

Port of Civitavecchia

10000/148/1217
'Oct '44

File 1199
1/28/45

TRANSPORTATION AND SHIPPING COMMISSION

JMB/lr

INTER OFFICE MEMO

CG/343/132/2a.)

15 December 1945

SUBJECT : Clearance Port of Civitavecchia.

TO : Rail Branch (2)
Rail Div. (2)

1. The immediate program for the Port of Civitavecchia is a heavy one.

2. To assist you in planning rail clearance, details of vessels now working and planned are summarized below : -

Vessel	Cargo	E.T.A.
Emte Rockner	3000 coal	Now unloading
Senetrali	6000 "	" "
R. Bassett	1000 grain	" "
Cygnat	4490 coal	20/12
H. Bacon	5574 USMA supplies	21/12
Rubicon	7000 coal	22/12
Ponte Alina	1087 Vatican relief	23/12
Jaron	600 salt	24/12
Portuola	1000 salt	24/12
Highland Park	2000 wheat (Vatican)	25/12
H.S. Bean	8000 coal	26/12

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J.H. HAMILTON
Captain, R.E.

Copy to : Ministry of Marine

TRANSLATION

ALLIED COMMISSION PORT LIAISON OFFICER
C I V I L A V E C C N I A

14 November 1945

To
Allied Commission Transportation Sub-Commission
Attn: Capt. Tosi, Liaison Officer, ROM2

SUBJECT: Utilization of berths in the port of Civitavecchia

During the first ten days of November, the following vessels arrived at the port of Civitavecchia with cargoes reaching port practically simultaneously:

- 1) "Gaeta" - arrived 6 November 1945 with about 7500 tons of coal and was berthed at #7 berth.
- 2) "Blaine" - arrived 8 November 1945 with 4700 tons of general goods - Draft 43'6".
- 3) "Irvin Cobb" - arrived 8 November 1945 with 6400 tons of grain, drawing 40'2". Owing to her deep draft, she was not able to enter the port and for this reason was moored at Berth #14, which is not fitted with bollards. The vessel was made fast aft on two small buildings.
- 4) "Solomon" - arrived 8 November 1945 with 7000 tons of grain in bulk - draft 47'6". Owing to her draft, it was not possible to bring her into port and she was moored at Berth #1, outer-harbor.
- 5) "Langens" - arrived 8 November 1945 with cattle and was berthed at Berth #2.
- 6) "Gwynia" - arrived 8 November 1945 with general goods and was berthed at Berth #0.
- 7) "Ocherac" - with goods for the account of the Royal Navy was moored alongside the "Langens".
- 8) Royal Navy Tanker "Fo" from Leghorn arrived 9 November 1945 to ship water for Allied account. She was moored alongside the "Blaine".
- 9) Torpedo boat "Libra" arrived 9 November 1945 to embark soldiers, refugees, etc. for Verdina. She was berthed at #3 (quay).
- 10) Several motor schooners which were moored at Tormaso Quay #3 and at the Verdina mole.

On the 9th of November, the port of Civitavecchia was in the above state of congestion precisely when the gale from the southwest and later from the west increased considerably in violence.

On account of the above condition, the SS "Cabo", berthed at berth #12 and made fast aft by tugs on two small buildings which also were not safe, because of damage received during the bombardments, and fastened forward with only four or five lengths of chain, under the action of the wind and sea from the northwest and owing to the strong current produced by the sea breaking through the breach at the Colonna breakwater (breach closed only externally with a row of blocks above sea level and is still without the indispensable internal reinforcement), snapped several hawsers aft which were promptly replaced and fell considerably forward to leeward thus reducing the entrance to the port to not more than 78/80 meters.

In view of the position taken up by the ship which was considerably exposed to the weather and in the possibility of the sea and wind bearing more to the north thus causing damage to the vessel, after consulting the Captain of the port and with a view to making the vessel more secure on its anchors, I proceeded on board and with considerable danger to the personnel I was able to put out a heavy mooring hawser of over 100 meters forward, fixing said hawser on the harbour entrance light located at the head of the Colonna breakwater. Although wind and sea continued for a while to increase in force, there was fortunately no further movement on the part of the ship which did not suffer any damage.

2) The SS "Salomon", as previously stated, in view of her draft was moored in the outer-harbour at berth #1. The vessel lay 4 feet meters away from the quay with her starboard side resting against the breast-work of the quay. She was naturally subjected to action of the strong back-water and current. Large fenders were prepared by the ship's crew and opportunely placed in order to avoid damage to the vessel as much as possible. I am not aware that the vessel has, in fact, sustained any damage.

4) In view of the above and bearing in mind:

a) that berth #12 is lacking bollards which were destroyed by the Germans.

b) that at berth #1, owing to the recent explosion, a sponge has taken place in the structure of the harbor bed.

c) that at berth #2 about 5 meters distant from the pier, an unexploded bomb (probably an aerial bomb) is still present.

d) that the port is totally exposed to cross winds from the northwest and that the wreck of the "Cabo" reduces the entrance, making the entry of vessels into the port risky in bad weather.

a) that the port is not equipped with a minimum of two powerful tugs as was the case before the war, so that it is no longer possible to attempt maneuvering for prompt escape to sea in bad weather in the event of vessels moored in the outer-harbor (Berths #1 and #2) breaking their moorings or dragging their anchors.

It would therefore be necessary to adopt the following preventive measures:

a) To avoid port congestion by properly regulating ships' arrivals, these arrivals should be announced in good time and details of the expected arrival draft should be given.

b) request the Ministry of Public Works (Prof. Greco) to arrange for an immediate fitting of bollards at Berth #12, a request which was repeatedly made at the port meetings by the Captain of the Port.

c) To provide with utmost speed for the strengthening of the breach in the Colombo breakwater. It is indispensable that this work be no longer delayed because in the case of a heavier sea than the last, the breach might be completely re-opened with considerable risk of damage to vessels moored in the outer-harbor (Berth #1 and #2) and #4.

d) To adjust the arrivals in such a way as not to have more than one vessel in port drawing over 25 feet.

e) In arranging the arrival of vessels, to bear in mind that the berths considered safe from a nautical point of view, (excluding those in the outer-harbor berths #1 and #2) are the following:

For Liberty Type Vessels in Port:

- Berth #3 - draft not over 14' in order to have at least one foot of water under ship's keel due to the presence of the comb.
- Berth #7 - draft not over 24' 6" for coal laden ships.
- Berth #8 - with ship heaved to quay, discharging only overboard on to lighters - draft 24' 6".
- Berth #11 - for vessels with draft not over 20'.

For Vessels of Small Tonnage:

- Berth #4 - at present not usable owing to work in course for the reconstruction of the quay.
- Berth #5 - for vessels not drawing over 11'.

f) The following are mooring berths not always nautically secure as they are located in the outer-harbor:

- Berth #1 - It is not advisable to moor ships with draft over 14' during the winter months. Whenever possible, it is advisable to avoid this berth.
- Berth #12 - for vessels drawing up to 20'. I repeat that in order to use this berth, it is necessary that bollards be fitted without delay.

(Sd) Maj. Kobetti R.I.C.

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

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TRAFFIC MOVEMENT IN PORT OF CIVILAVANCA DURING NOVEMBER
1945 (As telephoned by Maj. Morelli on 7/14/1945).

Arrivals

33 Vessels of which

10 U.S.A.
1 British
1 Canadian
12 Italian

cargo movements

Sugar	3000 Tons
Coal	2076
General merchandise	5800
Grain	274
Salt	1200
TOTAL	12850

Arrivals	Departures	12 Italian
10 U.S.A.	10 U.S.A.	60
1 British	1 British	120

Cargo loaded on ship "Morelli" and motor-transport 710 tons.

Coal movements

Total by rail	32504 Tons using 1000 rail cars	3207
As follows:		
Coal	21500 Tons	597 rail cars
Salt	1417	60
General merchandise	11756	702
Grain	8076	484
TOTAL	32504	1869

Coal movements at sea : 6067 Tons coal.

Coal loaded into barges : 4540 tons.

Major Laramie -

11/12/45

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NBC/3886
26 October 1945.

From: Navy Sub-Commission, HQ. Allied Commission.
To: Transportation Sub-Commission, HQ. Allied Commission.
Subject: Sardinian Passenger Ferry MOENIGO, Damage of.
Reference: (a) Ministry of War Transport Civitavecchia
Dis. 7/7066 September 9/19009.
(b) Navy Sub-Commission ltr. NBC/3519 of
10 September 1945.
Enclosure: (A) Copy Ministry of Marine ltr. SM/23075
of 16 October 1945 and Chart.

1. As a result of information in reference (a) concerning damage to the Sardinian Passenger Ferry MOENIGO by an underwater explosion in Civitavecchia, the Navy Sub-Commission, in reference (b), requested the Ministry of Marine to investigate to determine what unexploded bombs or mines still exist in the port of Civitavecchia and to take all necessary precautions to prevent similar explosions as that which damaged the MOENIGO.

2. In reply to reference (b), enclosure (A) now has been received from the Ministry of Marine and is forwarded for information.

F. H. J. Butler
CAPTAIN, U. S. NAVY,
FORMER ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Chief Commissioner.
Economic Section.

(Loss Chart)

From: MINISTRY OF DEFENSE (MOSDEF)
To: H.Q.C. - 1000
Date: 18th October 1946
Ref: - - - - - Encl. 1 in 20.

Subject: Systematic inspection of Civitavecchia Harbour
Butter.

1. In execution of the undertaking in our letter 20331 of 20th September last forwarded herewith are the details concerning the explosive devices and remains which were recovered from the bottom of Civitavecchia Harbour on 18th October 1946. You are informed that the exploration of the small areas remaining will be completed by 20th next, upon which date the inspection of the whole of the above harbour will have been accomplished; a new list showing further recoveries will then be compiled.

2. As is shown in the attached chart the bombs and devices in paras. nos. 4-5-7-13 are so located that by exploding them serious damage could be caused to the quaysides and in consequence it will be necessary to arrange for their removal while it will be possible to explode the remainder, taking advantage of periods when there are no ships in the port.

In the meantime orders have been given in order that naval vessels shall not drop anchor in the areas considered dangerous being in the presence of the above-mentioned devices.

2031

For 2031 of 1947

20/10.

EXPLOSIVE DEVICES DISCOVERED IN CIVITAVECCHIA HARBOR (see DISPATCH)

1. Believed depth charge (upon recovery it was found to be a stock-
float used by Allied ships).
2. Explosive incendiary (recovered and destroyed).
3. Unrecognized depth charge, without visible marks of identification,
of weight 50 lbs. (recovered and exploded outside the harbor).
4. Suspected device, 2 wires long, cylindrical, probably an aerial
bomb.
5. German bomb.
6. Hoops of wooden caliber projectiles.
7. Aerial bomb.
8. Two boxes of ammunition (recovered).
9. Explosive incendiary (recovered).
10. 6 boxes of ammunition (recovered).
11. Aerial bomb.
12. Aerial bomb.
13. Aerial bomb.
14. Special cylindrical explosive device found buried beneath the
rubble, probably prepared by the Germans to blow up the quay
of the German base (it has been removed from the rubble, carried
outside the harbor and exploded).
15. Wreck of a small vessel.
16. Tangled netting for boom nets.
17. As above.
18. Wreck of a small vessel.
19. As above.

ABSTRACT FROM INVESTIGATION OF THE LITIGATION

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1981/1982 - 1983, 1984 (can take up to 10, if necessary at 10000)

change in both parts is extremely rapid, particularly at 10000. There is excellent correlation in the transition. The two parts can handle approximately 10,000 tons per month and have full clearance facilities for 1,000 tons per day. There is also storage resources for 1000 to 1000 tons of oil.

1983 - 1984

Although litigation has no regular and health, a suitable laboratory bench is available for the study. However, the study is being done at a very low level, and the study is being done at a very low level.

1985 - 1986

1985 was a very good year. There was a significant increase in the number of cases filed in 1985. The number of cases filed in 1985 was 10,000.

1987 - 1988

1987 was a very good year. There was a significant increase in the number of cases filed in 1987. The number of cases filed in 1987 was 10,000.

1989

1989 was a very good year. There was a significant increase in the number of cases filed in 1989. The number of cases filed in 1989 was 10,000.

Lighting - about 7'

Lighting can range from 1000 per day. Trenches to be discharged at 10000 are illuminated if necessary to 7 feet at bottom of trench.

Classification - 10000 and 20000

1000

Classification can handle 100 collars simultaneously, one at a time. Discharge into lights and one at 10' discharge alongside. The port has a capacity of 700 tons per day and one handle more if necessary.

Light

Principal coal ports in Italy are at Palermo and Messina. Both ports of civil coal are discharged at Messina and Porto Cervo. Palermo can accept 10' collars for discharge to Messina and 1' collars for discharge to Messina simultaneously. While Messina has two ports of 10' and 25 feet, Palermo and Messina are used to light collars for Reggio Calabria, Messina or Sicily.

Reggio Calabria - 10000

Reggio discharges approximately 10,000 tons per month for civil use.

Palermo/Reggio - 10000, 20000 10' 15', port utilized for 10000-type collars.

The two ports can handle 700 and 500 tons per day respectively. Depending upon the timing of arrivals there for rail clearance. Part is used to light collars for Messina.

Light - 10000

Light 10000 collars berth but may be used for coal discharge in Messina.

5/13/83

Summary ---draft 20*

There are about two vessels of 10 feet each simultaneously and can discharge a total of 250 tons per day.

Venice (Vercy - Venice) / Trieste ---draft, Venice 20*, Trieste 20*

There are three coal berths at Vercy wharves, but only one can be worked because of the shortage of electric power for the operation of the coal transporters. A second collier can be berthed at the Vercy wharves provided it is discharging coking coal. Colliers may be lightened for Venice either at Lido or Trieste. Colliers up to 18 feet may put in at Lido for discharge into lighters.

The bulk of the coal discharged at Trieste is for Venice. Venice and Trieste have a combined capacity of 3,000 tons per day.

TRANSPORTATION SUB-COMMISSION
Movements Division

180
AJR/bja

INTER OFFICE MEMO

Tel. ext 312

11th July 1945

AC/181/Ts.1

SUBJECT. Warehouse apocn - Civitavecchia

TO. Ports and Warehouse Division
(attention Mr. Bastanella)

- 99-
1. Ref your AC/19/46/Ts6 dated 10 July 1945.
 2. This is a matter purely for the Ports and Warehouse Division to arrange with the Italian authorities. The position at the north west ports is such that apparently east of the original programme can not be received.

aff
A.J. BIFF, Colonel
Chief, Movements Division.

0 543/RO/TN3

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TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

Ref. 290
Ref. AC/12/46/TN6

ROB/cvm
10 July 1945

SUBJECT: Warehouse Space - Civitavecchia

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

1. For your information, attached is copy of letter from Headquarters Peninsular Base Section with copy of letter they received from Consorzio Agrario Provinciale of Rome requesting warehouse space in Civitavecchia.

2. Since Civitavecchia is a civilian port, no doubt this matter should be referred to the Italian Government. However, before this is done we believe it advisable to requisition a warehouse to store AC and other similar supplies which are now being discharged at Civitavecchia because the port of Genoa is closed for the time being.

3. Please advise what action we should take in the matter.

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

Attachment:
As stated in para 1.

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HEADQUARTERS
PENINSULAR BASE STATION
APO 783

AS 602 NPSSE

HCO/ee
22 June 1945

SUBJECT: Real Estate

TO : Allied Commission, APO 398

1. Attached is copy of letter received from the Consulate Agrario Provincial of Rome requesting warehouse space in Civitavecchia. This is a matter pertaining to the handling of supplies for civil distribution and as such is referred to you for such action as you wish to take.

2. This Headquarters has no record of any requisition on these premises or any pending requests and has no objection to the use of the subject property as requested.

FOR THE COMMANDING GENERAL:

1 Incl

A. J. MARSHALL,
1st Lt., A.O.D.
Asst. Adj. Gen.

A LHM PWT

For Peninsular Base Section

Real Estate

Religio delle Finanze

REPORT

Examination at Civitavecchia

Consorzio Agrario Provinciale di Roma, in need of some warehouses necessary for the carrying out of supplies distribution to civil population, applied to H.E. il Prefetto of Rome in order to get the empty premises on ground floor of the Sereno "Italia Smeralda" located in Civitavecchia, Via Paolo VI.

Prefetto of Rome already issued a derogation ordinance but, as far as we know, it seems to be needed assent of all the Govt.

To the end Govt. Roma of Civitavecchia AC suggested us to contact Enzo Major of Proconsolo - Maj. Lomb -.

The latter, we spoke in Rome with, stated us that only P.S.S. would be empowered to give such assent. However, he advised, kindly, Consorzio of Rome to convey part of the premises with supplies already dispatched in that port.

Therefore, in view of the important task entrusted to our organization, we request your office to get, kindly, Consorzio of Rome a.s. assent.

THE HEAD OF THE OFFICE

/s/ Illegible.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/19/42/Tns

177
SMB/wm
2 July 1945

SUBJECT: Report from Civitavecchia

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

1. For your information and retention, attached is copy of report on the discharge and reconstruction work at the port of Civitavecchia during the month of May.

1933
R. M. Razzanella
R. M. RAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above.

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TRANSLATION

TRANSLATION

ALLIED COMMISSION PORT LIAISON OFFICER
CIVITAVECCHIA

Tel. 12

15 June 1945

SUBJECT: Report on the discharge and reconstruction work at the Port of Civitavecchia during the month of May 1945

TO : AC Ports & Warehouse Division, ROME

1. Movement of goods in the port: During the month of May 1945, 17 steamers discharged the following goods at Civitavecchia:

	<u>Metric Tons</u>
Grain	10,081
Coal	13,657
Salt	8,348
Sulphur	800
Fruit	3,762
Wine	8,596
General Cargo	8,462
Other Goods	132
TOTAL Discharged	51,738

Of this quantity of goods unloaded, 39,046 metric tons were cleared by rail, 4,430 tons (wine) by ordinary way, 2,720 tons (coal) by sea for Viareggio, 73 tons were shipped as bunkers. The remaining quantity of goods was warehoused in the town - (3,411 tons wine which was later reshipped by truck. This was free vermouth and marsala). 1,424 tons grain were also warehoused in town and then in June by rail according to instructions received.

To clear the wine from the piers, of the 8,596 tons discharged, 1,368 tons rationed wine were shipped by rail, 4,430 tons were sent by truck and 3,411 tons were brought into the town by carts and warehoused there.

As is seen by the attached graph relative to the discharge per day for the port and the partial discharge for grain, coal, salt, wine, fruit, general cargo, in the second half of May, the daily rate of discharge for the various goods notably increased, reaching even 2,200 tons for grain.

2. Repairs and reconstruction work in the port. During the month of May, the following works were carried out. (See attached sketch).

a) Cialdi Wharf of the Bicchiera Breakwater (Berth #8). The building of the second half of the wharf has been continued for a length of a further 90 metres from the end of the last 40 metres finished in April. The whole of the 130 metres

of this wharf will be finished in June.

b) Square of the Molo del Bicchiere. The clearance of this square has been continued. The covered shed on this square is nearly completed. It has the following dimensions: length 153' x width 50', height 16'.

c) Guglielmotti Wharf (Berth #7). The construction of the first re-inforcement pile towards the beginning of the wharf is being carried out. Work is proceeding by means of a diver and is very difficult. Often it is necessary to suspend work owing to the discharge of vessels.

d) Water plant from Molo del Bicchiere to the Michelangelo Wharf, along Bernini Wharf (Berth #6), along Sardegna Wharf (Berth #4) and along Principe Tommaso Wharf (Berth #3). The excavation works, the laying down of the pipe and the water taps have been finished. During the month of June the little walls of the taps and three small public fountains will be built.

e) Principe Tommaso Wharf. Work on the wharf is continuing in respect to the drains and road upkeep, but this is very slow.

f) Sardegna Wharf (Berth #4). Work continuing on the surface.

g) Amerigo Vespucci (ex Littorio) Wharf (Berth #1 & #2). Only road upkeep carried out.

h) Traiano Breakwater. After the closing of the breach in the previous months, the reconstruction works of the super-structure have been finished during the month of May.

i) Umberto I Breakwater. The closing of the breach has been finished.

j) Colombo Breakwater, First Arm. Closing has been completed for a height of two metres.

k) Bernini Square. The demolition of the ferro-concrete building of the ex arsenal has been carried out. The arrangement of the second warehouse in the second courtyard of the ex arsenal, which will be used by the Port Authority for storing the mobile cranes and various equipment, is nearly finished.

3. Remarks & Recommendations Regarding the Reconstruction Works.

a) Principe Tommaso Wharf (Berth #3). This wharf is subjected to intense traffic and to the work of discharging motor schooners and the mincas (coal from lighter to rail car).

The temporary work carried out on this quay will not last long due to the effects of sea erosion and to the effects of the continual pressure of the cranes. In fact, there are often deep holes, sometimes reaching down to sea level, which endanger the cranes besides obstructing loading and unloading. It is indispensable that the Genio Civile (Italian Office of Public Works) undertakes the permanent repair of this wharf.

b) Sardegna Wharf (Berth #4). Near the central part of the mooring place, there is still a large impediment which prevents mooring right alongside, and ships have to remain some distance off the wharf, about two to three metres, and to discharge have to use stages or gangways or use lighters on which the stages are placed. Furthermore, in heavy weather, this mooring place has a swell which makes it dangerous for ships, and some shipmasters have made their reserves to the Port Authority. Attempts have been made to get rid of this obstruction using local means, but with negative results. It is indispensable that the pontoon sheerlegs "Archimede" reaches this port in efficiency, at earliest and that is before the bad season. For this reason, it has been impossible to undertake the salvage of the tug "Domenico" sunk towards the end of the Sardegna Wharf at Berth #5.

c) Guglielmotti Wharf (Berth #7). With winds of the first quadrant, steamers lean heavily against the wharf and besides eventual damage to the wharf (which is used most) the steamers slide on the railway cars under loading, obstructing their movements and interrupting discharge. At present, a stock anchor (sunk at the corner of #4 at Sardegna wharf) is laid out. But besides this, it is necessary to reinforce the vertical piles set up towards the head and towards the beginning of the wharf, while waiting for the final repairs to the wharf and for the depth of water at the beginning (land end) of the wharf to be brought to at least 25 feet so as to moor ships with the bow outwards and make use of their anchors.

