the view that port orders should be drawn up and passed to the Masters of all arrivals by the pilots. Agreed. S.O.I.C.

S.O.I.C., requested that he be kept informed of anticipated sailings and Chairman requested that Agents attend to this giving S.O.I.C., as much notice as possible. Agents.

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ACTION BY :-

45). . . . .,requested that "[illegible]" be shifted at 14.00 hours from berth 4 to berth 2 so that she might commence discharge of her coal cargo to motor transport and that "[illegible]" be moved from berth 2 to berth 4 at the same time to make room for her. Agreed.

Noted.

46). Captain Bowen having requested the Committee to supply him with daily out-turns of discharging vessels for submission to home it was agreed that Agents would supply this information in the required form.

Agents.

47). Chairman reported that authority had been given for the sale to stevedores of stevedores' war which had been lent by the Allied authorities and that this would be distributed to authentic stevedores signing the approved contract.
Prices were not now known but this would not hold up the transfer.

48). Chairman said that it had now been agreed by all concerned that discharge of cargo in S.Y should be paid for at tonnage rates but that as labour interests were organised on an area or national basis it was felt at S.Y. . . . .,that a Central Stevedoring Committee should be formed to deal with the broader principles.It was,therefore, inevitable to establish in Vishakhapatnam present which might embarrass the Committee when formed. On the other hand there was no obstacle to a short-term temporary understanding and at the next meeting proposed form of contract would be submitted for approval. When approved the contract would be submitted to master stevedores for signature. The contract would, of course, include clauses as to

1850

for the dollars which had been lent by the Allied authorities and that this would be distributed to authentic stevedores signing the approved contract.

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1810

CHAIRMAN
ADMIRAL
M.T.O.

49). Assistant M.P.I.C., referred to the Allied Commission proposal or intention to build a warehouse on berth No 4 against the outer mole and suggested that in such a position the roof would, in the opinion of the port engineers, have to be of concrete three feet thick to withstand seas which in the past had destroyed previous warehouses in that position.

Chairman said that he felt that A.C., had not in mind any such substantial structure and Captain Bowen undertook to raise the question with his H.Q.

CAPTAIN BOWEN.

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[illegible]

50). S.D.I.S.,referred to a large dumb barge which had been delivered to the port and asked whether timber could be obtained to repair the ceiling which was in bad condition. Captain Howes said he would make enquiries. **CAPTAIN HOWES.**

Chairman said the capacity of the barge was in dispute and S.D.I.S.,undertook to have it measured up. **S.D.I.S.**

51). Assistant S.D.I.S.,referred to difficulty in siting proposed footbridge over rail-track on No 3 coal berth staging to correspond with ships' ladders. Chairman suggested that site was not material provided it were in an average midships position as persons using the bridge could proceed to ships' ladders by the cat-walk.

52). S.D.I.S.,reported that installation of electric light points in the port had been completed but that the civil supply of current could not yet be connected up. Current would, however, be available immediately and temporarily from American source through the Cement works. 18.9

53). Captain Howes referred to copies of correspondence in which the Italian Ministry of Marine applied to Allied Commission for seven portable cranes for Civitavecchia, pointing out that the original request was for two only. The Local Naval Authorities said they had no knowledge of this request and it was generally agreed after discussion that while this demand was excessive, experience had shown that the original demand for two was an under estimate and that five could be usefully employed.

Captain Howes undertook to deal with the matter. **CAPTAIN HOWES.**

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Captain Bowes undertook to deal with the matter.

CAPTAIN BOWES.

54). Captain Bowes announced that about 500 Gas Capes had now been secured for use by Dockers in wet weather and the method of distribution was discussed, it being agreed that bulk issue should be to Compagnia Portuale who would issue individually against a form of receipt drawn up by Captain Bowes, each holder being given a certificate of authority to hold the capes.

CAPTAIN BOWES.

55). Captain Bowes raised the general question of Port Security and S.O.I.C. said it had now been arranged that the Officers of the Carabinieri and Guardia di Finanza would move their billets from Santa Marinella to Civitavecchia where they could exercise greater supervision.

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ACTION BY :-

(6). N.C.I.E., referring to the unsatisfactory method of transporting cargo from vessels to rail-head in many small motor vehicles employed at very high rates of hire enquired whether it would be possible to acquire any tractors to tow large motorless vehicles.

Chairman expressed the view that tractors would be difficult to acquire and again raised the question of narrow gauge railways and it was agreed that the Chairman & the Naval Authorities would walk the ground after the meeting.

Chairman
Naval.

(7). Next meetings Friday 17th November 1944
10.30 hours.

1504

Copy to HQ

CIVITAVECCHIA PORT CONTROL COMMITTEE.

MINUTES OF SPECIAL MEETING 27th NOVEMBER 1944

PRESENT:-

Mr.R. Healing Fairley, O.B.E.,T.D. ..... In the Chair
Major Wharton .....Base Region, Allied Commission
Captain Bowes .....Transportation A/C "
Capitano Giacometti Angelo ..... Capitano di Porto
Tenente di Vascello Pietro Corioni ..... Amst.F.C.I.C.
Mr.E.V.Taylor ..... F.O.T.T.
Capitano Abriani Mario ..... CO.M.M.
Signor Paccierotti Umberto ..... F.S.,Agents.
Signor La Rosa Alberto ..... M.V.T.,Agents.