It is also necessary that on the Bicchieri wharf, two robust bitts be placed to forward and to stern of the mooring place, in order to prevent the ship moving off from the quay with westerly winds and so interrupting discharging operations.

d) Berth #11. This is served only by the railway. This is a serious inconveniency, which considerably diminishes the output that such mooring place should give. Further, a chance shortage of rail cars, which might be remedied by shifting the steamer, may take place under unforeseen circumstances. (This is not always possible, and brings about a considerable loss of time). The permanent repair of the road should not present great difficulties, as, except in a few places, there is sufficient space.

e) Scales at the Port. The Italian organizations (Fedeconsorzi and ICE) are in the following position. The AC asks them to deliver receipt of the goods imported by the Allies, without their being able to weigh the goods. In order to place these organizations in a position to carry out their engagements, it is necessary to put the railway scales at the port in order. In this regard, I have already interested the Station Master of Civitavecchia so that he may give the required information, and have made it clear to him that the site of the scales should be chosen in such a way as not to obstruct the movement of rail cars in and out of the port, and to allow a rapid weighing.

f) Tug for mooring service. The port at present has the tug "Lampedusa" of 250 hp., unsuitable for mooring a Liberty ship in bad weather; the "Luigi" is about to finish repairs of the bulwarks. The repairs of the sternpost and of the skeg will take a long time and will require that the tug be drawn up on a slip or dry-docked. However, when the "Luigi" comes into use, as she is of only 250 hp., she cannot be considered sufficient for mooring a Liberty ship in heavy weather. It is indispensable, before the bad season starts, to furnish the port of Civitavecchia with a tug of at least 450 hp. in place of one of the two at present in port.

If possible, the 450 hp. tug to be destined to Civitavecchia should be furnished with fire-fighting appliances, as such equipment is absolutely inadequate at present in this port, and something must be done about fire-fighting appliances here. On this subject, I am obtaining particulars from the fire brigade regarding nautical equipment which they possessed up to 8 September and which appear to have been sunk in the basin of the port.

g) Salvages effected during the month of May. There have been recovered:

Lighters	TONS	Owner	Present Condition
"Volera"	50	Cinciari	Being repaired
"Sampre"	55	"	" "
"Tripoli"	60	"	" "
"Ida"	40	"	Not being repaired
"Renzo"	45	"	owing to lack of
"Isabella"	85	"	material
"Antonio II"	60	"	Being repaired

In the preceding months, the following lighters were salvaged:

Lighter	Tons	Used by Cinciari for salvage
"Poma"	120	" " " " " "
"Antonio I"	50	" " " " " "
"Silvio Spaventa"	120	Owned by Cinciari - Being repaired.

b) I have felt it necessary to point out the above so that in regard to the more important deficiencies, the W.P.A.D., if they consider it necessary and convenient, can interest the competent Authorities.

In regard to the reconstruction work of the port, I wish to point out that the workmen employed on these works have, during the last two months, been reduced to a very small number. Some works of major importance for the safety of the port, such as the closing of the breach at the Colombo breakwater and the protection of the other breaches which are barely closed, to be accomplished with cement blocks towards the other part of the port, should be carried out and finished before the beginning of the bad season. For such work, the "Archimede" pontoon is necessary.

ALLIED COMMISSION PORT LEASON OFFICER
CIVITAVECCHIA

(signed)

Maggiore di Porto: Pietro Moretti

CLASSIFICATION

TRANSLATION

TRANS-ATLANTIC ALLIED COMMISSION
PORT LIAISON OFFICER CIVITAVECCHIA

Ref. 290

3 June 1945

SUBJECT: Recommendations submitted by Port Liaison Officer
at Civitavecchia

TO: Ports and Warehouse Division
Transportation Sub Commission

1. WAGONS - During the second half of May the daily rate of discharge in this port has been considerably increased. A steamer moored at No. 7 discharged grain exclusively onto open railway wagons at a rate of 1,447 tons in 24 hours.

The SS "BENJAMIN BOURNE", moored at No. 11, discharging into open and closed "low" wagons, as available, and working with one or two gangs of men on sea side, unloaded 2,216 tons in 24 hours. If both wagons and craft are available, this figure can be maintained and the daily rate of discharge of 3,000 tons (total for the port) as requested by Mr. Segan, could be attained and even surpassed. In fact, for the first time since Civitavecchia was freed, 3,104 tons (grain, salt, wine, citrus fruit) were discharged on 30 May 1945. This result was arrived at because of the availability of wagons and lighters and because, as it will be understood, of better work by laborers who have at last understood their real interests. On 1 June 1945, 2,481 tons of grain were discharged in 24 hours from the SS "BENJAMIN BOURNE".

In view of the better situation of the port laborers, it is probable that a larger number of ships will be calling at the port of Civitavecchia and it may become necessary to discharge two Liberty ships at the same time. In such event and in order to avoid inadequacy of means of clearing the goods from the port area it is indispensable to:

a) bring the allotment of wagons for civil traffic to 150 per day, to be increased at peak periods in the event that what is proposed in the following paragraph b) cannot be carried out.

b) lighten the railway traffic, which would be necessary for the clearance of 3,500 tons, by use of maritime craft, carrying to Fiumicino not only the coal but also the grain and rationed wine. The rationed wine, in view of the blocked price, cannot bear excessive increases in costs and, therefore, is nearly all sent by rail, which means that the wine has to wait a long time on the quay with serious deterioration especially in the present season, and shortages due to theft.

TRANSLATED

TRANSLATED

HEAD QUARTERS ALLIED COMMISSION
PORT LIAISON OFFICE CIVITAVECCHIA

Tel. 290

3 June 1945

SUBJECT: Recommendations submitted by Port Liaison Officer
at CivitavecchiaTO: Ports and Warehouse Division
Transportation Sub Commission

1. DISCHARGE - During the second half of May the daily rate of discharge in this port has been considerably increased. A steamer moored at No. 7 discharged grain exclusively onto open railway wagons at a rate of 1,447 tons in 24 hours.

The SS "BENJAMIN ROBINSON", moored at No. 11, discharging into open and closed railway wagons, as available, and working with one or two gangs over the sea side, unloaded 2,226 tons in 24 hours. If both wagons and craft are available, this figure can be maintained and the daily rate of discharge of 3,000 tons (total for the port) as requested by Mr. Regan, could be attained and even surpassed. In fact, for the first time since Civitavecchia was freed, 3,104 tons (grain, salt, wine, citrus fruit) were discharged on 30 May 1945. This result was arrived at because of the availability of wagons and lighters and because, as it will be understood, of better work by laborers who have at last understood their real interests. On 1 June 1945, 3,481 tons of grain were discharged in 24 hours from the SS "BENJAMIN ROBINSON".

In view of the better situation of the port laborers, it is probable that a larger number of ships will be calling at the port of Civitavecchia and it may become necessary to discharge two Liberty ships at the same time. In such event and in order to avoid inadequacy of means of clearing the goods from the port area it is indispensable to:

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- 2 -

It is, therefore, urgent that the interested parties come to an agreement in regard to freight rates Civitavecchia/Pianicino for rationed wine and for grain. Such agreements should be made by the central authorities (for grain the Fedeconceral and for rationed wine the SEPRAL) since the local representatives have no authority to make such agreements.

2. ROAD HAULAGE - In order to well understand the actual situation, I think it useful to clear some points of major importance:

a) In regard to the clearance of goods from alongside, their forwarding to the city warehouses or their reloading on wagons, I do not find any complaints by consignees of the goods nor that there have been any delays due to insufficiency of means. A similar affirmation cannot be made for the future in the event of the rate of discharge in the port being increased over the average of the past months, and a decision should be made, as was done before the war, and as soon as city warehouses are arranged for, to forbid the deposit of goods on the quay for an unduly long period. The warehouses are being prepared by the firms Triana and Coloniale, and are of sufficient capacity to ensure the clearance of the quays.

b) For the reasons as per the preceding paragraph a), especially for the case in which agreements for the carriage by sea of grain and rationed wine are not made, local means may prove to be insufficient, and therefore tractors would be necessary.

In consideration of above, and with a view of guaranteeing to all parties possibility of work, and in order to have sufficient means of clearance in competition with one another, with consequent beneficial effect on prices of transport, at the disposal of the port, the solution of the problem should be found in an equitable distribution of traffic.

c) In regard to the measure of this distribution, the following must be borne in mind: Local carters and motor drivers, a part of whom are united in a co-operative, believe it to be their right, as people whose homes are damaged or destroyed and as citizens of Civitavecchia with families resident there, to work at full capacity of the means they possess. It is absolutely necessary that the means of living be left to the local people so they can feed their families. Not to take into account this elementary reason of life would cause serious trouble. In this regard, I wish to state that the Director General of Police, during his recent visit to the port of Civitavecchia, when verbally informed of the matter, found that the local people's viewpoint is right.

- 3 -

Fixing the percentage of sharing out of work between tractors and locals can be treated only by the Central Authorities. The attempts made by the local Authorities have had no result. The Central Authorities should be the Directorate General of the Merchant Marine and the General Confederation of Labor. (Regarding the latter, I wish to point out that the affirmation made in the minutes of the Meeting to the effect that the undersigned had interested the said Confederation is not exact. I said only that the question should be examined also with the Confederation. It must have been an error of the interpreter.)

3. SAFETY IN THE PORT - I can state that thefts in the port due to port laborers have almost entirely ceased. The thefts which take place at present are due to persons foreign to the port, and concern particularly wine. In this regard, the port laborers themselves make active work of propaganda with a view of causing this state of affairs to cease. According to my findings, such thefts are diminishing. (This has been told to me also by some wine consignees). The absolutely insufficient number of Carabinieri attached to the port does not permit a radical solution of the problem, especially in view of the system of enclosure of the port with barbed wire, which is quite unsuitable. The solution of this problem could be attained by carrying out the following precautions:

a) Considerably increase the number of Carabinieri (at least 120) to be assigned exclusively to the safety service of the port. A serious safety service should be effected with numerous carabinieri sentinels, and not by an occasional patrol. It is to be borne in mind that the port is very dimly lighted. The necessity of such precautions was found by the Director General of Police in his visit to the port and he has already given attention to this matter to the extent that an officer of the Carabinieri has been appointed to be attached to the staff of the Captain of the Port at Civitavecchia to be responsible for port security.

b) Prevent goods remaining in the quay after the time strictly necessary to re-load by sea or transport to city warehouses.

c) For the solution of paragraph b) above, careful examination should be made of the situation of wine at blocked prices. Such wine, contrary to free wine, cannot stand excessive increases in costs for transport and warehousing, and therefore has to remain a long time on the quay waiting for rail carriage, as this is the most economical means. Of course, this brings about a larger percentage of thefts and, in the present warm season, a deterioration of the goods as has already happened.

- 4 -

(wine destined to the firm Perlanini of Rome arrived there sour, turned to vinegar). The SUPAL should examine this matter to determine that between the higher cost of the wine reshipped by sea or warehoused in this town and the loss due to deterioration of the goods and shortages caused by theft and leakage, it is more convenient to support the higher cost of warehousing or reshipment by sea, which is my own opinion. This is a problem which should be examined immediately by the SUPAL as further quantities are advised due to arrive.

Major P. Moretti
Port Liaison Officer

1983

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WFO/AL

Ref: 315

543/156/EN 3

SUBJECT: Delays to Shipping

17 May 1945

TO : War Shipping Administration,
ROME

1. Reference your unnumbered, undated letter regarding delays to the S.S. John Davis, which ship discharged at Civitavecchia.

2. Action has been taken to increase the rail wagon supply to Civitavecchia port. It is anticipated that more rail wagons will be available in the future than have been available during the first half of May, but there is always a possibility of temporary shortages due to military requirements connected with redeployment of military personnel and stores.

3. Efforts are being made to increase the barge traffic by sea from Civitavecchia to Fiumicino and Rome, but there are certain difficulties which restrict this traffic due to the establishment of a barrage which is south of the Rome port, which is required to produce electricity for Rome. The possibility of removal of this barrage is under examination.

4. However, it is not accepted that all delays are due to lack of railway cars; there is little question that some of the delays which have been experienced at Civitavecchia are due to the stevedores limiting their output per ship per day. This is a matter for the Shipping Authorities' attention.

M. J. Siff
M. J. SIFF, Colonel,
Chief, Movements Division

copy to: Shipping S/C (Attn: Mr. Ian Campbell)

WAR SHIPPING ADMINISTRATION

Rome, Italy

TO : Maj. Godfrey
Transportation S/O
Allied Commission

FROM : War Shipping Administration

Your attention is called to the fact that the S.S. John Davis which arrived in Civitavecchia on May 6th had up to May 13, 49 hours when it discharged from less than 5 barges and 64 hours when discharge was completely stopped due to the lack of railroad cars. In all between 33 and 40% of the ship's time in Civitavecchia was lost due to the lack of cars.

Will it be possible to supply more cars for future ships and if not do you think it advisable to consider the use of trucks (if they could be obtained) or the transshipment of cargo from Civitavecchia to Fiumicino or Rome by barges. It is realized that the shortage of cars is a serious problem, but I believe some solution must be found as this loss of ship's time is a very serious matter and as you know has already been questioned by M.E.D.B.O.

1954

Stephen A. Regan
Stephen A. Regan, Port Rep.,
War Shipping Administration

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

599

76

Ref. C-32

12 May 1945

SUBJECT: Repair of Minca Barges

TO: Headquarters, Allied Commission, APO 394
(Attn: Transportation Sub-Commission)

1. Reference is to cables FI 32874 of 24 Feb 45 and FI 36235 of 2 March 45 from AFMORC to FORBAGE, repeated to ALCOM.

2. Penzance reports that 8,600 square feet of 1-1/2" hardwood lumber, and 1100 linear feet 4" x 4" timber was issued to T.C. Depot 11 N 90 on 4 May for shipment to ALCOM, Civitavecchia.

3. This report is forwarded to you for information.

For the Assistant Chief of Staff, G-5:

D. E. Lathrop

D. E. LATHROP
Captain, C.A.C.
Economics & Supply Division

1990

CONFIDENTIAL

143

CONFIDENTIAL - LIMITED CIRCULATION
NO 394
REPORT BY THE PORT DIVISION

Tel. 270
Ref. AC/TS/2/746

JAB:rm
12 May 1945

SUBJECT: Final Report on Civitavecchia Port
November 1944 to April 1945
FOR: Ports & Warehouses Division

1. Arriving at Civitavecchia in the middle of November 1944, for a second tour of duty in the town, it was a shock to find it so quiet after the activity, when the military were using it. Getting to Civitavecchia was easy, but HQ did not appreciate the conditions and one was expected to get on with the job, with no means of transport, no equipment and no rations. The only information available was AC/TS/2/1/84 of 2 November 1944, which was not much help, and even the important agreement between the Naval Sub Commission and the Ministry of Marine of October 1944 was not made available.
2. The town having been stripped by the military and then occupied by the remaining civilian population, had nothing left for the P.I.O. to sit on or write on. HQ and HMS IV refused to help, but thanks to the M.F.F. some furniture was made available. Transport was just as great a difficulty. HMS IV helped for a time and then refused and after much delay HQ provided, much against the apparent will of all concerned, while in Rome the streets were full of AC and civilian cars. In fact, there seemed to be no 'drill' for sending an HQ officer into the 'field', and every effort was made to pass the 'back' on to HMS IV, while expressly laying down that HMS IV work was not to be done.
3. The P.I.O., McFarley and his assistant McTaylor, gave every assistance to enable the P.I.O. to get started and to re-open the AC case, which soon proved to be essential, with so many interested persons visiting the port.
4. With the P.I.O., who had copies of the HMS IV meeting minutes, in the Chair at the Port Control Committee meetings, many questions were resolved, but the P.I.O. seemed to be diffident of using his authority. Study of the minutes reveals that some questions being raised week after week, which could have been dealt with within the week if action had been taken at once.

- 2 -

5. No equipment was available in the Port in the initial stages, but by borrowing army cranes and trucks, it was possible to restart the lighting of the Port, small road works too were started, and suffered from lack of cash.

6. In December, the coal pier was in use and also the rail to No. 4 (now No. 11), both were delayed due to bad planning, the former I suggest should not have been built at all in that position; by building there a 'liberty' berth was utilized, while if the same amount of effort had been spent on No. 8, something more permanent could have been accomplished and an extra way provided. The latter was apparently laid without any survey and half the track had to be relaid under the direction of the P.R.C. Construction Sgt. Henderson.

7. Improvisation has been the order of the day on many occasions; lights have to be rigged on many of the small coasters, the grabs started work at a rough way, as the rail was late in being laid, and rough platforms have been used at No. 4 because the ships cannot come alongside.

8. Port working as at 1 May 1945

The successful running of this port is largely dependent on a good rail service, as except for No. 1 and No. 2 no back-piling facilities exist. Up to 2,500 tons were loaded before the improvements were made, and since then the rationing of rail cars have prevented high figures.

Two engines are required to give a quick switch, and until such time as two are available No. 7 and 11 will both lose time, especially as the workers do not stop for meal breaks.

The provision of watering and coal facilities in the Port Area would assist, as time is lost going to the Central Station.

The opening of Tarquinia Port rail head, which is worked by the Central station engines, has enabled the port to operate, without hindrance during the rail reconstruction, and provides excellent facilities for loading beasts.

The provision of the Pulcinna barges, and 'minca' barges and grabs have enabled the discharge figures to increase without a big increase in the labor force, which is still too short to encourage disciplinary action to be taken. During the month of April some 6,000 tons were 'grabbed' out of the mincas.

Clearance of Quay 1 and 2 to rail head are not a problem.

9. Discharges Achieved

	<u>Total Head</u>	<u>Total Tonnage</u>	<u>Average Daily Tonnage</u>
September 1944		731	24
October 1944		4,748	153
November 1944		13,599	433
December 1944		22,166	715
January 1945		27,218	878
February 1945	3,009	32,668	1,100
March 1945	2,881	41,640	1,340
April 1945	1,199	52,641	1,755
	<u>7,249</u>	<u>195,411</u>	

- 3 -

10. Comparison of facilities November 1944 and April 1945 following reconstruction plan laid down 5 January 1945.

- a) Port and rail heads illuminated
- b) Port rail head relaid, and Perminia Port rail head opened
- c) Water points at all quays
- d) Improvements to quays

	<u>November 1944</u>	<u>April 1945</u>
Quay 1 24 feet	Large ship Facing requires repair Repair to break water	No change
Quay 2 24 feet	Liberty fitted only	Adapted to fit all ships up to liberty size
Quay 3 6 feet	Schooner Road served	Damaged part rebuilt. Rail served. Deepened.
Quay 4 9 feet	Coaster Road served	Damaged part rebuilt. Rail served. Requires dredging
Quay 6 6 feet	Nil.	Rebuilt for schooners. Rail served. Deepened
Quay 7 24 feet	Liberty fitted only Road served	Pier built. Rail served Direct discharge to rail
Quay 8 21 feet (7)	Nil	Work in hand and pro- ceeding well to completely rebuild to enable dis- charge of one large ship direct to rail. Depot almost complete and rail served both sides.
Berth 9	Nil	Large ship 24' to dis- charge into barges only
Quay 11 24 feet	Liberty fitted	Adapted to fit all ships up to liberty size. Rail served, platform to rail car level.
Berth 12		Large ship 27' to dis- charge in barges only

11. The Future Plans

The SENIO CIVIL, still has to start work on the break water opposite No. 1 Berth, and awaits a crane to do this. It has also been pointed out to him the necessity of extending the moat

- 4 -

southerly end of the wall to protect the railway against heavy storms.

The future program appears to cover the provision of rail to No. 2 Quay, reconstruction of the Quay and the raising of the wreck and the reconstruction of the quay immediately north of No. 11. It has been pointed out to the Comis Civilis that if the latter is carried out first, then no unloading berth will be lost to the port, during reconstruction.

Work is proceeding on both No. 7 to strengthen the coal pier and on No. 8 to complete the clearance, rebuild the pier and roof the new warehouse.

12. Administration

While it has been the policy of the F.L.C. to advise the M.O.I.C. of his proposals to all to improve the working of the port, no similar drill has been carried out by the M.O.I.C. of his recommendations to his ministry.

Study of the minutes reveal serious weaknesses in the supervision of the labor in the port for pilferage and discipline.

I recommend that the officer strength be such that there can be physical supervision of the port at all times.

1976

13. Consignment and Assistance

The complete passenger procedure is difficult to follow while transport is still controlled.

It has been established that the quickest way of clearing the cargoes by rail was to load in bulk for sorting in the same markets, and this was done with both fruit and wine, and in fact at No. 4 and 11 is the only way since back piling facilities or sorting facilities do not exist.

It has been also proved that as soon as you permit sorting into markets on the quay there is a delay, due probably to the goods being marketed.

I am not, conversant with our ministry of Food Drill, but I imagine it imports in bulk and distributes to a firm in proportion to its trade, and a similar scheme here would, I think, solve many problems.

(Signed)

J. N. Brown, Captain

Original hand written report
in Ports & Warehouse Division files

Distribution
Deputy Director - Transportation Sub-Commission

Movements
Shipping
Rail
Road

Chairman Port Working Committee - Civitavecchia

Tele 1404

HEADQUARTERS ALLIED COMMISSION
APO 324
Transportation Sub-Commission

157
AMSD/14

Our ref.: AG/341/143/Tn 3

18 May 1943

SUBJECT: Port of Civitavecchia

TO : G-4 (Nav & En) A.S.-N.C.

1. The following information is passed to you, on the subject of draft for ships arriving for discharge at Civitavecchia, and the use of three 10-18 cranes recently handed over to the Port:
- The S.O.I.C. has had soundings taken of the Port and the original information that ships must lighten to 24 feet is now confirmed, with the exception that one large ship can now be moored along the COLONELO weasell drawing 27 feet. There are no road or rail facilities at this berth, which is known as No 14 and barges will be the only means of discharge. This should prove a useful berth for sailers.
 - The three 10-18 cranes have been handed over to the CAPITANERIA DI PORTO and are being operated by civilian drivers with the military drivers and officers in attendance.