AGENDA ITEM:-

33). Chairman informed meeting that Capitano Venature had gone to Rome to make an appeal for the posting of 50 Carabinieri and 50 Chateau Guards to the port to check pilfering.
Chairman expressed the view that it was an appalling state of affairs that the over 200 men employed in the port should require 100 others to ensure their technical honesty;that a port so short of labour to bring in food for a starving populace should have to use a hundred men as policemen when they could serve to much better purpose with their coats off discharging ships.

34). Ref.Minute 17. Captain Bowes reported that he had ascertained that the increase of lire 30 per day in wages of dock workers had not yet been approved by Allied Commission.
Chairman pointed out that this affected the proposed tonnage rates, which had been fixed on the assumption that the increase had been agreed.

35). Chairman referred to the delay to s/s "Polina" arising from non-completion of the hearth to the

33). Chairman informed meeting that Capitano Tesauro had gone to Rome to make an appeal for the posting of 50 Carabinieri and 50 Customs Guards to the port to check pilfering.
Chairman expressed the view that it was an appalling state of affairs that the some 250 men employed in the port should require 100 others to ensure their technical honesty; that a port so short of labour to bring in food for a starving populace should have to use a hundred men as policemen when they could serve to much better purpose with their costs off discharging ships.

18.7

34). Ref. Minute 17. Captain Bowes reported that he had ascertained that the increase of lire 30 per day in wages of dock workers had not yet been approved by Allied Commission.
Chairman pointed out that this affected the proposed tonnage rates, which had been fixed on the assumption that the increase had been agreed.

35). Chairman referred to the delay to s/s "[illegible]" arising from non-completion of the wharfi to the impossibility of night-work until out-walks now being constructed had been completed; emphasising the necessity for round-the-clock work on holds 2 & 4 immediately this became practicable.

36). In reply to Chairman Signor Pacchierotti said it was anticipated that discharge of "JOHN HAYNORE" would be completed in 2/3 days time, thus releasing some 150 men for other work.

37). Captain Bowes said that whereas it had been supposed that "ALEXANDER BARNET" would discharge 700 tons flour for storage in Civitavecchia, the position was that she would discharge some 4000 tons. That and night, in addition, have the flour on board. She could be expected about 1st December.

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ANNEX III

3 (). From discussion of labour shortage problem it emerged that the Compagnia Portuale were endeavouring to keep down the numbers of registered profit-sharing dock workers to a level at which all could be provided with regular work and that many others, wishing to join the Compagnia, were not permitted to do but were merely registered as "occasional workers". These "occasional workers" resented this and, when offered work by the Compagnia, were frequently not available.

Chairman said that these details of why the Compagnia did not produce sufficient labour was the problem of the Compagnia and suggested that the Capitano di Porto should tell them that efforts were being made to make up their deficiencies with Italian military labour.

Capitano Giacomelli.

Tenente di Vascello Cordoni said that arrangements had been made to provide accommodation for dock workers returning to civilian work in the local prison and that this was being taken advantage of.

Signor Lo Duca said that a considerable number of men, normally employed on dock work were now more profitably engaged in fishing with explosives.

Chairman said that on any fine day up to 50 men could be seen off the port fishing with explosives and enquired whether this practice was definitely illegal. Tenente Cordoni replying in the affirmative and agreeing that the waters off the port were under the jurisdiction of A.M.G.O.T., Chairman proposed that the pilot-boat, manned by an armed Navy Officer and ratings, should act as Fishery Patrol with a view to driving the law-breaking fishermen back to their normal work.

Tenente Cordoni concurred.

interference with Italian Military labour.

Tenente di Toscello Gordoni said that arrangements had been made to provide accommodation for dock workers returning to Civitavecchia in the local prison and that this was being taken advantage of.

Signor La Rosa said that a considerable number of men, normally employed on dock work were now more profitably engaged in fishing with explosives.

Chairman said that on any fine day up to 50 men could be seen off the port fishing with explosives and enquired whether this practice was definitely illegal. Tenente Gordoni replying in the affirmative and agreeing that the waters off the port were under the jurisdiction of N.O.I.C., Chairman proposed that the pilot-boat, manned by an armed Petty Officer and ratings, should act as Fishery Patrol with a view to driving the law-breaking fishermen back to their normal work. Tenente Gordoni concurred.

Captains Giacometti.

N.O.I.C.

39). Signor La Rosa enquired whether tally-men were entitled to the mid-day meal ration issued to heavy-workers.
Major Sharton & Captain Bowen replied in the negative.

40). In reply to Signor La Rosa, Tenente Gordoni said that all the water-points in the port were being put in order by a civilian contractor.

41). Next meeting, Sunday, 4th December 1944 at 10.00 hours.

0332