For the Chief Commissioner,

1975
G.B. GOSWAMI,
Major, I.C.

Copy to : G-4 Section AFHQ

Coal Commerce S/C.
Shipping S/C.
Ministry of Marine

file

Declassified E.O. 12333 Section 3.3/NNN No. 785031

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Phingmai

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Declassified E.O. 12356 Section 3.3/NND No. 985031

1

Memorandum for the
Director, Central Intelligence Agency

Subject

448

Re: [illegible]

27 April 1972

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

5. [illegible]

Antoine
[illegible]

1972

6. [illegible]

7. [illegible]

FILE

Subject: Port Working - CIVITAVECCHIA

148(a)
ALLIED FORN HEADQUARTERS

2-1 (204 & 74) 5/120/CHH

To: H.Q., Allied Commission.
(To Sub-Commission).

20 Apr 45

136

Tell: President, etc.

1. The following arrangements have been made regarding the points raised in your AL/43/130/TH 3 of 10 Apr 45:-

(a) Three cranes will be left at CIVITAVECCHIA but as all mill crane-drivers and fitters are being withdrawn by 10 May, provision of personnel to man and maintain these cranes will be necessary.

(b) The position regarding tugs has been investigated and the following vessels which are suitable for towing ships, have been allocated for use at this port:

"TIZIANO" - presently available at NAPLES.

"MILAN" - now repairing at CIVITAVECCHIA expected to complete within a few days.

see 148
Shinghai
V. KING, M.C.,
For Brigadier,
CIVITAVECCHIA

1972

100/101

Copy to: 2-1
204
Allied Commission.
(Ports & Warehouses Division).

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1994-1995 • *Stemmatopogon* (Pisces) (Bull. Mar. Sci., 56: 109-114, 1996) 14 p., 1 fig., 1 table, 1 map, 10 refs.

[illegible]

2. Detailed record of letters received is kept in the Department and the recommendations by the Secretary are noted.

[illegible][illegible]

any consideration be given to the question which
factor in Regatta the discipline of the group in its
entirety is to

energy from the quench ($\approx$

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File

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION

WJS/1r

APD 194

Transportation Sub-Commission

Phone : 489081

543/142/10

19 April 1945

SUBJECT : Security Survey, Civitavecchia.

TO : Counter-Intelligence Corps, Peninsular Base Section, Sub-Section No. 5, Port Security Section, APD 787.

1. This Headquarters has received a copy of your memo-
randum, XPS/812, dated 21 March 1945, subject: Security
Survey, Civitavecchia. This report was handed to the AG Port
Liaison Officer Civitavecchia, by one of your representatives,
who it is presumed was sent to Civitavecchia in accordance with
the paragraph on conclusions and recommendations made in the report.

2. This Headquarters has been aware of the unsatisfactory
state of security in Civitavecchia for some time, and the matter
has been taken up on the highest level with the Italian Govern-
ment. It has been pointed out to representatives of the Italian
Government that it will be impossible to carry out the directive
issued by the late President and the Prime Minister re the Italian
authorities taking over as large a measure of responsibility
as soon as possible in such matters as security, if they cannot
rapidly improve their present organization. At the moment the
Italian Ministry of Marine are actively engaged in improving the
security system in existence in Civitavecchia.

3. While the steps and assistance that you are giving
are much appreciated, in view of the fact that this part is a port
handed back to APHQ to Allied Commission/Italian Government Control
it is felt that your report should have been discussed with this
Headquarters prior to your establishing a sub-section in Civit-
avecchia, in order that your work and the work of this Headquarters
and its field organizations can be correlated. Will you please,
therefore, contact the Movement Division of the Transportation
Sub-Commission of this Headquarters, either at the

Survey, Civitavecchia. This report was needed to the AC Port Liaison Officer Civitavecchia, by one of your representatives, who it is presumed was sent to Civitavecchia in accordance with the paragraph on conclusions and recommendations made in the report.

2. This Headquarters has been aware of the unsatisfactory state of security in Civitavecchia for some time, and the matter has been taken up on the highest level with the Italian Government. It has been pointed out to representatives of the Italian Government that it will be impossible to carry out the directive issued by the late President and the Prime Minister re the Italian authorities taking over on large a measure of responsibility as soon as possible in such matters as security, if they cannot rapidly improve their present organization. At the moment the Italian Ministry of Marine are actively engaged in improving the security system in existence in Civitavecchia.

3. While the steps and assistance that you are giving are much appreciated, in view of the fact that this port is a port handed back to AFHQ to Allied Commission/Italian Government Control it is felt that your report should have been discussed with this Headquarters prior to your establishing a sub-section in Civitavecchia, in order that your work and the work of this Headquarters and its field organizations can be correlated. Will you please, therefore, contact the Movement Division of the Transportation Sub-Commission of this Headquarters, either Mr. Col. Halibur or Major Godfrey, telephone number Rome, 480081, Ext. 454, with a view of sending a representative to discuss the measures you have taken and the measures that are in hand under the auspices of the Allied Commission in order that the work of the two groups can be properly coordinated.

For the Chief Commissioner: *M. J. Thompson*

M.J. STAFF, Colonel
for

M.B. Thomas, Colonel
Deputy Director

CC. Port & Area Div. TR. SC

NOTE: Arrangements will be made for a representative from the P & Area Div. to attend any discussion which take place with the representative of the CIC

1000/000

SECRET

TRANSPORTATION OFFICER
100
TRANSPORTATION OFFICER

1. Ref. : 10/11/1945
2. Ref. : 10/11/1945
3. Ref. : 10/11/1945
4. Ref. : 10/11/1945
5. Ref. : 10/11/1945
6. Ref. : 10/11/1945
7. Ref. : 10/11/1945
8. Ref. : 10/11/1945
9. Ref. : 10/11/1945
10. Ref. : 10/11/1945

1. Herewith copy of letter dated 7 April 1945 from
Chief of Transportation, A.F.M. requesting that
acceptance into Civitavecchia for discharge of cables
for U.S. flag.

2. The request has been agreed in principle, but the
question of discharge of cables is under consideration
at the present time.

For The Chief Commissioner :

[Signature]
L.B. Howell,
Colonel,
Deputy Director,
Transportation Sub-Commission.

Copies to: Office of Chief of Transportation A.F.M.
Shipping Sub-Commission.

SECRET

ALLIED FORCE HEADQUARTERS
Office of Chief of Transportation
APO 512

TA 157
Tr. 82
138A
1975

Frederick W. G.

GHS/14

7 April 1945

MEMORANDUM TO: ALCON, WDC (ATT: MAJOR WHEELER)

SUBJECT: Acceptance Mule Ships at Civitavecchia

1. Request for port acceptance at Civitavecchia for discharge of mules for US Army on following tentative schedule is hereby made.

ETA CIVITAVECCHIA	NUMBER OF MULES	NUMBER OF SHIPS
14 April	640	2
19 April	640	2
26 April	640	2
4 May	320	2
9 May	640	2
14 May	304	2
3 June	336	1
10 June	788	2
18 June	640	2
25 June	1296	4
3 July	640	2

1968

E. H. Lastayo
E. H. LASTAYO
Colonel, T.O.
Chief of Transportation

SECRET

- [illegible]

- 2 -

two coal ships to work three shifts.

- 3). Compagnia Marittima spoke of plans to make available in the near future another 100 ton barge, a 300 ton motor barge, a 400 ton steamer and two schooners. As by that time the voyage would be extended to Rome, the discharge at S/V would probably not be increased.

Handwritten signature

A.C. DEPT. CAPT.
A.C. DEPT. AIRLINE OFFICER

6 April '45
CIVITAVECCHIA

CONF NO:

LT. BLAIR I/C CRANES
AD TH. (2)
M.C.I.C. (1 Italian)
I.C.B. (1 Italian)
THALAN
SEMPER
COMPAGNIA MARITTIMA S.A. (1 Italian)

1966

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

134
KJB/vb

27th March, 1945.

Tel: Trt. 318

543/131/Vo.3.

SUBJECT: Salvage.

TO : Port and Warehouse Division.

1. There are two areas in which urgent action is needed in salvage work.

(a) Civitavecchia: It is understood that little progress has been made with the clearance of the wrecks lying off Berth 9, while considerable progress has been made with the rebuilding of the main quay on Berth 9. Unless the wrecks are cleared the quay is of little use. It is also understood that considerable delay has been experienced in raising the pontoon shearlegs, which are necessary for repairing the sea wall and for wreck clearance; this despite assurances given two months ago that these pontoon shearlegs would be raised within 20 days.

(b) Fiumicino - Rome Inland Water Route: Confirming *reported* conversation Mr. Sassanella/Cpl. Sieff. It is considered that there is one bend in the river, commonly known as Sardinia corner, and an obstruction in the port of San Paola on which dredging and clearing work is necessary to free the Fiumicino - Rome channel. It is further understood that the Ministry of Public Works is toying with the idea of converting the one power craft, necessary for clearing the spoil lifted by the dredger, into a fishing smack. Special craft have been allocated by MDSO for developing the Fiumicino - Rome water supply route.

2. Will you please take the necessary action with regard to both the above matters, and inform this Division when clearance and salvage work is likely to be completed, so that future shipping programmes can make provision for the increased capacity that will result.

cc. Shipping Section,
Movements Division.

A.J. SIEFF, Colonel,
Chief, Movements Division.

543/67.

0382

Declassified R.O. 12356 Section 3.3/NND No. 385021

INCOMING MESSAGE

130

PI 47317
MAR 21/1538A

D/5723
MAR 22/1135
ROUTINE

FROM: AFHQ SIGNED SACRED CITE PHEN
TO: ALCOM ROME, SSA ROME.

SECRET

SECRET.

Since. Barges, 20 in number, delivered to CIVITAVECCHIA is the subject.

Said barges were delivered for ALLIED COMMISSION account for use at CIVITAVECCHIA. Reference cable this Headquarters PI 85741 dated 16 January and PI 87699 dated 19 January, also ALCOM cable 107 date 18 January current.

DIST

ACTION IN S/C 2
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECOM SEC
FILE 2
FLOAT

ACTION

HEADQUARTERS
MAR 22 1945
A. C.

SECRET

543/1

(118)

CG KNOXDA CITY EASTH, HADDS, HADDS, VHSNS PMSBBS for info
PMSBBS SOUTHERN DISTRICT

1499

26 FEB 45

PRIORITY

SECRET PD

PARA ONE PD YOUR FOR INFO THREE TWO EIGHT SEVEN FOUR REFERS PD
PARKH TO CG KNOXDA CITY EASTH AND HADDS AND HADDS AND HADDS TO PMSBBS
FOR INFO TO PMSBBS SOUTHERN DISTRICT FOR INFO FROM ALSON CITY ADITY PARKH
MATERIAL REQUIRED FOR SHEATHING INSIDE OF KINGA HADDS ADDITIONAL TO
THAT REQUESTED IN YOUR SERIAL UNDER REFERENCE FOLLOWS COLON NINEBY NINE
NINE TWO TWO SQUARE FEET OF ONE AND ONE HALF IN LAMINAR SHEATHING ONE
ONE TWO TWO LINEAR FT OF FOUR BY FOUR IN TIMBER SHEATHING ONE ONE TWO
TWO LBS OF FOUR AND ONE HALF IRON NAILS SHEATHING ONE ONE TWO TWO
FOURBY OF OAKUM SHEATHING ONE SIX FIVE TWO POUNDS GALVANIZING MATERIAL PD

COPT TO PORTER AND KENDRICKS DIV

TRANSPORTATION DC

WINDOLLS FISHING
CWO U.S.A.
Asst. Adjutant

190

543/10

SUBJECT: - ADMINISTRATION OF A CIVILIAN PORT -

TO: MR. W. W. COMMISSIONER (2)
U.S. AIR FORCE
A.S.O. 334

- 1). Having completed more than two months at this post I submit the following report on matters of general interest.
- 2). I raised in the first instance an old issue, that of lack of information, not of ships, but of general AD matters. So far I have received no information on such matters as ships of war, the directives on accounting, the custom directive, these matters being in the vicinity of HQ and hearing of them, but there are many others of which I have not seen, fortunate enough to hear of.

3). THE QUESTION OF WATER CHARGES FOR SHIPS.

Costs men
Pilots

Stevenson policy MTR MSA CC. 13.1A.
are matters which should be made known.

4). THE QUESTION OF DISCHARGE.

- A. Conservation shows that the desire to adopt the entire peace time procedure is not practical, and in view of fixed prices is not necessary, from a trading point of view. The discharge of fruit and its clearance from the quay is now satisfactory, and I understand is satisfactory in Rome. A new condition which has now arisen, that of shipping a portion of the fruit north, can be met quite easily if a large consignment has been "marked" in one hold or two if necessary. This is not being done at present.

- B. The wine has always caused delay due to sorting on the quay and has not been entirely overcome due to the reluctance of the consignment to receive the entire cargo at the Central Market, Rome and sorted there. The plan being the cost of the extra labour involved. However it seems to be forgotten that labour is employed on the Quay for the same purpose, and there is a greater economy

collected which I have not been, fortunate enough to hear of.

3). THE QUESTION OF WATER CHARGES FOR SHIPS.

boat men

Pilots

Stevedore policy MFT WSA CO. 12.11.11.

are matters which should be made known.

4). THE QUESTION OF DISCHARGE.

A. Observation shows that the desire to adopt the entire peace time procedure is not practical, and in view of fixed prices in not necessary, from a trading point of view. The discharge of fruit and its clearance from the quay is now satisfactory, and I understand in satisfactory in Rome. A new condition which has now arisen, that of shipping a portion of the fruit north, can be met quite easily if a large consignment has his "mark" in one hold or two is necessary. This is not being done at present.

B. The wine has always caused delay due to sorting on the Quay and has not been entirely overcome due to the reluctance of the wine signees to receive the entire cargo at the Central Market, Rome and sorted there. The plea being the cost of the extra labour involved. However it seems to be forgotten that labour is employed on the Quay for the same purpose, and there is a greater scarcity here than in Rome.

5). The P.C.I.C. does not appear to have the ability or desire to organize the security in the Port; so he is the senior Italian Officer in the Port, there seems little doubt that he should be responsible to co-ordinate the activities of the Finance Guard and Carabinieri.

Further the sentences given must be sufficient to deter any desire to engage in black market operations.

W. J. H. and Capt.

J. J. H. H. H. H. H.

A. C. H. H. H. H. H.

1 FEB. 45

CIVILIAN

TOP SECRET & SUPPLY (2)

H. Q. H. H. H.

W. J. H. and Capt.

SUBJECT: - PROPOSALS TO DITRAPHOSIA. -

NO/ CH. 300-1001000 (2)
H.Q. ALLIED OFFICER
A.P.O. 334

- 1). Ref. our AI/54Y/1490 3 of 10 Feb. The small baskets necessary to handle this cargo are not available.

W. H. Jones
A.P.O. 334
A.C. PER BLANKS OFFICER

13 FEB. 1954
DITRAPHOSIA

1954

Copy sent to Mr. W. H. Jones

W. H. Jones

SECRET

1

file

RM/ML

109

HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation Sub-Commission

File 534
Our Ref: AD/741/142/Ta.1.

10 February 1947.

SUBJECT: Phosphates to Civitavecchia

TO : Regional Commissioner
Lesio Umbria-Region
(Attn: Transportation Officer)

1. S/S *TRIMORIS* is due Civitavecchia about the end February with 6,000 phosphates, 3,000 of which are for discharge for Montecatini, Rome Tuscolana.

2. Will you please ensure that all the necessary cargo handling gear is available for a quick discharge. The vessel will probably have to berth in No.4 and it is understood that a number of baskets are required. It is unlikely that the coal berth quay will be available for direct discharge into rail wagons.

By Command of Rear Admiral Stone:

[Signature]
MERRITT E. TAYLOR
Director

Copy to:
AD, Port Liaison Officer, Civitavecchia
En. Sub. Comm. (Port & Warehouse Div.)
" " " Movements Branch (Rail Div.)
Industry Sub. Comm.

(108)

Following has arrived.

- 5 Cranes with grabs for Tn.
3 Working, 2 under repair.
- 1 Bulldozer - working.
- 1 10 ton Roller working.
- 6 Dumpers - 3 working 1 without a tyre 2 Engine trouble.
- 1 Pile driving attachment for 19 RB Crane.
- 2 Compressors without drills or pneumatic tools.

Not arrived.

- 10 sets of burning equipment for cutting steel.
- 1 19 RB back shovel with spare for pile driving
Drills and pneumatic tools.

1958

CIVITA VECCHIA

BAR 24

NORTH



BERTH 1	30'	EXPANDED
- 2	24'	NO RAIL
- 3	30'	COAL RAIL
- 4	24'	RAIL
- 5	10'	SCHOONER
- 6	10'	SCHOONER

MOLO 13/1 (1300 TON)
TRAINING 14

7th APR 1957

SOUTH

AT REP

14 NOV

1957

BERTH 2. WATER BOAT W/ MOOR COPIES. DUE TO BEING 15th
HATHORN DUE IN.

- 3 UNUSABLE DURING RE CONSTRUCTION UNTIL 28 NOV?
- 4 USE WILL RETARD RAIL WORK A LITTLE, RAIL NOT BEFORE 14 DEC.

- MOLO. TUNISONA DIS APPROX SUNDAY 10th

JTBOWEN

10/10/61 - MINORITIES REPORT ON RECONSTRUCTION OF
CIVILIAN AIRCRAFT

10/10/61 - MINORITIES REPORT (2) - The City of St. Louis

ALLIED AIRCRAFT
A.P.O. 134

11. AIRCRAFT RECONSTRUCTION
10/10/61

Some work has been done on the rail yards, and the work
is being done.

12. AIRCRAFT RECONSTRUCTION
10/10/61

1. No action.
2. Timber available. No action.
3. Excavation of small underground.
4. Excavation of small underground.
5. Excavation of small underground.
6. Excavation of small underground.
7. Excavation of small underground.
8. Excavation of small underground.
9. Excavation of small underground.
10. Excavation of small underground.

13. AIRCRAFT RECONSTRUCTION
10/10/61

1. No action.
2. No action.
3. No action.
4. No action.
5. No action.
6. No action.
7. No action.
8. No action.
9. No action.
10. No action.

14. AIRCRAFT RECONSTRUCTION
10/10/61

1. No action.
2. No action.
3. No action.
4. No action.
5. No action.
6. No action.
7. No action.
8. No action.
9. No action.
10. No action.

15. AIRCRAFT RECONSTRUCTION
10/10/61

1. No action.
2. No action.
3. No action.
4. No action.
5. No action.
6. No action.
7. No action.
8. No action.
9. No action.
10. No action.

BERTH 1 No action
 BERTH 2 Timber available. No action.
 BERTH 3 Reassembly of smalls underway.
 BERTH 6 Warehouse wreckage impeding rail line almost completely cleared away.
 BERTH 6 Excavation of small underway.
 BERTH 6 Clearance of debris proceeding; depot construction under way.
 BERTH 11 Alterations to berth proceeding.

RAIL
CHATHAM (MARQUINIA POINT) RAIL HEAD

Rail complete. Roadways and lights inland.

RAIL LINE TO BERTH 1, 5, 6 and 6

Switch off no 1 line complete; debris to Port completely removed and levelled.

No action on Berth 3 to 6.

No action on line to no 7 berth.

No action on line to Bell berth.

1958

PORT RAIL HEAD

Preparations to move and relay no 3 track in hand.

COMMITMENTS.

- 1). The plan is well behind schedule, but considering the loss of certain equipment, vast strides have been made with sledge, hammers, chains and picks.
 Until the oxy-acetylene plant arrives, some work cannot proceed.
- 2). The cranes are in bad condition and will be unable to operate crabs without new parts, which have been indentured for.
- 3). The working of the rail head is still greatly handicapped by the provision of only one engine, especially as no 1 line has been closed for two days.

1 FEB. 45
 CIVILIAN REPORT

W. H. Bond Capt.

J. F. BONES CAPT.

A. C. PORT LIAISON OFFICER

507/1012

Declassified E.O. 12356 Section 3.3/NND No. 185031

(101)

STANDARD, ALLIED COMMISSION
 Navy Sub-Commission 195 34

1953/54
 15 January 1954

From:
 To: 1

Navy Sub-Commission, All Allied Commission
 Transportation Sub-Commission, No. 4.5.

Subject:

Salvage Site at CANTONMENT.

41 No. 1041571, on 144

1. Reference your letter of 10/23/53 No. 1 dated 23 January 1954,
 enclosing copy of letter of 10/23/53 No. 1 dated 23 January 1954.

2. The Ministry of Marine have sent to CANTONMENT a
 Salvage expert, Captain (Lieut. Naval) W. D. D. D., together with
 two divers. An Office has been opened at the Cantonment Marine.
 CANTONMENT will supervise all salvage work in service of Asia.

A. W. B. B. B.
 A. W. B. B. B.
 Commander, U. S. Navy,
 for 1041571, Navy Sub-Commission, No. 4.5.

Copy to:
 1041571, Navy Sub-Commission, No. 4.5.
 1041571, Navy Sub-Commission, No. 4.5.

1955

527743

Subject: Filing Equipment for Civilians.

89

Transportation Increment
C.M.F.

Tele. Director Ext 65

Tn. 5/133

1 Feb., 45.

To: Allied Commission.
Transportation Sub-Commission.

For the attention of Lt. Col. Balfour, R.E.

1. With reference to the conversation today between
Lt. Col. Balfour - Lt. Col. Butcher, please see the
following enclosures.

(a) Copy is duplicate of letter TnA2/78/1 of 31 Jan., 45.,
quoting the No. of the release order and depot from which
this equipment will be collected for Tn. by A.C. Transport-
ation Sub-Commission.

(b) Notes on pile driving equipment as used with the
19 W.D. excavator fitted with a crane jib.

1954


(M. BUTCHER)
Lt. Colonel, R.E.
for Brigadier.
Director of Transportation.

Enclosures (3)

COPY

INTER OFFICE MEMO

Subject: Pilots Equipment

7412/78/1

31 Jan 45

To: A.D.Th. 5.

1. RELEASE ORDER No. 1025 from I.D.P. & S. A.P.H.C. releases one complete set of pilots equipment for operation with 19 H.B. from I.D.P. 10001.

2. The equipment will be collected for Th by A.C. Transportation Sub-Commission.

L.E. ROSSON (sgnd)
for A.D.Th. (Stores)

1951

COPY

INTER OFFICE MEMO

Subject:- Piling Equipment

Tn12/73/1

31 Jan 45

To:- A.D.Tn. 5.

1. RELEASE ORDER No. H. 1025 from D.E.P. & S. A.Y.H.Q. released one complete set of piling equipment for operation with 19 H.B. from S.S.D. TERNI.
2. The equipment will be collected for Tn by A.C. Transportation Sub-Commission.

L.E. ROBSON (sgnd)
for A.D.Tn. (Stores)

1952

Pile driving equipment is used with the 15 ft. excavator fitted with a crane jib.

It consists of :-

- (i) Pile driver frame.
- (ii) Anchor frame.
- (iii) Pile driver hammer.
- (iv) Pile holder.

The pile driver frame is constructed in two 15ft sections and supplied with two lower extensions of 5ft and 2ft 6ins. respectively. The frame, when erected, is 35ft high from the base. The lower end is secured to the bottom of the crane jib by the anchor frame, and the top to the jib head.

The anchor frame is in the form of an "A".

The hammer is fitted in a slide in the frame, and weights 20 cwt.

The piling motion of the excavator must be locked before erection is commenced.

The hoist and drag ropes of the excavator are used to operate the equipment. The hoist rope is led to the hammer. The drag rope is led over the left-hand jib head sheave and used as a crane rope to hoist the pile into position.

OPERATION.

1. The pile is hoisted into position by the drag rope, and the rope uncoiled.
2. The pile holder fitted to the top of the pile.
3. The pile hammer raised to the maximum position by the hoist rope.
4. The hoist clutch released sharply allowing the hammer to fall.

The anchor frame is in the form of an "A".

The hammer is fitted in a slide in the frame, and weighs 20 cwt.

The slewing motion of the excavator must be locked before erection is commenced.

The hoist and drag ropes of the excavator are used to operate the equipment. The hoist rope is led to the hammer. The drag rope is led over the left-hand jib head sheave and used as a crane rope to hoist the pile into position.

OPERATION.

1. The pile is hoisted into position by the drag rope, and the rope uncoupled.
2. The pile holder fitted to the top of the pile.
3. The pile hammer raised to the maximum position by the hoist rope.
4. The hoist clutch released sharply allowing the hammer to fall.
5. The hoist rope is checked immediately the hammer has struck; if the pile is to be driven below the base of the machine the lower frame extensions are fitted as required.

It is important that the pile hammer is lowered when operations are suspended. If this is not done, the contraction of the brake lining on cooling may release the hammer, allowing it to fall.

CONFIDENTIAL

Subject: Salvage Work at CIVITAVECCHIA

ALLIED FORCE HEADQUARTERS

G-1 (Nav & Tr) OCL 3/25/43

To: Allied Commission
In Sub Commission
ROME

25 Jan 43

Tel: VERBON 300

1. Reference the minutes of a meeting held at your HQ on Dardanelles, 7 Jan respecting the development and reconstruction of the Port of CIVITAVECCHIA.
2. An extract from a letter received from G in C Med in reply to a request for a Naval Salvage Officer to visit CIVITAVECCHIA is given herewith.

"As all Royal Naval Salvage resources and personnel are fully occupied with operational salvage and port clearance work, it is impracticable for a Royal Naval Salvage officer to be sent to Civita Vecchia as requested.

"Civita Vecchia, being a non-operational port, is an Italian commitment.

"The Italian Council of Ministers, has however, appointed a very comprehensive committee for dealing with all non-operational salvage matters under the Chairmanship of Admiral Brindisi, Italian Royal Navy. The Italian Ministry of Marine also have at their disposal a number of fully qualified naval and civilian salvage experts.

"It is suggested therefore that you refer the matter to the Allied Commission and invite them to arrange through the Italian Ministry of Marine, for the appointment of a suitable salvage expert to supervise the work at Civita Vecchia."

King Hay
V. KING, Major,
for Brigadier,
D.C.S.G. (Nav & Tr).

12/43.

1/c

543/153

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

19 January 1945.

Dear Colonel Bluff,

I will keep you in touch with the progress of the Civitavecchia barges and tugs. The first tow is made up but F.O.M.A.M. advises that weather conditions are adverse and it will be a few days before the operation can commence. The two crews have taken over the TUGS at Taranto so will be along shortly.

I am not quite clear on your plans for Pissolino. Is it intended to tow barges from Civitavecchia to Pissolino? I spoke to Page-Wood about the TUGS (which is now at Civitavecchia) doing this and he seemed to think she could. Alternatively, I am endeavouring to find out which tug towed the barge MORIA from Pissolino to Pissolino. Will the barge HERRICK be suitable and will more be required?

The KOMINFORM and HERRICK are, I'm afraid, in a pretty poor condition and should not be counted on. I attach a private report from my chap who is looking around that area. F.O.M.A.M. has written about these and I attach copies if you wish to push the matter. The allocation to your service could be arranged.

You will let me know in good time please what your craft requirements are for Pissolino.

Yours sincerely,

Phuants

P.S. Enclosed survey report on the twenty MINOR.

14. Col. Marcus Bluff,
Transportation Sub-Commission,
Allied Commission.

543/TN 3

Office of Flag Officer,
Northern Area,
Mediterranean.

At Naples, 11th January, 1945.

Ref. FORM 123-3
EX-OPERATIVE SUBMARINE & MINESWEEPER.
PORTO SAN STEFANO.

SALVAGE OF GERMAN CRAFT AT PORTO SAN STEFANO

1. I am directed by the Allied Naval Commander in Chief, Mediterranean, to inform you that the Royal Navy authorizes the salvage and repair of the German Barges, KESSELHAUSEN and KILMUTZ which are at present lying in the port of San Stefano.

2. On completion of salvage and repair, payment will be made as follows, subject to the Royal Navy being satisfied that the work has been satisfactorily carried out:-

KESSELHAUSEN 350,000 lire.
KILMUTZ 290,000 lire.

3. When work on these craft is completed, which must be not later than 1st March, 1945, it is requested that you will inform the British Naval Officer in Charge, Leghorn, who will arrange for the craft to be surveyed and removed from San Stefano and will effect payment for the work carried out.

4. It is intended that these craft be used by the Royal Navy when work upon them is completed.

5. The Naval Officer in Charge, Leghorn, is being informed of these arrangements.

(Sgd.) J. A. T. MORRIS.

REAR ADMIRAL.

1978

EXTRACT FROM J. CLARK'S LETTER OF 16TH JANUARY, 1945.

REPAIRS. You have been terribly misinformed re her condition. She has been sunk - raised - and is worthy of repair. Lined alongside a jetty and is pumped out every 14 days (I mention that). Engine is a wreck, destroyed by time bomb. Hull damage caused by aerial bomb falling close to starboard side just forward of midships. At least 6 plates and 19 frames (ribs) will either require removal or straightening.

SINKING. Similar craft in size, is lying at an angle of 25° with about 40 feet of her bows showing. Men in diving boat say they will have her up in a month (again?). She looks like a tanker to me.

REMARKS. Her bow tank broken, I think.

1947

Ministry of War Transport,

Survey Department,

RUSSIA.

16th January 1945.

Survey Report

At the request of the Director of Harbor Craft, I did attend at Naples and Torre Annunziata on the 15th January, 1945 to report on MIRA barges which it is understood will be towed to Civitavecchia for use as coal barges.

I was accompanied by an Officer of the Harbor Craft Co. TC who advised I was to select the twenty barges in the best condition.

The following barges were chosen:-

NAPLES 538, 904, 157, 929, 225, 928, 684, 265.

TORRE ANNUNZIATA 268, 695, 786, 534, 905, 700, 676,
536, 433, 906, 218, 221.

These barges are all in good condition.

It is recommended that the barges be examined when the tugs are being made up to ensure that no damage has been sustained during the waiting period.

Alth
Ministry of War Transport Surveyor.

Ref. 2

SUBJECT: DISCHARGE SHIPS AT VILHAVENHOLA -

TO: S.P.A. DIV. (2)
 MR. WEA - COMNAVISICOM
 H.Q. ALLIED COMMISSION
 A.P.O. 374

1).

Ref. this office report dated 13 Dec. 44 concerning the discharge of the S.S. IX HAIT, and the consequent congestion on the quay due to the sorting of the cargo. The disposal of the fruit has improved but no arrangements have been made to deal with wine in a similar manner.

2).

If this Port is to handle the increased tonnage, it will not be physically possible to warehouse on the quay adjoining Berth No 1 & 2 as has been done in the past.

3).

Can the principle be established that until such time as warehouse accommodation is available all cargoes such as fruit and wine be the responsibility of one firm for the discharge and receipt at home, that the cargo be sent in bulk by rail to Rome to some central depot for sorting and distribution.

4).

The discharge on the TAMARCA on 204 is ^{being} allowed down the to the cargo being a mixed ration one, which has to be sorted and sent to more than one destination.

5).

1945

2).

If this Port is to handle the increased tonnage, it will not be physically possible to warehouse on the quay adjoining Berth No 1 & 2 as has been done in the past.

1945

3).

Can the principle be established that until such time as warehouse accommodation is available all cargoes such as fruit and wine be the responsibility of one firm for the discharge and receipt at Rome, that the cargo be sent in bulk by rail to Rome to some central depot for sorting and distribution.

4).

The discharge on the LAMBRONIA on 14th is slowed down due to the cargo being a mixed ration one, which has to be sorted and sent to more than one destination.

5).

It is appreciated that it is the policy to adopt a peace time procedure in working the Port, but until such time as normal facilities are available, some inconveniences must be suffered, and in view of the better facilities and adequate supply of labour in Rome it is felt that the above suggestion will assist in the turn round of ships.

6).

In order to improve the security of the Port, the presence of unknown consignees is undesirable, and is more likely to be a hindrance than a help. The Port Committee has issued instructions that only persons with passes will be allowed in the Port, and if the forwarding Agents are fully instructed no consignees are required to visit the ships.

W. H. Jones, Capt.

A. H. JONES CAPT.
A.C. PORT LIAISON OFFICER

15 JAN. 1945

CIVILTAVENNETIA

Copy to REG IV ECON & SUP (2)

500 laborers in Santa Barbara. Also under a total of 1000 workers immediately available and it has been approx 1000 separate laborers in Santa Barbara.

A few additional 1000 laborers are coming from Santa Barbara and at least 1000 from Santa which were the two principal sources of labor during the occupation.

The two principal problems 1941 however for drawing workers is having and transportation. With additional and transportation could work into the drawing families could work into the area. That however is a large scale project and only instantly related to the immediate problem. Eventually it would be possible for the present it is proposed that the problem be established that the problem is to be solved for one of the unemployed laborers for workers only. As for transportation between Santa Barbara and Santa Barbara from Santa would be established consistent with working hours for workers.

3/11

(over)

INCOMING MESSAGE

HEADQUARTERS UNITED COMMISSION

(83)

Originator's Reference: 12 5663

Date/Time of Origin: JAN 17 1957

Message Number: 2/8/57

Date/Time Recd: JAN 18 1957

Priority: URGENT

FROM: AFHQ SIGNED SIGNED CITE PAGES FIVE

TO: TO HQ ROME INFO UNDOCKED BARE, ASIDE FROM

SECRET

INFO - ACTION

SECRET.

Confirming conversation RADIOGRAPHICALLY.

Request repair ship progress be called to CIVITAVECCHIA earliest to assist in repair and reconstruction work that port. Unladen vessel will be available in approx 10 days time and that it will be withdrawn should other higher operational commitments arise.

INFO - ACTION

1912

INFO - ACTION
INFO
TO HQ
ASSISTANT
CHIEF COMBAT ENGINE
SCOPING
FILE

File by 1st Class

SECRET



INCOMING MESSAGE

HEADQUARTERS ARMY COMMISSION

82

Message No. 785 RPDG
Date Time of Origin JAN 191535A

Message Center No. C/8576
Date Time Recd. JAN 191926A
Precedence ROUTINE

FROM PERMANE

TO ALCON FOR ACTION TO MOURA AND PERBOTH FOR INFO

CONFIDENTIAL

ACTION

CONFIDENTIAL

Timber is subject. Reference made also 3845.

In PERMANE radio 651 dated 16 January 1945, information copy furnished you, MOURA was requested to advise whether timber and cement were to be released for purchase by you or issued from PERMANE Depot stocks. No reply yet received. For MOURA: Recommend release of cement for purchase and pick up at plant in CIVITAVECCHIA. After release and purchase by ALCON delivery by rail of hewn timbers from COSENZA will require approximately 2 weeks.

ACTION

DATE

1942

ACTION: To S/C
INFO: A/President
Chief Commissioner
Econ Sec
Navy S/C
Shipping
File

CONFIDENTIAL

HEADQUARTERS

A.

5483/Tu3

G.46 CRP/gb

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio UMBRIA REGION
(Engineering Division)
APO 394

18 January 1945

TO : AGHQ Tn(attention Lt.Col. Gier) (2 copies) ✓

SUBJECT : CIVITAVECCHIA Harbour

IN REPLY QUOTE: EA/EXO/11(e)1

Attached to this is my EA/EXO/11(e)1 dated 18th Jan.45 being detailed request for timber on P.B.S.

They have got to obtain release from A.P.H.Q.

It would expedite release if you sent a copy direct to A.P.H.Q. asking them to give release for this quantity of timber to be adjusted as may be necessary to fit sites and lengths actually available.

Enclosures: 2 copies of List of
Materials dated 18th Jan.

Regional Engineer
Lazio Umbria Region AMU.

Lt.Col.H.E.

0410

S.de 007/40
(798)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LARIO SUBRIA REGION
(Engineering Division)
APG 394

18 January 1945

TO : AGHQ (Attention Lt. Col. Nier) (2 copies)

SUBJECT : CIVILIAN PRISONERS

RE REPLY QUOTE: AG/ENG/11(e)

Attached to this is my AG/ENG/11(e) dated 18th Jan. 45 being detailed request for timber on P.M.S.

They have got to obtain release from A.P.M.S. (MCO)A 2.4)

It would expedite release if you sent a copy direct to A.P.M.S. asking them to give release for this quantity of timber to be adjusted as may be necessary to fit size and lengths actually available.

[Signature]

Lt. Col. M.S.
Regional Engineer
Lario Subria Region AGO.

Enclosures: 2 copies of list of materials dated 18th Jan.

0.5a 057/ab

101-25

790

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LACIO BOMBIA REGION
(Engineering Division)

LTO 394

10 January 1945

TO : Chief Engineer P.B.H.
SUBJECT : CIVITAVECCHIA HARBOUR

IN REPLY TO: 24/MNO/11(01)

1) Following telephone call on 16th Jan (Lt.Col. Davies - Lt.Col. Findlay) requesting detailed list of sizes and lengths required. These have been prepared by Maj COLANGELO R.A. and a list is attached. -

Maj. COLANGELO telephoned on 17th Jan to a Staff Capt. giving a list - this list is confirmation thereof with three increases where insufficient had been allowed for overlap, cutting, and transverse bend. -

2) Maj COLANGELO R.A. will go to LACIO on 19th Inst and be in position to make any adjustments in design to fit in with timber available.

I trust release can be obtained promptly as instructions from LTO were to endeavour to have this portion of work completed by 1st Feb. -

3) I hope also it will be possible for you to arrange for loading on rail and dispatch to CIVITAVECCHIA station as being outside this Region I have no means of being as except through Regional Engineer FONDARA which will involve undue delay. -

[Signature]
Lt.Col. R.A.

Regional Engineer
Lazio Bombia Region A.D.

Enclosure (2 copies of list)

PROJECT : CIVILIAN/COMBAT REPORT

IN REPLY (MTR): 84/100/11(8)

1) Followed telephone call on 16th Jan (Lt. Col. Davies - Lt. Col. Fiedley) requesting detailed list of sizes and lengths required. These have been prepared by Maj COLMAN E.A. and a list is attached. -

2) Maj. COLMAN telephoned on 17th Jan to a Staff Capt. giving a list - this list is confirmation letter-of with three instances where insufficient had been allowed for overlap, cutting, and transverse joints. -

3) Maj COLMAN E.A. will go to LONDON on 19th Jan and be in position to make any adjustments in design to fit in with timber available.

4) Trust release can be obtained promptly as instructions from AFHQ were to endeavour to have this portion of work completed by 1st Feb. -

5) I hope also it will be possible for you to arrange for loading on rail and dispatch to ELITVA/COMBAT station as being outside this Region I have no means of doing so except through Regional Engineer TUCALA which will involve some delay. -

Enclosures (2 copies of list)

Copy to

Maj COLMAN
ACMA TC.

←

Chubb
Regional Engineer
Lazio Umbria Region AMB.
Lt. Col. E.A.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LASIO-UMERIA REGION
(Engineering Division)
APO 344

792

15 January 1945

LIST OF MATERIALS REQUIRED FOR TIMBER ERECTIONS AT
LAIO-UMERIA

<u>Timber Piles</u> - Length not less than 36' - 0"	20 Number
of 15" dia or 14"x14" or 12"x12"	
<u>Timber Columns</u> - Length 15' - 0" to 20' - 0" assorted	30 Number
12" x12" or 14"x14"	20 Number
ditto - Length 8' - 0" - 10' - 0"	100 Number
- Length 15' - 0" approx 9"x3"	1000' Total length
<u>Transverse Beams</u> - Length not less than 14' - 0"	
longer if possible of 12"x12"	
or 14" x8"	3500' Total length
- Length not less than 10' - 0"	1934
if possible 12' - 0"	
of 12" x6" or equal.	2000 square feet.
3" thick any lengths available	Super
11' - 0" - 14' - 0" Good size	500' Total length
4" x 4" - any lengths	
2 Boxes @ 115 each 20" long x 1-1/8" dia with nuts for	
	both ends
1 Box @ 115 each 24" to 26" long dia with nuts for	
	both ends

6" Nails 100 lbs.

Signed: C. P. B. GOLDBORN
Major

15 Jan 1945

JAN/nt

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

MEMO :

12 January 1945

SUBJECT: Mole Repairs Civitavecchia Harbour.

TO : Colonel "Q" (M)

FROM : A.Q.M.G. (M) Unifying
Movements Division.

1. Breaches in the Mole were today rectified in company with Comdr. Flint H.S.H.. As a result he is advising P.S.T.O. that the heavy crane ship is unsuitable for the placing of heavy blocks into position on the Mole.

2. The attached rough sketch shows the main breaches marked A. to E. A. & B. breaches affect seriously the safety of ships in the harbour, C.D. & E. breaches affect the safety of craft to a lesser degree but are the only means of protection to the Railway line serving Berth 4.

3. Repairs to breaches B.C. & E. only necessitate the building of an upper wall while breaches A. & D. require filling with heavy blocks on the outside, repair outside of the Mole.

4. It is quite impossible to berth the crane ship inside the harbour and near enough the breaches to permit the heavy jumbo to place the repair. On the seaward side sufficient water is available but weather conditions would make it extremely hazardous for the vessel to operate there, even to-day with calm conditions, a heavy ground swell was running along the Mole, although not apparent on the foreshore East and South of the Harbour.

5. At the old Port, marked G on the attached plan, there is a sunken steel framed obelisk which was used in

(78)

with Comdr. Flint H.M.N. As a result it is advised that the heavy crane ship is unsuitable for the placing of heavy blocks into position on the Mole.

2. The attached rough sketch has the main breaches marked A. to E. A. & B. breaches affect seriously the safety of ships in the harbour. C. D. & E. breaches affect the safety of craft to a lesser degree but are the only means of protection to the Railway line serving Berth 4.

3. Repairs to breaches B.C. & E. only necessitate the building of an upper wall while breaches A. & D. require filling with heavy blocks on the outside, repeat outside, of the Mole.

4. It is quite impossible to berth the crane ship inside the harbour and near enough the breaches to permit the heavy jumbo to plumb the repair. On the seaward side sufficient water is available but weather conditions would make it extremely hazardous for the vessel to operate there, even to-day with calm conditions, a heavy ground swell was running along the Mole, although not apparent on the foreshore East and West of the Harbour.

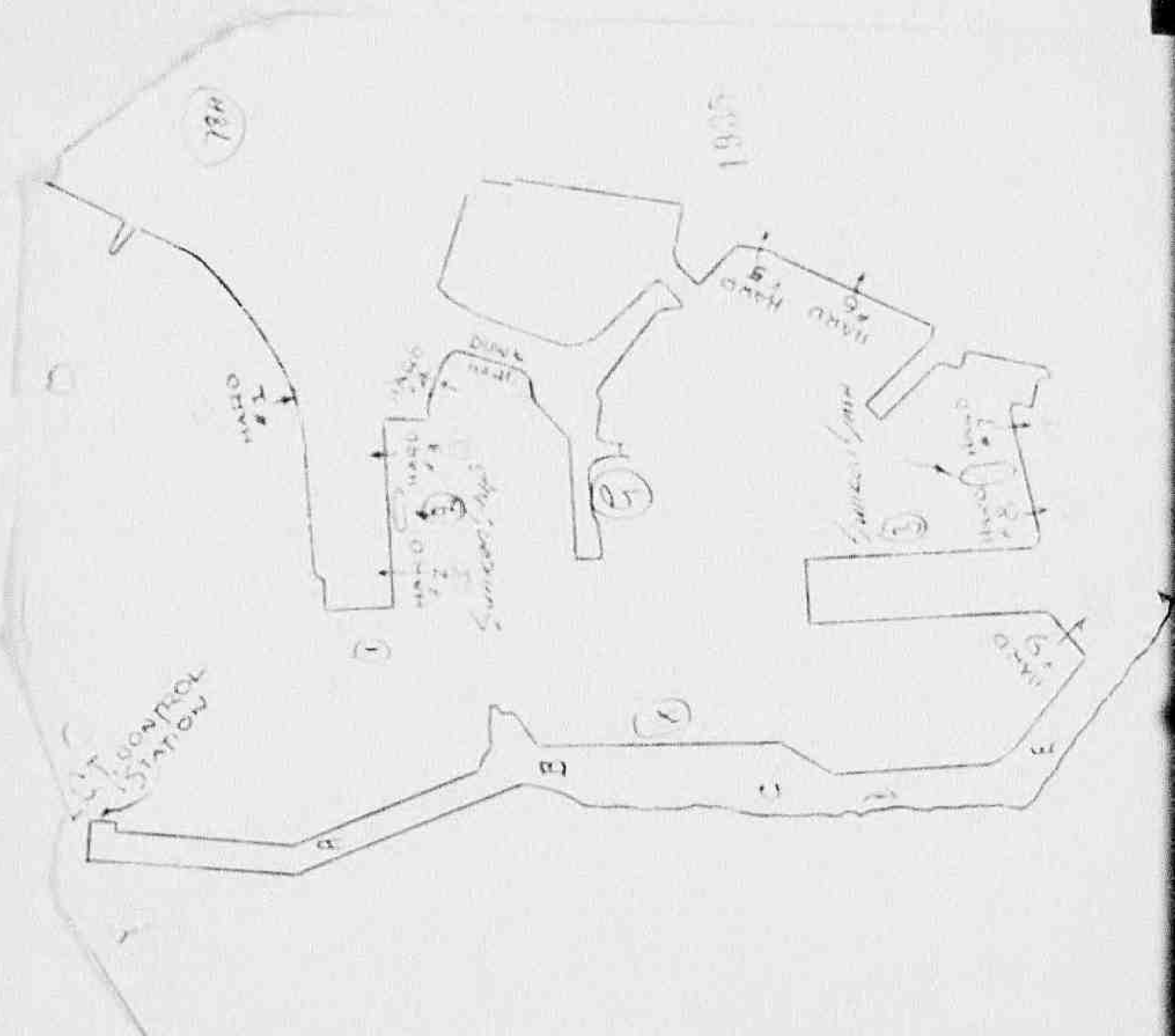
5. At the old port, marked C on the attached plan, there is a sunken steel framed shear-legs which was used in the construction of Porto Vecchia Harbour. M.O.I.C. advises the capacity 80 tons and that civilian contractors are at present working on the salvage of the craft, completion date being given 20 days from now.

6. It is strongly recommended that Sapper assistance be given to expedite this salvage work which appears to be the most satisfactory answer to the problem.

(J.A. Ball (JR))

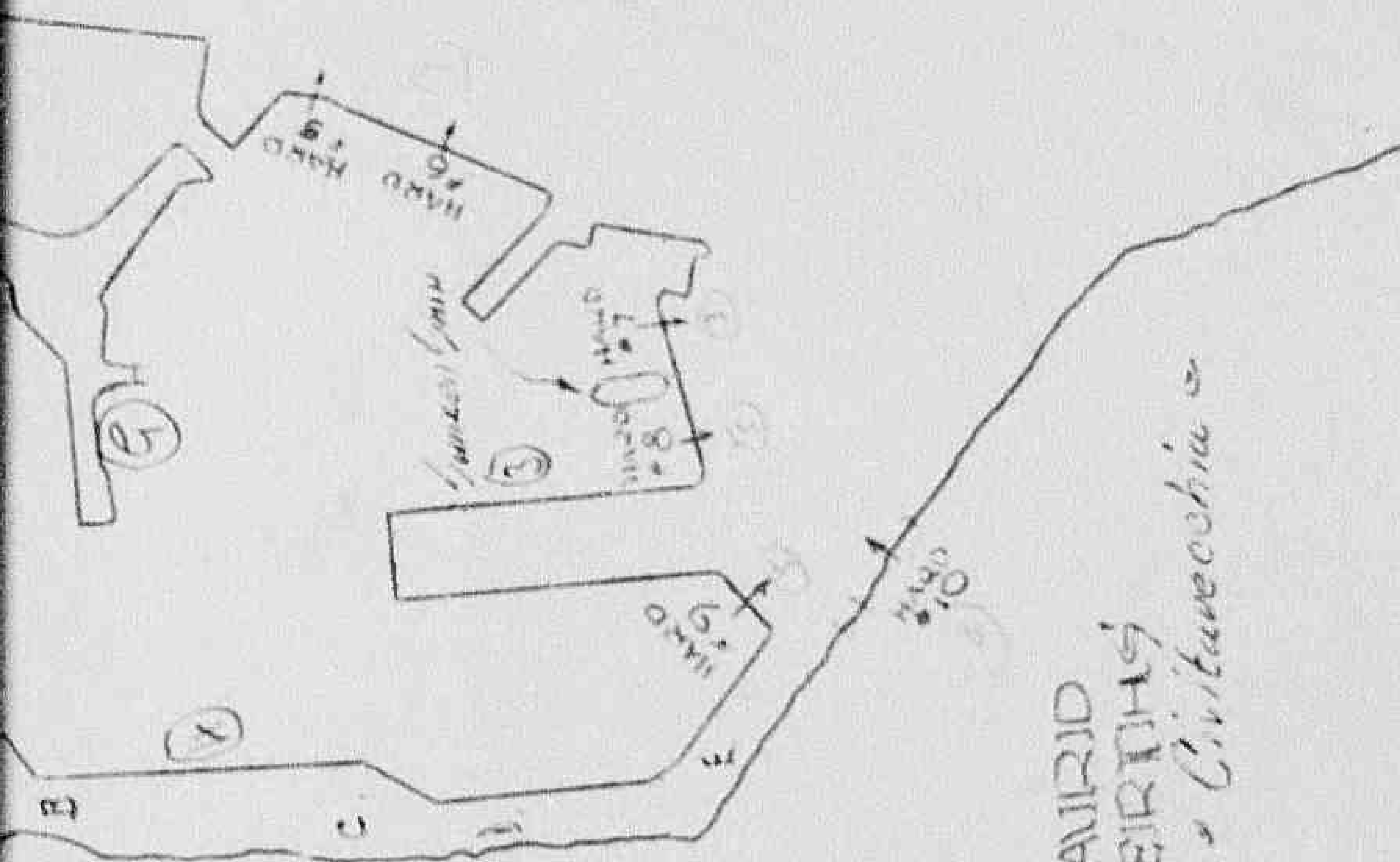
Lt. Col

A.C.M.S. (M)



No. 785021

1935



MAILED
BERTHS
- Chitanechia -

SECRET.

JAR/fo

(22)

HEADQUARTERS ALLIED COMMISSION
APO 594
Transportation Sub-Commission

Tela: 478701

18 January 1948

Our ref.: AQ/41/73/3/Tb.2

SUBJECT: Repair ship "PROGRESS"

TO: P.O. & U. Sub-Commission

AFM, advise repair ship "PROGRESS" expected to arrive
Civitavecchia in approximately 20 days time.

This vessel will be withdrawn should higher operational
commitments arise.

1934
[Signature]
J. I. SILVER
Lt. Colonel, R.N.
Nav. Shipping Div.

Copy to: Lazio-Umbria Region
(att.: Lt. Col. Findlay, V.O.)

Capt. Brown
To: Civitavecchia

[Handwritten signature]

Subject : CIVILIAN AREA.

ALLIED FORCE COORDINATION

24 (NOV & TH) 5/37A/TH

6 Jan 45

To : HQ Allied Coordination.

Tel: YORKON 229

Further to Radio Coal Reception Committee Minute 3/8, arrangements have been made for four self-operating coal buckets to be supplied from Tn (Br) Increment 1241. It is understood that Maj Chapman of that Tn has already contacted your HQ.

VL/24

Not yet approved by G. 5 1/4/45
In Tn 1241, Chapman is working on it.

King May
V. ADM, D.L.,
for Brigadier,
D.G.M.O. (Nov & Tn).

1933

Copy to: DGT Operations.
D Tn.

2/5

3/4

7850-21

Figure 1

5

2000

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5761 JOURNAL OF

《中国音乐史》, 人民音乐出版社, 1998年。

• Tests of statistical significance

1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808

1. Enclosed a report from Mr. Goldson in attached and advise the work to be put in hand immediately.

They require the participation of members and the longer term programs for more personal contact.

The electric insulation has been taken up with the
CONCORD.

The labour cost compensation adjustment is calculated by partitioning a unit's responsibility ratio into two parts; first, about one-third is allocated to the unit's responsibility ratio and the remaining two-thirds are reported separately.

2 Attached to a copy of my letter to (C) District in connection of telephone message of 15th Dec. X'

Appl. for machine and tripod this is being submitted and a
 consent will be submitted to transportation sub-committee as requested.

It was suggested to me that it would probably be quicker to telephone him and ask him to call for a courier with the 40 m on to the next day.

[illegible]

10

10

06-03-2006

20

graduated from

1. *... ..*

16 m. at
water

At the same time, the

Chittenden

1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 26

Abstract

Cont. English Pattern 107.

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Page 10 of 10

[illegible]

17th Jan, 1945 in company with the Senior Civil Engineer by-
calised, an Italian Navy representative and the contractor.
of work for Bertha. The following report is given on the
causes of delay at present.

A complete list of equipment and materials required to carry
out the work is attached (App.A.)

C. The work can be grouped as follows:

- (a) Extensions to timber platforms on existing wharves
- (b) Clearing of debris from bombed structures on the quay
and restoring the quay walls and surface.
- (c) Repairing breakwaters and sea walls.

1930

J. Group (a) Nothing is started on this yet. The delay is
due to materials shortage.

Steel cutting gear is required to cut away ship superstructure
and timber and barge is required to build the platforms. The
work can start as soon as these are forthcoming.

4. Group (b) All this work is interconnected and in most cases
the berth cannot be cleared under water until the quay itself
is cleared of debris and then allow the area around (which are
day yet there) to work on the quay edge. It is understood that
these are coming from London in a few days. By far the biggest
task is the removal of the broken reinforced concrete ware-
houses on the quays themselves. No work can start on this
until the burning gear and compressors are available to break
up the masses.

5. 861 Mechanical equipment Coy are arranging for a vertical
face digger an angle tower and some derricks to be sent up
shortly to assist.

Compressors and burning gear have been demanded from 861
Dist. but it is not known when they will be available. The
quays will then be restored in concrete or timber and the
access road put into order in cooperation with railway 861

698
 Mech. Co. Coy have provided a 10 Ton. roller to assist in this work.

5. Group (c) "guinea" to breakwaters and walls will be slow. Repairs started have called away large fractions of the wall protecting pier 9. If we get some storms from N.E. the railway to berth 11 will be washed away as there is practically nothing left of the wall at several points. The chief work required is the placing of boulders outside the wall to break the waves and prevent them from washing on the wall itself. This can only be undertaken in calm weather and a 10 ton floating crane or barge is necessary.

It is understood that C.F. do not consider it safe to send their cranes ashore but there is a possibility of the U.S. salvage ship "Progras" being sent to give assistance in all the work. If so, black work will be done outside the breakwaters whenever weather permits.

The Fort Ponton crane which has always been used for this work is the best in area in shallow water and is now ready to be shipped. Its draft is required in a good pier. After repairs it will be ready for work in 6 weeks. When this is done the black floating outside the breakwaters will be continued at every opportunity.

The rebuilding of the walls inside the breakwater can go ahead now and it is understood contractors are doing ahead with the work now.

1928

Many alternative means of obtaining loans suitable for rebuilding the breakwaters are being submitted and is considered inadvisable for such of the work. It is being to find a solution in a few days.

6. Transport. There is still no transport available to the contractors and they had do little without it. Cement is available but cannot be collected. Neither are sand and other materials available in vicinity. No brought to the site.

As arranged by telephone Mr. will be contacted for rail tracks and the sub-commission has agreed to order for railway to be extended to the quay 6 & 7 in vicinity of available for

It is understood that V.S. do not consider it safe to send their crane ashore but there is a possibility of the S.M. Salvage ship "Procyon" being sent to give assistance in all the work. If so, block work will be done while the breakwaters whenever weather permits.

The Port Pontoon crane which has always been used for this work in the past is sunk in shallow water and is now ready to be raised. It, that is required to a good pump. After raising it will be ready for work in 4 weeks. When this is done the block placing outside the breakwaters will be continued at every opportunity.

The rebuilding of the walls inside the breakwater can go ahead now and it is understood contractors are going ahead with the work now.

1929

Many alternative means of obtaining pumps suitable for raising the pontoon crane are being sought as it is considered indispensable for much of the work. It is hoped to find a solution in a few days.

6. Transport. There is still no transport available to the contractors and they can do little without it. Cement is available but cannot be collected. Neither can sand and other materials available in vicinity, be brought to the site.

As arranged on telephone NVD will be contacted for Bell Messike and the sub-commission has agreed to ask for railway to be extended to the July 6 A.I. as quickly as possible for constructional reasons.

7. Labour. There is enough labour available locally to make a start now and by 10 Jan. there will be accommodation for 100 men from other areas in the Cape Verde Islands which is being put into order for the purpose.

There is a shortage of masons for rail construction. A report from the Division is expected on 16th Jan.

5. Electricity. The contractors have requested that a power line be brought down to the docks, for use during construction, and for electric concrete mixers, pumps, saws, drills and lighting. As it is anticipated that this power will be needed at some future date on the docks for handling cargoes and that no materials are available at Civitavecchia it is hoped that action will be forthcoming to have this done.

6. Concreting. It will be seen from above that very little has been done so far on these schemes and until such time as the materials & equipment mentioned are forthcoming little or no work is progress worth talking about can be forecast.

19th January 1945

Enclosure

MAJOR RA
THE CONSTRUCTION OFFICER

1928

5-1940-27

69c

690

REPORT ON CIVILIAN VESSEL

APPENDIX A

LIST OF EQUIPMENT & MATERIALS DEPARTED

1. grab cranes -
It is understood there are being sent to work on coal grab cranes in the port and that they can be used to clear the harbor first in a constructional capacity.

2. 1 1943 Pease shovel
1 angle dower (18)
10 Dumpers (without drivers)
1 10-ton roller
Lt. Gibson of P.C. Mech. Equip. Coy (was seen on a recon of the site and he said he would recommend that these be sent.)

3. 3 - 500 foot compressors
with equipment complete
10 Beta Oxy Acetylene burners
ing and cutting sand
(These have been asked for by telephone from Chief Engineer H.J. Diet who is to enquire into the matter.)

4. 500 ft/40 lb wire hammer
for temporary work at coal berth 3rd.

5. Timber and bolts for platform
force on under
350 M.C. 30 cm. x 30 cm.
(no ledger)
30 M.C. 4/8 cm. decking
(Lt. Col. Davis of P.B.C. has been sent asked on this and new figures are being submitted owing to the timber not being released until sizes and lengths given.)

6. Cement 2200 tons
how?
Released from cement works at Civiltavecchia - 500 tons new & 1500 tons per fortnight.

7. 1 70-ton floating crane.
Understood not available - possible that H.B. Salvage vessel PHUMASS may come instead (40 ton bow lift)

2. 1 1942 Ford Model
1 Apple Car (10)
10 Dumpers (without drivers)
1 10/100 roller

3. 3 - 500 foot compressors
with equipment complete
10 Beta Dry Assembly burn-
ing and cutting gear

4. 500 ft/40 lb wire harness
for temporary work at oddi
berth B7.

5. Timber saw belts for plat-
forms as under
350 H.P. 10 cm. x 10 cm.
(as lengths)
30 H.P. 4 1/2 cm. decking

6. Cement 2200 tons

bag

7. 1 70/ton floating crane.

8. 10 trucks

(These have been asked for by telepho-
) no from Chief Engineer (A) Dist who
(was to acquire into the matter.

(Lt. Col. Davis of T.B.S. has been con-
) noted on this and new figures are being
(ing submitted owing to the timber not
) being released until sizes and lengths
(given.

Delayed from cement works, of Divi-
invariable - 500 tons per 1000 tons
per fortnight.

Understood not available - possible
that W.R. Salvage vessel PROGRESS may
come instead (40 ton bow lift)

It is understood that this has been
increased to 20 trucks (which we requi-
re) and ordered by Road No. 3-3, but
no information yet received of
result.

Copy

SECRET

U.S. AIR FORCE

HEADQUARTERS
UNITED STATES GOVERNMENT
LAW OFFICES
(Engineering Division)
APO 394

(690)

TO : O.E.3 District
SUBJECT : CIVITAVECCHIA Harbour Increase of capacity
IN REPLY QUOTE REF/200/11 (a)

16 January 1945

Confirming telephone message on Sunday 14th 11.00 AM
(Brk. Keane - Lt. Col. Findlay).

(a) Instructions have been received announcing from AFHQ to increase capacity of CIVITAVECCHIA Harbour as an urgent job and offering assistance with equipment.

I was instructed by Movement 12th to get in communication with you.

(b) For cutting of steel on decks and deckhouses and areas of wooden ships being used as unloading quays and also for cutting of steel rods of reinforced concrete debris from demolished buildings and also for breaking up into sizes capable of being handled blocks of concrete debris the following are urgently required:

10 Sets SKIDING Gear complete with all stores necessary for a month work this includes the OXYGEN Cylinders (filled) and CARBIDE.

3 Compressed portable complete (500 electrically driven) 500 ft complete with Drilling tools.

These will be used mainly for drilling holes in reinforced concrete blocks for subsequent explosive charges.

Could thus be dispatched as early as possible c/o O.E.3 CIVILIAN CIVITAVECCHIA Harbour.

Major COLSON R.A. will be supervising the work and in a few days will be resident at harbour and prior to setting up an office can be contacted through the Ministry of War Transport Office at Civitavecchia or the officer of the Italian Rear Admiral in charge of the port.

1926

with you.

(b) For cutting of steel on beams and deckhouses and seats of wooden ships being used as unloading ramps and also for cutting of steel rods of reinforced concrete debris from demolished buildings and also for breaking up into sizes capable of being handled blocks of concrete debris the following are urgently required:

10 sets MILLING Gear complete with all stores necessary for a month work this includes the OXIDUM cylinders (filled) and CARBIDE.

1 Compressor portable complete (NEW electrically driven) 500 ft complete with drilling tools.

These will be used mainly for drilling holes in reinforced concrete blocks for subsequent explosive charges. -

Could there be dispatched as early as possible c/o GENIO CIVILE CIVITAVECCHIA Harbour.

1924

Major COLONNINI R.A. will be supervising the work and in a few days will be resident at harbour and prior to setting up an office can be contacted through the Ministry of War Transport Offices at Civitavecchia at the officer of the Italian Rear Admiral in charge of the port.

(c) Lt. Gibson Cdt M.E. Coy was met in Rome on 14th Jan and stated he was producing the following

- 1 - 10 22 face shovel
- 10 Dump Trucks
- 1 8 engine dozer
- 1 10 Ton Road Roller (in 10 days time)

./.

and would require civil drivers for Deep Trucks after arrival. (This is stated as I understand he is under you).

(d) We are endeavoring to get a pump delivering 200 to 300 liters a second to pump out the bottoms of a floating crane at present stuck in the harbor. Genio Civile say for about 3 days I think more likely 14 days allowing for misadventures.

Can you help with Prime Power portable set.

Electricity is NOT available at site owing to power line being damaged - question of repair is being investigated but NOT likely under a month.

(e) A portable generator set would be a great asset have you anything to offer.

The voltage required for plant likely to be available from Civil Sources is 240 volts.

(f) A Portable generator set for Night lighting of work would be required. -

Possibly a Searchlight Generator.

(g) We will want a large quantity of long bolts nuts and washers for timber jetties.

Details NOT yet worked out but probably Bolts 1 inch to 1 1/4 inches diameter lengths 20 to 30 inches about 250 total. -

What could you offer
also 500 lbs 6 inch nails for nailing decking.

1925

Signed: de CE. FLETCHER Lt. Col. R.E.
Regional Engineer
Radio Electric Region AGC.

Copy to:

ACHQ (P.W.)
Major Goldson
ACHQ (T4)

Not likely under a month.

(e) A portable generator set would be a great asset have you anything to offer.

The voltage required for plant likely to be available from Civil Sources is 240 volts.

(f) A portable generator set for Night lighting of work would be required. -

Possibly a Searchlight Generator.

(g) We will want a large quantity of long bolts nuts and washers for timber jetties.

Nuts and bolts not yet worked out but probably Bolts 1 inch to 1 1/4 inches diameter length 20 to 30 inches about 200 total. -

What could you offer
also 500 lbs 6 inch nails for sailing decking.

1928

Signed de C. P. P. P. P. Lt. Col. R. E.
Regional Engineer
Indian Ontario Region AMO.

Copy to:

ACHQ (P.E.)
Major Colson
ACHQ (En)

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RECEIVED
MILITARY DISTRICT
OF THE PACIFIC
WASHINGTON, D.C.

17 JANUARY 1961

TO: 1. Civil District

FROM: 1. Engineering Division, Bureau of Reclamation

SUBJECT: 1. Construction of the

1. The following information is being furnished to you for your information and guidance in the construction of the project.

1. The information has been reviewed and approved by the Bureau of Reclamation and is being furnished to you for your information and guidance in the construction of the project.

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Received 12 April 2006; accepted 12 May 2006
Published online 12 May 2006 in Wiley InterScience (www.interscience.wiley.com). DOI: 10.1002/anie.200600116

(a) The following have been found to contain appreciable traces of lead: brass (estimated by A. S. D.) 1000 ppm; cast iron 1000 ppm; and steel 1000 ppm.

[illegible]

(a) For collection of 1981 we have two Washington and most of eastern Idaho traps used as collecting traps and also for trapping of small sets of restricted, suitable labels from restricted holdings and also for trapping of large sets of traps capable of being handled by one of our people. The following are the traps collected:

For example, our sample did not include university law students who follow the legal profession (village) and

[illegible]

There will be great safety for sailing boats is reinforced concrete blocks for subsequent collapse damage.

Finally, there is disagreement on exactly how people who are not in the workforce should be treated.

[illegible]

$\left(\frac{\partial}{\partial x} + \frac{1}{x} \right) f(x) = g(x)$

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$$\frac{10}{2}$$

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1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

[illegible]

See *Chloris* *July* *1900*.

[illegible]

三、四、五

— *Journal of the American Medical Association*, 1997

100

Continuity

1. *Journal of the American Medical Association*, 1997; 277: 1001-1005.

1997

SHANQUARTERS ALLIED COMMISSION
LFO 334
Transportation Sub-Commission

13 January 1943

AC/EX/2/

Dear Mr. Minister:

Your Ministry will shortly be receiving an application by the Ministry of Public Works for a number of load carrying motor lorries for use at Civitavecchia port.

Plans have been made for work on clearing the port in order to ^{enable} its present capacity, is conceived forthwith, and your cooperation is a matter vital to the future well-being of Rome is urgently requested.

The need for the lorries is estimated to be for a period of at least three months, and drivers will be required to live in, or in the neighborhood of Civitavecchia. The necessary administrative arrangements in this connection will therefore have to be made.

I understand that the Ministry of Commerce, Industry and Labour is investigating the possibility of housing workers from Volpe in Civitavecchia. I suggest therefore liaison with this Ministry for including the drivers in the administrative plans made.

Yours very truly,

M.A.
1943
H.B. THOMAS
Colonel,
Deputy Director.

Via Excellency the Minister of Transport.

land carrying water lorries for use at Civitavecchia port.
Plans have been made for more on clearing the port in
order to enable for present capacity, to increase for the future,
and your cooperation in a matter vital to the future well-
being of Rome is urgently requested.

The need for the lorries is estimated to be for a
period of at least three months, and drivers will be required
to live in, or in the neighbourhood of Civitavecchia. The
necessary administrative arrangements in this connection will
therefore have to be made.

I understand that the Ministry of Commerce, Industry and
Labour is investigating the possibility of housing workers
from Velle in Civitavecchia. I suggest therefore liaison
with this Ministry for including the drivers in the adminis-
trative plans made.

Yours very truly,

M. B. Thomas

1929

M. B. THOMAS

Colonel,

Deputy Director.

His Excellency the Minister of Transport.

4 Jan 30 was requested by their Public Works.

17 Jan: understood from his Excellency to take care
been promised that Rome not yet arrived
at port. May later, be raised & processed
at meeting of Ministers? Additional
nation will be allowed.

S/H

20/10/29/5/7/4-3

2000

THE UNIVERSITY OF CHICAGO PRESS

[illegible][illegible]

recovery from the initial shock of the earthquake.

50000 40000 30000 20000 10000 0

SCHOOL OF THE ARTS AND SCIENCES

1996年12月12日，在《人民日报》发表署名文章《论中国加入世界贸易组织》，指出中国加入世界贸易组织是中国的机遇，也是世界的机遇。文章指出，中国加入世界贸易组织后，将给中国带来巨大的利益，也将给世界带来巨大的利益。文章还指出，中国加入世界贸易组织后，将给中国带来巨大的挑战，也将给世界带来巨大的挑战。文章最后指出，中国加入世界贸易组织后，将给中国带来巨大的机遇，也将给世界带来巨大的机遇。

THEY USE NO ACTION IN THEIR WORK BUT THE ONLY ONE

1994年12月20日

1994年12月 第10卷第4期 第40-42页

[illegible]

SMITHSONIAN INSTITUTION

NAME _____
ADDRESS _____
CITY _____
STATE _____
ZIP _____
COUNTRY _____
TELEPHONE _____
FAX _____
E-MAIL _____
DATE _____
SIGNATURE _____
PRINTED NAME _____

1921

CHIEF OF POLICE
NEW YORK CITY

RECEIVED
JAN 10 1921

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1921

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0440

Declassified E.O. 12356 Section 3.1/NND No. 185031

INCOMING MESSAGE

HEADQUARTERS ARAB COMMISSION

(61)

ORIGINATOR'S REFERENCE: FA 21001
DATE TIME OF ORIGIN: JAN 12

MESSAGE CENTER NO: 6/751
DATE TIME RECEIVED: JAN 12 1950
PRIORITY: ROUTINE

FROM: AFHQ, BUREAU OF ARAB AFFAIRS, WASHINGTON

TO: ALOA, INFO BUREAU, WASHINGTON, BUREAU OF ARAB AFFAIRS, WASHINGTON, DEPT. OF STATE

SECRET

URGENT

Meeting AFHQ and January on CIVILIZATIONIA refers. 20 MEMBERS declared available. Report being submitted. FORAM has agreed the charges to CIVILIZATIONIA. The two tags nominated for CIVILIZATIONIA reference by TERA 210 210A 217. COORDINATE sending 2 further copies. REQUEST to take delivery on your behalf.

ACTION

1920

15-1-45

request 210/210A

arrange for delivery

ACTION TO
INFO: AT PRESENT
CHIEF COMMISSIONER
BUREAU OF
FILE

SECRET

HEADQUARTERS
JAN 15
A. C.

URGENT 1100Z JAN 45

PRIORITY

11 JAN 45

SECRET PD

RECEIVED PD REVEREND 1100Z JAN 45 FIVE FIVE NINE (P) FIVE JAN FURTHER
 REVEREND SHOWS THAT CRANE SHIP COULD NOT REPAIR WORK ON WORKING INSIDE

HARBOR PD

RECEIVED PD REVEREND 1100Z JAN 45 FIVE FIVE NINE (P) FIVE JAN FURTHER
 ESTIMATED THAT REGULAR REPAIRS WOULD TAKE WORKING OUTSIDE
 MOST HAZARDOUS EVEN WITH SEA GOING TO ASSISTANCE PD
 PARA TWO PD SALVAGE TOW BY ITALIAN NAVY IN PROCESS ON RIGHT ZERO
 TOWS SHOWN USED IN ORIGINAL HARBOR CONSTRUCTION PD ITALIAN
 ESTIMATE THAT THIS WILL BE RAISED IN THREE WEEKS TIME BUT THIS
 CONSIDERED OPTIMISTIC WITH PRESENT FACILITIES PD
 PARA THREE PD REQUEST INVESTIGATION EARLIEST POSSIBLE BY EXPERT
 SALVAGE OFFICER TO SEE IF SALVAGE CAN BE RATHERED BY ALSO REQUEST
 PLAN OF REPAIR SHIP PROGRESS CAN BE AVAILABLE AS MUCH UNDERWAY WORK
 COULD BE DONE BY HER PD

COPY TO NAVY SUB COM
 SHIPPING SUB COM
 NAVY SUB COM
 NAVY SUB COM
 NAVY SUB COM

CHIEF COMMISSIONER
 ECONOMIC SECTION

1951

NAVY SUB COM

NAVY SUB COM

PARAN TO THEIR CITY FROM CITY WITH FROM ALICE PARR

ESTIMATED THAT REGULAR HEAVY GROUND SHELL WOULD HAVE WORKING OUTSIDE
MOST HAZARDOUS EVEN WITH THE GOING TWO ASSISTANCE PD
PARA TWO TO SALVAGE WORK BY ITALIAN FOR IN PROGRESS ON NIGHT HERO
TONE SHEERING USED IN ORIGINAL HANDBOOK CONSTRUCTION PD ITALIAN
ESTIMATE THAT THIS WILL BE RAISED IN THREE WEEKS TIME BUT THIS
CONSIDERED OPTIMISTIC WITH PRESENT FACILITIES PD
PARA THREE PD REQUEST INVESTIGATION EARLIEST POSSIBLE BY EXPERT
SALVAGE OFFICER TO SEE IF SALVAGE CAN BE FASTENED PD ALSO REQUEST
LOAN OF REPAIR SHIP PROCEEDS CVA IF AVAILABLE AS MUCH USEFUL WORK
COULD BE DONE BY HER PD

COPY TO NAVY SUB COM
SHIPPING SUB COM
PORTS SHIPING AND WARE DIV
P W & E SUB COM

TRANSPORTATION S/C

390

1919

CHIEF COMMISSIONER
RECONVIC SECTION

NICHOLAS PIERSON
C.W.O. U.S.A.
Asst. Adjutant

5/41

CAB/af

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MEMO :

13 January 1943

SUBJECT: Mole Repair Civilian Harbor.

TO : Colonel "G" (M)

FROM : A.C.M.C. (M) Shipping
Navy Division.

1. Breaches in the Mole were today reported in company with Comdr. Plant H.H.A.. As a result he is advising P.J.C.O. that the heavy crane ship is unsuitable for the placing of heavy blocks into position on the Mole.
2. The attached rough sketch has the main breaches marked A. to E. A. & B. breaches affect seriously the safety of ships in the harbor. C.D. & E. breaches affect the safety of craft to a lesser degree but are the only means of protection to the Railway line serving berth 4.
3. Repairs to breaches C.D. & E. only necessary, the building of an upper wall while breaches A. & B. require filling with heavy blocks on the outside, repeat outside, of the Mole.
4. It is quite impossible to berth the crane ship inside the harbor and near enough the breaches to permit the heavy jumbo to place the repair. On the seaward side sufficient water is available but weather conditions would make it extremely hazardous for the vessel to operate there, even to-day with calm conditions, a heavy ground swell was running along the Mole, although not apparent on the foreshore East and West of the Harbor.

5. At the old port, marked G on the attached plan, there is a broken steel framed structure.

that the mooring blocks are heavy blocks into position on the mole.

2. The attached rough sketch has the main breeches marked A. to E. A. & B. breeches affect seriously the safety of ships in the harbour. C. D. & E. breeches affect the safety of craft to a lesser degree but are the only means of protection to the Railway line serving Berth 4.

3. Repairs to breeches B.C. & E. only necessitate the building of an upper wall while breeches A. & D. require filling with heavy blocks on the outside, repeat outside, of the Mole.

4. It is quite impossible to berth the crane ship inside the harbour and near enough the breeches to permit the heavy jumbo to plumb the repair. On the seaward side sufficient water is available but weather conditions would make it extremely hazardous for the vessel to operate there, even to-day with calm conditions. A heavy ground swell was running along the Mole, although not apparent on the foreshore east and west of the Harbour.

5. At the old Port, marked G on the attached plan, there is a sunken steel framed sheer-legs which was used in the construction of Porto Yacchia Harbour. N.O.I.C. advises the capacity 80 tons and that civilian contractors are at present working on the salvage of the craft, completion date being given 20 days from now.

6. It is strongly recommended that Sepper assisted be given to expedite this salvage work which appears to be the most satisfactory answer to the problem.

J.A. GALLAGHER
Lt. Col
A.C.M.G. (R)

14/5
5/21

57

10/20/54

MEMORANDUM FOR THE
ATTENTION OF THE
PROSECUTION SUBCOMMITTEE

Page 1

15 January 1955

Re: ref: 10/21/54, Ca/S

Subject: Minutes of meeting held at
Ottawa on Monday 7 Jan 55

TO : the distribution

Please note that the file reference of the
a/c minutes is 10/21/54, Ca/S.

Ambracine
10/21/54
10/21/54

1917

Distribution:

10/21/54, (2 copies)
Army Sub-Comm.
Region IV (2 copies)
Nav. Staff
Port and Shipping Div.
General Services

Finance Div.
Labour Div.
Rail Div. (2 copies)
Nav. Shipping
Nav. Stores Div. (2 copies)

52

WJS/14

HEADQUARTERS ALLIED COMMISSION
APO 324
Transportation Sub-Commission

File 1

13 January 1945

Our ref.: AG/41/58/TN/3

SUBJECT: Reconstruction Port of Civitavecchia

TO: Acting Deputy Chief of Staff
Economic Section (2)

1. The reconstruction of the Port of Civitavecchia is now actively in hand.
2. A.P.H.C. are making available immediately the bulk of the materials required and are loading the necessary mechanical equipment, cranes, tugs etc. with military crews to enable the work to be accelerated. A.P.H.C., however, emphasize that this personnel and equipment will only be available for a limited period, and that both equipment and personnel must be utilized to the full, while available.
3. Arrangements have been made with the Sub-Commissions and Italian Authorities concerned for the work to be speeded up and the draft Memorandum attached has been agreed with the Sub-Commissions concerned.
4. As yet no Executive Memorandum has been published covering this work, and it is suggested that an Executive Order along the lines of the attached draft (Tab.A) is issued.

W. L. H. H. H.

Enclosure: Draft Memorandum

/s/ HENRIET B. TAYLOR
DIRECTOR

5/11

/fa

-P.H.A.T.T.

EXECUTIVE MEMORANDUM No.

REHABILITATION AND RECONSTRUCTION OF THE
PORT OF CIVITAVECCHIA

1. The reconstruction and rehabilitation of the Port of Civitavecchia will be accelerated.
2. The reconstruction of the port will be undertaken by the Italian authorities in conjunction with representatives of Allied Commission, and with assistance from AFHQ.
3. Reconstruction in general will follow the lines laid down as a result of joint recommendations held by the Transportation Sub-Commission, details of which were circulated in Minutes of Meeting held at Civitavecchia on 7 Jan '46, Reference AC/41/03/EN/S. Reconstruction other than railways will be carried out through the Italian Ministry of Public Works, supervised by the Public Works & Utilities Sub-Commission.
4. Reconstruction on railways will be carried out by the Italian State Railways, supervised by the Transportation Sub-Commission assisted by IMHS Italy.
5. Salvage below high water level will be carried out under the Italian Interministerial Committee for non-operational salvage and within the limits laid down by C-in-C Med's letter MWD 42/217/4/2 dated 4 Jan 46.
6. Every effort will be made to complete the work by 1 May 46.

Italian authorities in conjunction with representatives of Allied Commission, and with assistance from AFHQ.

2. Reconstruction in general will follow the lines laid down as a result of joint reconferences held by the Transportation Sub-Commission, details of which were circulated in Minutes of Meeting held at Civitavecchia on 7 Jan '40. Reference AD/41/03/Tn/S. Reconstruction other than railways will be carried out through the Italian Ministry of Public Works, supervised by the Public ¹⁹⁴⁰ Utilities Sub-Commission.

4. Reconstruction on railways will be carried out by the Italian State Railways, supervised by the Transportation Sub-Commission assisted by LMS Italy.

5. Salvage below high water level will be carried out under the Italian Interministerial Committee for non-operational salvage and within the limits laid down by C-in-C Med's letter NSD 40/517/4/3 dated 4 Jan 40.

6. Every effort will be made to complete this work with utmost possible speed.

7. The Transportation Sub-Commission will be responsible for co-ordinating the work of the Italian authorities, Allied Commission and the use of personnel, materials, and equipment assigned by AFHQ.

ELLERY W. STONE
Rear Admiral, USNH,
Chief Commissioner.

RESTRICTIONS:

Chief Commissioner	(1)
Chief of Staff	(1)
Economic Section	(4)
Public Works & Utilities B/C	(4)
Navy Sub-Commission	(4)
Shipping Sub-Commission	(4)
Transportation Sub-Comm.	(4)
Labor Sub-Commission	(4)
Industry Sub-Commission	(4)
Finance Sub-Commission	(4)
Region IV	(5)
AFHQ	(4)
WFT	(1)
NSA	(1)
IMHS	(6)

(55)

MINISTERO DEI LAVORI PUBBLICI

DIREZIONE GENERALE DEI SERVIZI TECNICI

ELenco dei materiali e mezzi d'opera necessari per l'esecuzione dei lavori concordati nel sopralluogo eseguito il giorno 7 gennaio 1945 nel porto di Civitavecchia

Materiali:

1 - Travi quadrati da cm. 30x30 minimo	mc.	430
2 - Tavole spessore 4/5 cm.	"	30
3 - Cemento	tonn.	2200

Mezzi d'opera:

- 1 - Pontone a biga da 70 tonn.
- 2 - Rimorchiatore
- 3 - Grappo
- 4 - Un gruppo compressore con martelli pneumatici
- 5 - Un gruppo elettrogeno per taglio lamiera e tondini di ferro
- 6 - 10 autocarri

Autocarro - largo 1,20

IL DIRETTORE GENERALE

Materiali:

1 - Travi quadrati da cm. 30x30 minimo	mq.	430
2 - Tavole spessore 4/5 cm.	"	30
3 - Cemento	tonn.	2200

1400 kg.

Mezzi d'opera:

1 - Pontone a biga da 70 tonn.	1917
2 - Risorcinatore	
3 - Grappo	
4 - Un gruppo compressore con cartelli pneumatici	
5 - Un gruppo elettrogeno per taglio lamiera e tondini di ferro	

✓ 6 - 10 autocarri

Bulldozer - large 1.

IL DIRETTORE GENERALE

[Signature]

14/5

INCOMING MESSAGE

RE: AMPLIFYERS ALBEDO COMMISSION

TH 7/12

(J4)

ORIGINATOR'S REFERENCE: FI 82722
DATE-TIME OF ORIGIN: JAN 102030A

MESSAGE CLASS: 3/7357
DATE-TIME RECEIVED: JAN 110255A
PRIORITY: PRIORITY

FROM: AFHQ HIGHER OF PTCHSA CIVIL NATH
TO: ACTION: PERHABE WAIN INFO: PENQUITH ALBOM

X X X

SECRET

INFO - ACTION

(J4)

SECRET.

Equipment requested in ALBOM'S FATHIN, FWESE number 2559 dated 3 January is expected will be made available from British sources. PERHABE is requested to make available from the nearest plant at CIVITA-VERDIA 500 tons immediately and 1700 tons additional over 3 month period for repairs to disintegrating sawmill. Also 2000 bags to enable handling cement referred to in items 4 and 5. If sawmills referred to in item 6 as 430 cubic metres 30 centimeter by 30 centimeter timber are available, request they also be furnished. And if not available advise desired that timber may be obtained elsewhere or improvisation undertaken.

INFO - ACTION

see also (b)

DIST 1910

- Info-Action - To SO
- Info - A/President
- Chief Commissioner
- Eccon Sec
- Navy
- Shipping
- File (2)
- Fleet

SECRET

RECEIVED
11 JAN 1955
A. C. 3/11

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

SECRET
CLASSIFIED BY: 1-1-1-1-1-1

NSC/1413
30 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. A.C.
Subject: Port Labor.
Reference: (a) Navy Sub-Com. ltr NSC/11008 of 2 November 1944 to Ministry of Marine. Subject: Italian Ports - Organization of.
Enclosure: (1) Copy Ministry of Marine ltr SM/27628 of 30 Nov. 1944.
(2) Copy Land Forces Sub-Com. A.C. (NSCIA) ltr SO/19 of 21 Dec. 1944.
(3) Navy Sub-Com. ltr NSC/1412 of 30 Dec. 1944. (Copy)

1. In reference (a), the Ministry of Marine was asked to provide for the expeditious discharge of cargoes in ports which have been returned to Italian Navy control.

2. Enclosure (1) contains a request from the Ministry of Marine that an Italian Army Port Labor Party be transferred to CIVILIAN CONTROL, due to the great difficulty of obtaining adequate civilian labor.

3. Enclosure (3), which is based on the statement of the Land Forces Sub-Commission in enclosure (2), informs the Ministry of Marine that it is not possible for the Italian War Ministry to supply labor troops for the Italian operated ports.

4. It will be noted in enclosure (2) that Italian Army labor troops have been placed in either British or U.S. categories, both of which are under Allied command. Such troops are available for only such duty as is assigned by the government concerned.

5. In the event that the need for Italian Army labor in Italian controlled ports is deemed to be sufficiently great, the Navy Sub-Commission will be glad to present the matter to Allied Force Headquarters if supplied with specific requirements and sufficient facts to justify transferring such labor troops from Allied operated ports.

Copy to:
CINC-MED.
FORAN
FUTALI-TANANTO
CHIEF OF STAFF, AC.
LABOR SC. AC.
SHIPPING SC. AC.

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

S/44

0.434

Declassified E.O. 12356 Section 3.3/NND 185021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

EXHIBITION NUMBER 203
CLASS. TIME OF ORIGIN 145

MESSAGE ORIGIN No. 10741
DATE TIME Recd. 145 07/19/40
ROUTING ROUTINE

FROM: ALTON SARDINIA SERIES
TO: ALICE FOR TRANSPORTATION

SECRET

RECEIVED

Very good receipt. Your letter A. 7/10/38 dated 15 December.
Have shipped with copy to the NEW YORK sailing 1 January arrived 5
January 1945.

ACTION

LIST

Actions: On 5/12 145
Info: Chief Commissioner
Exec Sec
Industry 3
File



1945

SECRET

Copy sent to Capt. Brown 2/1/45 for info

2/1/45

ASHE/AL

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

9 January 1949.

Ref: 478701

Our Ref: AC/ 12/61/TH/3

SUBJECT: Equipment - Port of Olvityevichia

TO : D.G.M.S. (MOT & IN)
Allied Force Headquarters

1. Reference your TX 78130 dated 2 January 1949, addressed to Rome Area for TH. IHC.

2. Taking as a basis the simultaneous discharge of:-

3 large ships
2 coasters
10 schooners or barges

the following equipment, in addition to that already held, is required:-

- (a) Well type barges for coal etc. - 1000 tons lift.
- (b) Decked barges - 200 tons lift.
- (c) 2000 square feet of platforms for back filling.
- (d) 10,000 feet of lumber wood.
- (e) 50 tarpaulins of standard railroad size. 1900
- (f) 15 nets, coal, canvas lined, 12 ft x 12 ft x 8 in. mesh.
- (g) One floating combined piledriver and crane, 50 tons capacity.
- (h) 2 Caterpillar Tractors (Chassis 7) with trailers, for

1. Reference your PX 78150 dated 2 January 1943, addressed to Rome Area for PH. INC.

2. Taking as a basis the simultaneous discharge of:-
3 large ships
2 coasters
10 schooners or barges

the following equipment, in addition to that already held, is required:-

- (a) Well type barges for coal etc. - 1000 tons lift.
 - (b) Decked barges - 500 tons lift.
 - (c) 5000 square feet of platforms for back piling.
 - (d) 10,000 feet of dunnage wood.
 - (e) 50 Tarpsaulins of standard railroad size. 1900
 - (f) 15 sets, coal, conveyors lined, 12 ft x 12 ft x 8 in. mesh.
 - (g) One floating combined piledriver and crane, 50 tons capacity.
 - (h) 2 Caterpillar Tractors (Chassiside ?) with trailers, for hauling material from reconstruction area.
 - (i) Spare parts for steam roller (to be specified later).
 - (k) Electric lamp bulbs 120 volt, 200/250 Watts. 1 gross.
 - (l) Night allings, chain, double, with ring and two hooks.
- Can the above be supplied through AFMC, please.

2a (B) - M.H.S. have been contacted, and, subject to confirmation, will be able to supply the following:-

- (a) 5 Caterpillar cranes, plus crabs for coal, plus personnel for three shifts.
- (b) 500 feet of 2" steel wire for haulage of rail trucks on coal pier.
- (c) 100 coal shovels.
- (d) 50 Barrows, large.

H/S

3. The following reconstruction scheme has been agreed--
- (a) Repair of gaps in the sea-wall. (The damage here is likely to increase and render the port unworkable, unless this work is done now.)
 - (b) Filling of berth No. 1 to enable a liberty type ship to berth safely alongside.
 - (c) Improvement of staging on berth No. 2 to enable a liberty to discharge & receive to shore, as against the present situation.
 - (d) Reconstruction of loading area, berth No. 4, as a general berth.
 - (e) Refilling and clearing rubble from berth No. 6 for lighter discharge.
 - (f) Rebuilding and clearing berth No. 8 to enable a liberty to discharge.
 - (g) Improvement of staging at berth No. 11 to enable coasters as well as liberty to work.
4. To carry out the above work the allies are asked to provide the following--
- (a) A 70-ton floating crane for repairs to the sea-wall.
 - (b) One 15-ton dredger.
 - (c) Two bulldozers.
 - (d) 2000 bags for cement.
 - (e) 2250 tons of cement (initial allocation 500 tons, remainder spread over two/three months).
 - (f) 420 cu-meters of 10 cm. x 10 cm. timber.
 - (g) One pneumatic compressor with complete equipment.
 - (h) One oxy-acetylene welding plant.

1961

5. When the above work has been completed, the port will be

- (f) Rebuilding and clearing baris sara to discharge.
- (g) Improvement of striding at baris sara to enable workers as well as liberties to work.

4. To carry out the above work the lines are coded to provide the following:-

- (a) A 70-ton floating crane for repairs to the sea-wall.
- (b) One 15-20 ton dredger.
- (c) Two bulldozers.
- (d) 2000 bags for cement.
- (e) 2200 tons of cement (initial allocation 500 tons, remainder spread over two/three months.)
- (f) 450 metres of 30 mm. x 30 mm. timber.
- (g) One pneumatic compressor with complete equipment.
- (h) One oxy-acetylene welding plant.

5. When the above work has been completed, the port will be able to handle 3000 tons daily, of which coal will be a large proportion.

WILLIAM H. TAYLOR
Director

Copy to 1 - 3 A.T.H.O.
2a (b) A.S.C.
A.C. Port Liaison Officer, Division of
Nav (Ball) M.A.S. Commission.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 78150
Date-Time in Origin: JAN 2/1945

Message Centre No.:
Date-Time Recd: JAN 3/1945
Precedence: ROUTINE

FROM: AFHQ HIGHTS BARRACKS CINC PITHS
TO: HQS AFHQ FOR IN THE INFO: ALCON

RESTRICTED

INFO - ACTION

RESTRICTED.

For D Th.

1. It has been ruled that a 11 possible steps will be taken forthwith to increase acceptance capacity of port of CIVITAVECCHIA especially for coal for ROMM and concerted effort is to be made by all concerned.

2. TH (SH) will supply from reserve held for future ports such fixed or mobile cranes as required and suitable and personnel to drive and maintain. 5 cranes have been asked for mainly to discharge bulk coal as barge being provided by TH (A).

3. Request you have a recone made earliest of the port to decide what types of cranes a available are most suitable and arrange accordingly.

4. Cranes will be withdrawn as when operations require their use elsewhere.

5. Contact ALCON for further details



INFO - ACTION

RESTRICTED

Dist 19.7
INF. ACT. TH & L (2)

INF. C. Com

ECOM, Sec.

Comptroller

File (12)

Adm. Sec.

S/col.

Reqn. Div./GP/MS

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
Requisition Division

In reply
refer to:
RD-400/167

6 January 45

SUBJECT: Port of Civitavecchia - Electric Lights.

TO : Director, Transportation Subcommittee, Allied Commission.

1. Your attention is directed to attached ltr C-32 dated 2 Jan 45 from C-5 Section, AFHQ.

2. Please forward a copy of your ltr AC/12/58/Pn/3 which apparently has been accepted as a Requisition and given MRS No. 248-ENG. No copy of this letter is found in our records.

3. It is important that a copy of this letter be forwarded in order to assure maintenance of complete records from which reports are based to higher Headquarters.

Robert A. Martino
ROBERT A. MARTINO,
Lt. Col., SR. OMC,
Chief, Requisition Division.

Incl:
as per para 1.

CONFIDENTIAL

3/41

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 312

Ref. G-32

2 January 1945

SUBJECT: Port of Civitavecchia - Electric lights.

TO 1 Headquarters, Allied Commission, APO 396
(Attn. Supply & Resources Div.)

1. Transportation Sub-Commission ltr ref AC/IR/38/TN/S of 12/12 to G-4 (S & Th) is referred, subject as above.

2. Requisition No. MCR-248-280. has been placed on U.S. theatre stocks for the 144 Electric Bulbs.

3. Delivery has been requested for January to Transportation sub-Commission and advice of receipt should be sent this office promptly.

For the Acting Assistant Chief of Staff, G-5:

See also

(74)

1935

R. V. GRADY
Captain, TC
Economics & Supply Div.

CONFIDENTIAL

MC/1/68/TNS

SUBJECT: - NIGHT DISCHARGE. -

1/ D.P. & W. DIV.
TH. SUB - COMMISSION
S.O. ALLIED COMMISSION
A.P.O. 394

1).

I understand that it is laid down that ships will discharge at night.

2).

If this is correct may S.O. Rec. IV be informed so that they can inform the coal room, with whom I have to argue when every ship comes in.

3).

The S.O. I.C. has been informed that a further 80 Finance Marks are available, which should help in the Security.

4).

The lack of 120 Volt and 200 or 250 watt electric bulbs is still a handicap.

J. M. Maw
J. M. MAWES CAPT.

A.C. PORT LIAISON OFFICER

1966

20 DEC. 66

COPY TO CHAIRMAN PORT COMMITTEE

5/11

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref: AC/41/05/Tn/3 8 January 1945

SUBJECT: Port of Civitavecchia - Electric Lights

TO : Requisition Division
HQ. AC.

1. Ref. your R.D. - 400/167 dated 6 Jan.
2. Copy of this Sub-Commission letter AC/18/58/Tn/3 is attached as requested.
3. Delivery of the 144 Electric Light bulbs should be made to

Capt. Dones
AC. Port Liaison Officer
Civitavecchia

126
HENRY H. TAYLOR
Director

Copy to: AC Port Liaison Officer
Civitavecchia

Enclosure: Copy

100-100000
100-100000

C O R Y

HEADQUARTERS ALLIED COMMISSION

APR 194

Transportation Sub-Commission

File : 478704

18 December 1944

Our ref : AC/IB/55/Tu/S

SUBJECT : Part of Livitavochia - Electric light

TO : D-4 (Rev & Dn)

Electric power has now been laid to the various
quays at this port in order to facilitate night working.

This commission however is unable to secure
sufficient bulbs and until these are obtained night work
is impeded.

Are you please able to represent to (AS) for the
release of 1 gross.

Voltage 120
Switches 200-250

1942

MURRAY B. TAYLOR
Director

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

SECRET

TO: 318

IMMEDIATE

MIS/AL

AG/TS/318.1-1

5 Jan. '45

SUBJECT: Rome Area Port Development

TO: Director, Transportation Sub-Commission

ACTION

1. A meeting was held at AFHQ under the Chairman of MEMMO, to discuss the development of ports and inland waterways in the Rome Area.

2. I considered that AD and Italian resources were such that in the initial stage only one large port could be developed. It was agreed to develop Civitavecchia as this port has the largest potentialities. It was also agreed that experiments should be made at the earliest opportunity in opening up the Fiumicino-Tiber Canal to Rome.

3. CIVITAVECCHIA

- a) To help in the development of Civitavecchia, AFHQ will allocate 1000 tons of Mince barges in good condition and two out of the huge and five of the cranes at present allocated for Genoa. In addition, AFHQ will collect such craft as are considered suitable for the Civitavecchia-Fiumicino and Civitavecchia-Rome run in Civitavecchia. These craft comprise the Punta d'Aneto and Punta d'Aneto, the German barge Koenigsberg and Malente; these craft are in various stages of salvage and repair and the two German barges are under the control of G-in-C Med. MEMMO will request the Navy to make them available for this traffic and also take steps to speed up the repair of the Punta ships.
- b) Finally, the shipping authorities will make available such gear, as cannot be found from AD or Italian sources, which were listed by the Port Control Committee, Civitavecchia as necessary for the development of the port to a capacity of 3000 tons discharge daily.

IMMEDIATE

5/41

SECRET

- 2 -

ACTION

c) It will be necessary for Transportation Sub-Commission to take the following actions:

- i) Insure that adequate labor is available at Civitavecchia in scope with the anticipated program. Port, Shipment & Ware. Div.
- ii) Immediate investigation of AG and Italy (am resources to see what can be provided from such sources, what gear must be requested from AFHQ. Port, Shipment & Ware. Div.
- iii) Provision of tug crews (these can be provided thru COMNAV) and lightermen. Port, Shipment & Ware. Div.
- iv) Development of Civitavecchia rail facilities to insure that lighter berths are adequately well served and general rail marshalling facilities are adequate. Mov. Rail & Rail Div.
- v) Immediate allocation to Civitavecchia of second shunting engine. Mov. Rail & Rail Div.

d) It is estimated that the lighters will become available at Civitavecchia approximately the 23rd of January. Action should be taken to accomplish as much as possible of the points raised in para. c (i) thru (v) above.

4. EXPERIMENT.

- a) It was decided to experiment with the discharge of draft of a collier lying off Fiumicino. To carry out the experiments it was agreed that the draft cranes to Civitavecchia should be used. They will become available at Fiumicino on approximately 12th of January.
- b) No final decision will be taken regarding this experiment until AG confirms:
 - i) That they can produce sufficient shore labor adequate to handle the lighters (Shore labor will be required for trimming the lighters and clearing the craft, as the grab will not be suit-

SECRET

- 3 -

ACTION

- able for fully discharging draft). Port, Shipment & Ware. Div.
- ii) That a system will be set up at Civitavecchia thru the Italian Navy by which gale earnings can be passed to ships working off shore. Mov Ship with Navy S/C
- iii) Tug crews and lightermen can be provided. Port, Shipment & Ware Div.
- iv) Railway to Fiumicino from Rome is in operative condition. Mov Rail Div.
- v) Arrangements should be made for night work. Port, Shipment & Ware Div.

5. FUMINORO-TIENZI-ROMA CANAL

- a) In addition to the experiments already in hand for bringing coal from Gaeta to Fiumicino and to Rome, if schooners of suitable draft can be made available, it was agreed that as soon as the river draft referred to in para 3 (a) above, are available, or any other suitable draft come to hand, the supply of Rome by water should commence.
- b) AFHQ have available in Naples a suction dredger, drawing 1.50 inches. AD is to confirm this dredger is necessary and to make request for it from AFHQ.

Port, Shipment & Ware Div.

6. Action addressees will be requested to report progress made at meeting to be held in office of Movements Coordinator, Room 5, on Monday, January 5 at 12:30 hours.

copy to: Mov Shipping Section
Mov Rail Section
Mov Roads Section
Ports & Shipping Division
Planning Staff Division

W. J. Steff

W. J. Steff,
Lt. Col. R.A.,
Movements Coordinator, Dn. S/C

RESTRICTED

EX 78150
JAN 2/2009

JAN 1/3/98
NOTED

AFR: RETURN DASHED CITE FIVE
NOTE AREA FOR IN THE INFO: ALCON

RESTRICTED.

FOR D. TH.

1. It has been ruled that all possible steps will be taken forthwith to increase acceptance capacity of port of STIVANES especially for coal for USE and concerted effort is to be made by all concerned.

2. TS (2) will supply free reserve held for future ports such fixed or mobile cranes as required and suitable and personnel to drive and maintain. 5 cranes have been asked for mainly to discharge bulk coal at barges being provided by TS (2).

3. Request you have a recon made earliest of the port to decide what types of cranes available are most suitable and arrange accordingly.

4. Cranes will be withdrawn as soon operations require their use elsewhere.

5. Contact ALCON for further details

SEA-QUARTERS

RESTRICTED

S/41

Subject: COAL

ALLIED FORCE OPERATIONS

C-4 (NOV - 21) 5/179/CDR

To: Transportation Sub Commission,
in Allied Commission.

30 Dec 65

Ref: PERIODIC 129

1. Ref your AG/5/32/Dr. 3 undated, Chief Engineer A.F.M.O.
has been requested to send a representative to CIVILIAN
in order to give technical advice to the Port Control Committee
with regard to the strengthening of the present coal discharging
berth.

W/32

L. M. Kelly
L. M. KELLEY, Col.,
For Brigadier,
A.F.M.O. (Nov 2 Dr.).

Copy to: UN Operations

W/32
W/32
W/32

7/5

1595

5/1

SERVOUR - COAL BERTH NO 3 - CIVITAVECCHIA

TO/ S.P.A. W. DIV.

TH. SER - COMMISSION

W.O. ALLIED COMMISSION

A.S.C. 377

17.

The following improvements seem to be fundamental to enable the ship berth to function: -

- a). Provision of mooring bollards or bays for breast lines between ship and pier.
- b). Provision of a marshalling yard on the quay side.

2).

The provision of a switch from the pier to the quay line I consider a refinement and not a necessity.

3).

If the suggested plan of a switch and winches extractors is passed any instructions be given on who is responsible for maintaining the service and paying the men's wages.

[Signature]
A.S. BOWEN CAPT.

A.S. PORT LIAISON OFFICER

25 DEC. 44

CIVITAVECCHIA

COPIES TO CHAIRMAN PORT COMMITTEE

CIVITAVECCHIA

FILED

1944

3/1

MEMORANDUM - PORT COMMITTEE MEETING 31 DEC. 44.

TO: J.P.A. W. DIV. (2)
FROM: SUB - COMMISSION
SUBJ: ARMY COMMISSION
A.P.O. 194

- 1). Ref. the a/n minutes sent on 25 Dec. These comprise the requirements of equipment based on recent experiences and covering the ships etc quoted.
- 2). In view of doubt as to whether indents were proposed of being executed or not, the list ignores previous demands.
- 3). The provision of a tug 100/500 hp was not raised, but both the TUGS and Sander were delayed in mailing due to High Winds, and this has been demanded before.
- 4). The question of materials to be used for maintenance was not raised at this meeting: can the drill be established for indenting and obtaining these?

AT 331. 44
CIVILAVESCHIA

1895
J.S. JONES CAPT.
A.C. PORT TIAIDON OFFICER

COPT 3 CHAIRMAN PORT COMMITTEE
CIVILAVESCHIA

s/1

SUBJECT: - CIVITAVECCHIA PORT. -

TO: MR. SUB - COMMISSION (2)
M.C. ALLIED COMMISSION
A.P.C. 3 8 4

1).

A special Port Committee Meeting was held on 23 Dec. 44 to consider the following points: -

- a). Equipment to carry out harbour maintenance
- b). " to facilitate discharge of ships
- c). " to " " " schooners
- d). Additional stevedore equipment.

The above to be based on discharging

3 large ships
2 coaster
10 Schooner or Barges.

2).

The other points on the agenda were: -

- a). Availability of Port Harbour
- b). Local telephone service.

3).

A copy of the minutes is enclosed so that the necessary demands may be considered and indented for, if approved.

24 DEC. 44

CIVITAVECCHIA

M. Bowes

23 DEC. 44

A.S. PORT HARBOR OFFICER

5/1

HQ

RECEIVED
12 DEC 48
11

THE MINISTRY OF WAR TRANSPORT

LEIGHORN

2nd December 1948

To: War Transport Committee
Transportation Sub-Committee,
Port Liaison Officer

CERTIFICATE

This certificate is given in reply to letter of 1st December addressed to members of the Port Control Committee it was decided at a special meeting held today, and which you attended, that, taking upon the simultaneous discharge of:-

- 3 large ships
- 2 smaller
- 10 barges or barges

the following equipment in addition to what already held would be necessary:-

- (a) 1000 tons barge for coal, etc. - 1000 tons lift (S.B. lifts not suitable for coal).
- (b) 1000 tons barge - 1000 tons lift.
- (c) 1000 tons barge for coal, etc. - 1000 tons lift. (S.B. lifts not suitable for coal).
- (d) 1000 tons barge for coal, etc. - 1000 tons lift. (S.B. lifts not suitable for coal).
- (e) 1000 tons barge for coal, etc. - 1000 tons lift. (S.B. lifts not suitable for coal).
- (f) 1000 tons barge for coal, etc. - 1000 tons lift. (S.B. lifts not suitable for coal).
- (g) 1000 tons barge for coal, etc. - 1000 tons lift. (S.B. lifts not suitable for coal).
- (h) 1000 tons barge for coal, etc. - 1000 tons lift. (S.B. lifts not suitable for coal).

1000 tons barge for coal, etc. - 1000 tons lift. (S.B. lifts not suitable for coal).

simultaneous discharge of :-

- 3 large ships
- 2 coasters

10 schooners or barges

the following equipment in addition to that already held would be necessary:-

- (a) Well type barges for Coal, etc. - 1000 tons lift
(N.B. MINERS not suitable for coal).
- (b) Decked barges - 500 tons lift.
- (c) Five Caterpillar Cranes to discharge barges and schooners, at least two of which 5 tons capacity with 1 ton (weight) grabs for coal.
(N.B. barges not much use without the cranes to discharge them)
- (d) Two Motor Trucks for transport of equipment and labour.
- (e) 6000 square feet of platform for back-piling.
- (f) 10000 feet of dunnage wood.
- (g) 50 Tarpaulins of standard railroad size.
- (h) 500 feet 2 1/2 inch Steel Wire for haulage of rail trucks on coal pier.
- (i) 100 Coal Shovels.
- (j) 50 Barrows, large.
- (k) 30 Flour Bins.
- (l) Four coils x 120 fathoms x 3 in. dia. Hemp Rope.
- (m) Forty Slings, Hemp, 3 1/2 in. x 18 feet.
- (n) Fifteen Nets, Coal, Canvas lined, 12 ft x 12 ft x 8 in. mesh.
- (o) Eight Slings, Chain, double, with ring and two hooks.

./.

349

In addition it was noted that the following are

required:

- (2) the following specified with driver and engine, 50 some capacity.
- (3) Two Caterpillar tractors (Caterpillar 7) with trailers.
- (4) Two parts for steam boiler (to be supplied to you by E.O.I.O.)

It is requested that you will put forward a request for these items through the appropriate channels.

W. J. Taylor



CHIEF OF
DEFENSE INSPECTION

1890

SUBJECT: - CIVILIAN PORT. -

TO/ S.P. & E. DIV. (2)

TH. PUB - COMMISSION

B.C. ALLIED COMMISSION

A.P.O. 194

1).

Having completed seven weeks at this Port I submit this report of the situation.

a). LABOUR

There is still a scarcity of labour and until a large scale rehabilitation effort is made there is nothing to attract labour to the town.

b). SECURITY

Pilfering Rife. In spite of reports the Carabinieri and Finance Guards have shown a lack of authority and do not stop pilfering - probably due to fear.

More Finance Guards have now been sent in and it is hoped to organise them with the Finance Guards Carabinieri here all ready into a co-ordinated plan.

c). RAIL

Closer co-operation between consignees of cargoes and R.T.O. necessary. Warehousing facilities essential and port switch engine desirable.

d). ROAD TRIP

This seems to have been solved, now that Berth 4 is operating, as this has direct rail facilities.

b). SECURITY

some rehabilitation effort is made there is nothing to attract labour to the town.

Pilfering life. In spite of reports the Carabinieri and Finance Guards have shown a lack of authority and do not stop pilfering - probably due to fear. More Finance Guards have now been sent in and it is hoped to organize them with the Finance Guards Carabinieri here all ready into a co-ordinated plan.

c). RAIL

Closer co-operation between consignees of cargoes and R.T.O. necessary. Marshalling facilities essential and power switch engine desirable.

d). ROAD VPT

This seems to have been solved, now that Berth 4 is operating, as this has direct rail facilities.

e). HARBOR REHABILITATION

This seems to be extremely slow and there is no sense of urgency. The roads are in very bad condition, which affects the motor horse tpt.

Further plans for railways have been drawn up by the Public Utilities to Volo Gordogua and Volo Del Bicchiere (H.A.)

GENERAL

The general Italian attitude of "Donani" is most saddening, no job appears to be urgent in their eyes. A great reluctance is still manifest of taking any action without an Allied Order.

27 DEC. 44
CIVITAVECCHIA

J.M. BOWEN CAPT. *William Bowen*
A.O. POST LIAISON OFFICER

1

31

TO: J.P. & W. CIV.

FROM: J.P. & W. CIV.

RE: J.P. & W. CIV.

A.P. & W. CIV.

The attached Appendix "A" shows the number of men required to discharge and load into rail cars whether they are used or not.

2).

These figures are based on all hatches working at one time, which is most unlikely.

3).

It is estimated that the present rail head can handle 100 cars a day, but if more are required it is suggested that the rail head known as Crater be opened. This is a little better than the present rail head for Berth 1 & 2, and requires little preparation to make a very useful loading point as a platform is already built.

4).

May the policy be made known as to how far it is intended to use the Port.

5).

If to be used to capacity the use of barges and road tps. would save the rail situation.

1880

W. Bowe
Capt

J.P. BOWE CAPT.

A.C. BOWE LIAISON OFFICER

J.P. BOWE
LIAISON OFFICER

~ CAPACITY CAPABILITY DATA REPORT ~

DATE: 1/1/77

ITEM	1. QUANTITY	2. UNIT	3. PRICE	4. TOTAL	5. COMMENTS
NO 1 LUMBER	20	440	1000	-	
NO 2 "	250	440	1000	-	
NO 3 COAL	70	140	500	-	
NO 4 LUMBER	220	440	1000	-	
NO 5 COAL	70	140	500	-	
NO 6 COAL	50	-	50	-	
				1650	
				250	

EXPLANATION

NO 7 COAL	70	140	500		
NO 8 COAL	70	140	500		
NO 9 LUMBER	220	440	1000		
NO 10 COAL	70	140	500		
NO 11 COAL	50	-	50		
				2890	
				150	

1885

NO 4 LIBERTY	230	440	-	1000
WILEY D. SCATTER	70	140	-	500
BARRETT, MCDOUGHER	50	-	50	20
			1650	4790
			250	

RECEIVED

NO 2 DOBNEY	70	140	500
NO 3 DOBNEY	70	140	500
NO 4 LIBERTY	230	440	1000
WILEY D. SCATTER	70	140	500
BARRETT, MCDOUGHER	50	-	50
			2890
			160

1888

NEW AVAILABLE 440

* OBTAINABLE 890

640

ST 230. 44

GLVIT/RECHIA

J.H. BROWN 21PT.

A.C. ROBT 11.100N OUTLIER

40 Copy

FILED AT
FEB 21

20

21st Dec 44

ATTORNEY GENERAL

To Allied Commission
Transportation Sub-Commission,
Port Maleson Officer
GIVIRATAMONIA

At a special meeting of Giviravonchia Port Control
Committee held today to discuss the necessities of port labour,
and which you attended, the following conclusions were reached
and it is requested that you will make them known to Allied
Commission authorities concerned:

- (a) That at this date there are 440 dockers registered as
members of Giviravonchia Port Control.
- (b) That an additional approximately 500 men are available as
seasonal workers.
- (c) That S.O.C., can bring in Italian military labour to
numbers not yet ascertained but not less than 100 for whom
barracks have been prepared.
- (d) That since the port was handed over to the civil authorities
peak discharge and clearance per 24 hours, with 440 men
employed was about 1500 tons.
- (e) That with:-
3 large ships
2 coasters
10 schooners or barges
discharging simultaneously, two eight hour shifts on large
ships and gunnery and one on schooners, require at

1887

Committee held today to discuss the situation at Port Lamer, and which you attended, the following conclusions were reached and it is requested that you will make them known to all concerned authorities concerned:

- (a) That at this date there are 140 persons registered as members of Compagnie Portulais.
- (b) That an additional approximately 200 men are available as occasional workers.
- (c) That H.O.I.C., can bring in Italian military labor to numbers not yet ascertained but not less than 100 for whom barracks have been prepared.
- (d) That since the port was handed over to the civil authorities peak discharge and clearance per 24 hours, with 440 men employed was about 1500 tons.

1887

- (e) That with:-
 - 3 large ships
 - 2 coasters
 - 10 schooners or barges
 discharging simultaneously, two eight hour shifts on large ships and coasters and one on schooners, maximum discharge would be about 3000 tons per day of 24 hours.
- (f) That (e) would involve 200 men only.
- (g) That the maximum clearance of rail cars yet achieved was 150 per 24 hours.
- (h) That (e) would require 1300 men, i.e. double the number now available.
- (i) That rail siding adjoining Depot works could be cleared without much labor and could free motor transport from the discharge at berth 1 & 2.
- (j) That given sufficient barges and cranes to discharge then to rail cars on the new line being laid to berth 5 & 6, discharge of coal ships could be expedited more than 100 per cent.

(k) That, given (s) & (j), clearance of JFO mail does ought
be achieved.

(l) That Company's Virtuale may be obstructive in refusing to
register men willing to register; that Capitularia is
into investigations this immediately; that if necessary the
committee would post notices that persons are required
and force companies virtuale to register & eliminate.

W. H. C. Rindley

RECEIVED
JAN 10 1964

185031

29

SUBJECT: - CIVITAVECCHIA PORT COMMITTEE MINUTES 18 DEC.

TO/ TH. SUB - COMMISSION

S. P. 4; W. DIV.

U.S. ALLIED COMMISSION

A.F.O. 304

50.

1).

The minutes of the A/A meeting are enclosed for your information.

2).

A special meeting has been called for 23rd Dec. to ascertain the equipment/gear requirements.

1855

J.M. Bove Capt.

J.M. BOWE CAPT.

A.C. PORT LIAISON OFFICER

22 DEC. 44

CIVITAVECCHIA

11

KATALINI NICOLA & C.

LAVORATORIO PER LA LAVORAZIONE DEL LEGNO ED AFFINI
CIVILTÀ E SCULTURA - CALATA PRIMO. TOMMASO, 1

ESTIMATE

LARGE CICKROSE

Repairing ceiling of a total of sq.m 234, thickness 5cm.
2/3 of the timber can be repaired, 1/3 is to make new.

Timber required 35.000 lire

Nails & cost of work for

the complete repairing 40.000 "

The total cost will be 75.000 lire

About 15 days of work will be necessary.

TIMBER REQUIRED:

Timber of cm. 5 sq. m 90

Length from m. 4 to m. 6

1884

S/5

DMV/ai

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

21 December 1944

Tel: 478704
Our Ref: AG/1/3/Dr/3

SUBJECT: Lighterage

TO : Capt. J.N. Brown
Port Liaison Officer
Allied Commission
Livorno

Reference Minute No. 51 of Meeting held 11th Dec 44.

Please advise this Headquarters the total tonnage of lighterage required at your Port, and indicate how it is proposed to utilize the craft.

AMC are meeting necessary requirements with a well type barge of 50/60 tons. But if such a type is not suitable, please advise us of the type required and if special requirements cannot be met, whether the well type barges (MINCA) would be a practical alternative.

1853

H. W. Taylor
H. W. TAYLOR
Director

USAF/AF

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Tel: 478704

Our Ref: AC/AF/37/10/2

SUBJECT: Coal

TO : 1. JMD (Nov & Dec)
AFHQ

(2)

1. Reference your C-4 (Nov & Dec) 5/374/012.

2. The Divisvechia Port Committee is of the opinion that the strengthening of the whole berth is essential to meet immediate requirements, but as they are not in a position to make technical suggestions we should be very glad of your assistance.

3. The berth is considered too flimsy as regards structure, affording numerous mooring for vessels, and rather than arrange for a mooring line, to be secured to the wreck on which the berth is constructed it is believed advisable to strengthen to such an extent that the pier is strong enough to allow vessels to moor to it.

4. No vessel whose derricks span less than nine and a half feet beyond her rail can discharge, on account of the clusters driven in off the pier for protection against bumping by ships. If the pier was strengthened sufficiently, the pier could be removed thus allowing a wider range of vessels to use the pier for discharge.

1 Reference your G-1 (Nov & Dec) 5/174/012.

2 The Civivevecchia Port Committee is of the opinion
3 that the strengthening of the whole berth is essential to
4 need, immediate requirements, but as they are not in a
5 position to make technical suggestions we should be very
6 glad of your assistance.

7 The berth is considered too flimsy as regards
8 structure, affording heavy-duty mooring for vessels, and further
9 than arrange for a mooring line, to be secured to the wreck
10 on which the berth is constructed it is believed advisable
11 to strengthen to such an extent that the pier on strong enough
12 to allow vessels to moor to it.

13 No vessel whose derricks span less than nine and
14 a half feet beyond her rail can discharge, on account of the
15 clusters driven in off the pier for protection against
16 bumping by ships. If the pier was strengthened sufficiently,
17 the piles could be removed thus allowing a wider range of ves-
18 sels to use the pier for discharge.

Charles E. Cook

WENDELL H. TAYLOR
Director.

THE REPUBLIC OF THE PHILIPPINES

MANILA

11th December 1954

Attested

Transportation S/C

Port Liaison Officer

MANILA

COAL

With reference to attached copies of the Minutes of Port Support Committee Meeting held today and in Min. 14 1954 in particular while there is reason to believe that some official action of the port coal wharf has been made and that the deficiencies are being considered by higher authority, the immediate officials, if any, appear neither to have a promised the Committee or any its members nor to have made any communication as to decisions in regard to the wharf.

In the meantime it is noted by the Committee that the wharf is inefficient in relation to what is required of it, thereby in its structure, allowing a hazardous mooring for vessels berthed there and by its inefficiency considerably delaying to be called upon to discharge at it.

The Port Committee therefore request officially an indication of what steps, if any, are being taken to rectify matters and it is hoped that this indication may be obtained through your medium.

The Committee is not in a position to make any technical recommendations but has been asked to understand that a discharge of 14000 tons per month is required at the wharf, which would allow for weather stoppages and also be used for a supply of trucks for some 750 tons per 24 hours with slight delay in receiving, roughly 10 per cent more trucks than have at been at alongside either of the vessels using the wharf.

1881

particular; while there is reason to believe that some official inspection of the new coal wharf has been made and that its deficiencies are being considered by higher authority, the inspecting officials, if any, appear neither to have approached the Committee or any its Members nor to have made any communication as to intentions in regard to the wharf.

In the meantime it is agreed by the Committee that the wharf is inefficient in relation to what is required of it, Flinney as to structure, affording a hazardous mooring for vessels berthed there and by its inefficiency considerably delaying vessels called upon to discharge at it.

The Port Committee therefore request officially an indication of what steps, if any, are being taken to rectify matters and it is hoped that this indication can be obtained through your medium.

The Committee do not in a position to make any technical suggestions but has been given to understand that a discharge of 14000 tons per month is required at the wharf, which means, allowing for weather stoppages and gaps between ships, a supply of trucks for some 750 tons per 24 hours when ships are working, i.e., roughly 50 per cent more trucks than have yet been put alongside either of the vessels using the wharf.

In regard to moorings, the Committee consider it necessary that the pier should be strong enough for vessels to moor to it and not over under or alongside it as now necessary.

At present no vessels whose derricks span less than nine and a half feet beyond her rail can discharge at the pier, this because of clusters of piles driven in off the pier to protect the Flinney structure from bumping by ships. If the pier were strengthened sufficiently these clusters of piles could be removed thus allowing a wider range of vessels to use the pier for discharge.

1850-24.

CHAIRMAN
PORT CONTROL COMMITTEE.

To C. V. D. V.

The above report is forwarded for information and action as considered necessary. 1850-24.

Subject: Coal Berth - CIVITAVECCHIA

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tr) 5/374/2EM

To : Allied Commission Transportation
Sub-Section.

1) Dec 44

Tel: Freedom 832

1. This Headquarters appreciates the permission recently given by you for reps of Tr(A) Ops and G-4 (Mov & Tr) to visit the port of CIVITAVECCHIA.

The following suggestions are passed to you at the request of the MEDSO Coal Reception Committee :-

- (a) That electric light bulbs be provided on the quay, which it is understood has already been wired for electricity;
 - (b) that arrangements be made for a mooring line to be secured firmly to the wreck on to which the pier is constructed, and threaded through a float in order to secure the stern lines;
 - (c) that a 3-plank walk with safety railings be constructed on the sea side of the trestle, and that a railing be provided for the shore side walk;
 - (d) that planking be provided between the ties, as the trestle is constructed either over a lagoon or a bomb crater, and planking is required to eliminate the possibility of personnel slipping between the sleepers.
2. It is suggested that the above installations might assist the discharge and turn-round of colliers. This HQ will be pleased to assist in furnishing any facilities if provision from your own resources should prove to be a matter of grave difficulty.

1530
D.K. Greenhill
D.A. GREENHILL, OCL.,
for Brigadier,
D.C.M.G. (Mov & Tr).

MSQ/Ag

Copy to :-

QM
OCT (Ops)
MSTR
WIA

3/1

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 December 1944

Tel: 478701
Our Ref: AO/L/23/Ta/S

SUBJECT: Ship working at Civitavecchia

TO : 6 - 4 (May & Ta)
Allied Force Headquarters

1. In nearly all cases it will be necessary to lighten Ocean going store ships before they can complete discharge at Civitavecchia.

2. May instructions be issued that, so far as possible, ships should be lightened to leave a more or less equal quantity of cargo in each hold.

3. The ALEXANDER RAMSAY arrived at Civitavecchia with a total cargo estimated at 1800 tons approx., of which 1300 tons was in No.2 hold.

4. Civitavecchia is not as yet equipped to deal expeditiously with this type of problem and consequently the ship is likely to suffer some delay. It should be possible to avoid these delays, if the ship does a first port discharge at a better equipped and organized port.

5. Your views on the above suggestion will be appreciated.

W. H. Taylor
W. H. TAYLOR
Director

Copy to: Port Liaison Officer
Civitavecchia

HR/44

HEADQUARTERS ALLIED COMMISSION
APO 894
Transportation Sub-Commission

20
19

Tele : 478706

18 December 1944

Our ref.: 10/TH/38/TH/8

SUBJECT : Port of Civiltasochia - Electric lights

TO : G-4 (Nov 4 Th)

Electric power has now been laid to the various
quays at this port in order to facilitate night working.

This Commission however is unable to secure
sufficient bulbs and until these are obtained night work
is impeded.

Are you please able to represent to C(AB) for the
release of 1 Gross.

1878

Voltage 100
Wattage 200-250

RM

MURPHY H. TAYLOR
DIRECTOR

3 Copies
please

ADJUTANT/14

HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation Sub-Commission

15 December 1944

Tel: 475704
Our Ref: AC/12/37/Tn/S

SUBJECT: MEMO Meeting held 12 December '44.

TO : A.C. Port Liaison Officer,
Civitavecchia

Minute No. 123 of the above meeting is repeated

below:-

1877

* 123. COAL BERTH CIVITAVECCHIA (See Minute 120)

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

- (1) 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 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

(a) This coal berth was visited on 4 December by reps of In(4) Operations and 0-4 (Mor & In) who, in a report submitted to the Committee, recommended the following:-

(1) 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.

(11) 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.

(111) 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.

(1v) that electric light bulbs be provided as the quay has already been wired for electricity.

It was agreed that extracts from the report be forwarded to ALMA for action regarding the above recommendations.

The situation in sub-para. 4 is known.
Please report on sub-para. (i), (11) and (111).

Robert H. Taylor
ROBERT H. TAYLOR
Director

SUBJECT: - ROOFING MATERIAL. -

TO/ FROM: SUPPLY

F.O. SALIC - URBEL. REG.

ALLEN COMMISSION

6, VIA URBELIC

NOTE

1). In order to re - roof the work shops of the local machine shop, which is required for Marine repairs and transport handling in the Port, about 600 sq. metres of material are required.

2). The roof is not too strong and it requested that either -

CONCRETE OR STEEL

or CORRUGATED IRON SHEET (Sample enclosed)
be made available.

3). May this office be informed if such material is available and of the price.

J.M. BOWEN

J.M. BOWEN CAPT.

A.S. PORT LIAISON OFFICER

1876

13 DEC. 1944

STIRAVASIA

COPY TO MR. HEN - COMMISSION (2)

SUBJECT: - HARBOUR OF CIVITAVECCHIA. -
SUPPLY OF MECHANICAL LOADING AND UNLOADING INSTALLATION.

TO/ S.P.A. V. DIV.

TH. SUB - COMMISSION
M.G. ALLIED COMMISSION
A.P.O. . 194

1). Ref. to 1057/P undated from Ministry of Marine.

The minute N° 53 of the Port Committee meeting of 4 Dec.
which is enclosed, refers.

2). Attention is also drawn to minute N° 49 which refers to a
warehouse on N° 4. No plans are available here, so that it
is impossible to check the specification.

6 DEC. 1944
CIVITAVECCHIA

J.R. BOWES
J.R. BOWES CAPT.
A.C. PORT LIAISON OFFICER

1875

SWB/ml

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 476704
Our Ref: 10/1/3/In/3

2nd December 1944

SUBJECT: Port Equipment

TO: The Zone Commissioner
Allied Commission
Sari

It is understood that the M.S.F.R. at Sari has a limited number of wheel-barrow surplus to his requirement.

Please contact and arrange shipment by first available vessel to M.S.F.R. at Civitavecchia.

This equipment is urgently required.

[Signature]
D.E. ADAMS
Colonel, G.S.
Director, En. Sub. Comm.

485521

HEADQUARTERS ARMY COMMISSION
AND 194
Transportation Sub-Commission

Tel: 478104
Our Ref: 10/1/20/3

27 November 1944

SUBJECT: Berthing Facilities Civitavecchia

TO: D.C.M.E.C.

1. Reference conversation Major Cole/Lieut. Parley of the 35th Inst.
2. Attached is a report from the D.M.F.E.C. of Civitavecchia regarding difficulties experienced in berthing LSTs alongside S.C.B.
3. Could the proposal be put forward immediately while there are still engineers, equipment and materials in the Port.

[Signature]
1873
D.C. 1200
Colonel, G.S.
Director, In. Sub. Comm.

Enclosure: (Report)

SUBJECT: - CIVITAVECCHIA PORT

TO : MR. Sub-Commission

H.Q. Allied Commission

A.S.O. 394

1) Two copies are attached of the report submitted by Mr. Paisley
R.V.T. representative at Civitavecchia.

2) May application be made for this work to be carried while
this 345 th. Engineer Coy is in this area.

cc Mr. S-31

CIVITAVECCHIA.

M. S. S. S. S.

MR. S. S. S. S. S.
MR. S. S. S. S. S.

My details will see R.T. and get work done 25/1/50

1872

5/1

THE MINISTRY OF MARITIME TRANSPORT,
CIVILAVENUE 1A

12th November 1944.

TO: - Captain Rowe
Transportation Sub-Commission
CIVILAVENUE 1A

- 1). Berth No. 2 in this Port, consisting of ramps built over a vessel tank alongside the quay, has been constructed in such a manner that the ramps correspond with the hold of a Liberty ship moored port side to the quay, i.e., with her stern towards the harbour entrance.
- 2). When the Berth was constructed - presumably in the summer time, - it was apparently not visualized that in the winter time berths in this Port are frequently not safe berths and that for that reason it is advisable that vessels at either Berth No. 1 or Berth No. 2 should berth starboard side to the quay, - i.e., with stern seawards - so that they can run out for safety should the berths become untenable.
- 3). If a Liberty ship berths at No. 2 starboard side to quay (PORT SIDE) supported by pilot, limited on this, the ramp does not correspond with the hold and No. 3 hold cannot be discharged concurrently with the others.
- 4). It would therefore be a considerable advantage if an additional ramp were constructed to correspond with No. 3 hold.
- 5). The wreck at the appropriate point appears to provide a solid foundation and so the non-technical it appears that little work would be involved.
- 6). Could this proposal be put forward immediately while there are still Engineers, Equipment and Materials in the port?

Distribution:

M. S. B. R. O.	A. F. M. O. C. D. M. T.	(1)
M. W. T. K. (M. C.)		(1)
120 IC	CIVILAVENUE 1A	(1)
120 A		(1)

1871

BEST COPY POSSIBLE

0503

APWA NOV 8 PM FOR ACTION TO AMQ 8 PTH FOR ACTION

ADD FROM AMMS
4577

ROUTINE
CM SUBCOMMISSION

11 OCT 68

TO
 BUREAU PD REFERENCE 12/10/68 OF PORT OF CIVILAVENUECHIA BY ABLE
 CHARLIE CHARLIN PD TRANSPORTATION SUBCOMMISSION ABLE CHARLIN
 CHARLIN NOV ABLE TO ARRANGE FOR STANDARD QUOTE RAIL TRACK TO
 BE LID TO BEAT REQUIREMENTS PD FARM TO APWA NOV AND PM FOR
 ACTION TO APWA GORGE FIVE FOR ACTION FROM ACC FROM ADAMS
 BUREAU STONE ADAM GORGE REQUEST FOR DECAVILLE TRACK TROOP
 AND TROOP-KLES PD

S. C. C.

1850

SECRET PD SUPERVISOR 16/002 OF PORT OF CIVILIAN/STREET IN INDIAN
CHARLIE CHARLIE PD TRANSPORTATION SUPERVISOR ABLA CHARLIE
CHARLIE MON ABLA TO ARRANGE FOR STANDARD DESIGS BAIL TRUCK TO
BE LAID TO NEXT REQUIREMENTS PD FARM TO APTG MOV AND YR P28
ACTION TO APTG GEORGE FIVE FOR ADVISE FROM AGO FROM ALABAMA
SIGNED STONE FARM CANCEL REQUEST FOR MOBILEVILLE TRUCK BRUCKA
AND WENT-ALABAMA PD

S. C. C.

1870

INTERNAL
REQUISITION DIVISION

L. T. ROBERTS
1ST. LT. AGO
ADJUTANT

Subject: SEVERE RAIN (CIVILIAN)

ALLIED FORCE TRANSPORTATION

7 Oct 44

7 Oct 44

Ref: FORTY (4)

To: Allied Control Commission
Transportation Sub Commission
RAC

1. Reference signal from W.D.A. and M.V.N. SEVERE RAIN dated 27 Sep 44, to R.C. (4), copy attached. It will be observed that 3 items, viz. (a) Canvas (b) Can Hooks (c) Shovels, Coalheavers, are not available at the 4th Stores RAC. It is suggested that you should obtain the Canvas and Shovels through the Army Commission and the Can Hooks and Coalheavers through American channels.

2. The other items shown have been loaded at rail station into Box wagon No. 100602, which left on Oct. 3 consigned to F.D.A./M.V.N. The rail, CIVILIAN.

3. Will you please note and advise consignor.

1559

Att. Col. Dugan (Engineer)
Flight line info of the

J. L. ...
G. STAFF, Captain, RAC
For Brigadier.
D.Q.M. (Nov 44).

116004

116004
more info on the 10th

S/1

0506

ETD - 05