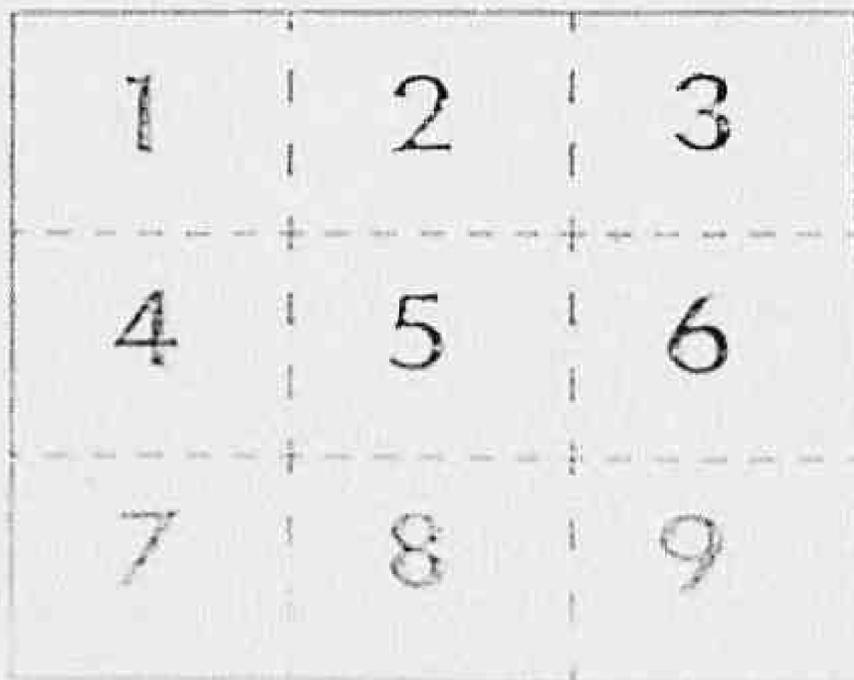
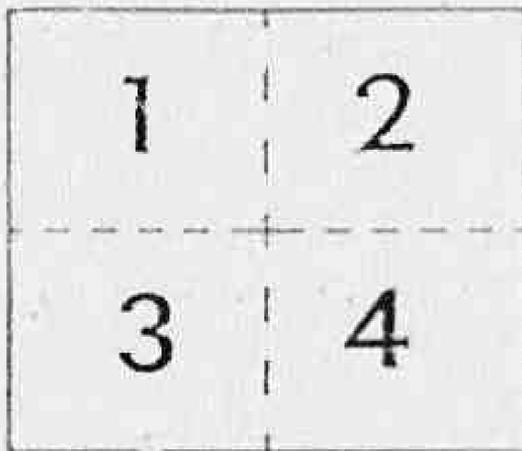
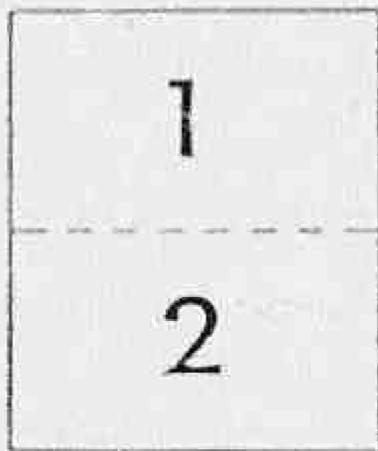


Port Report
Brindisi

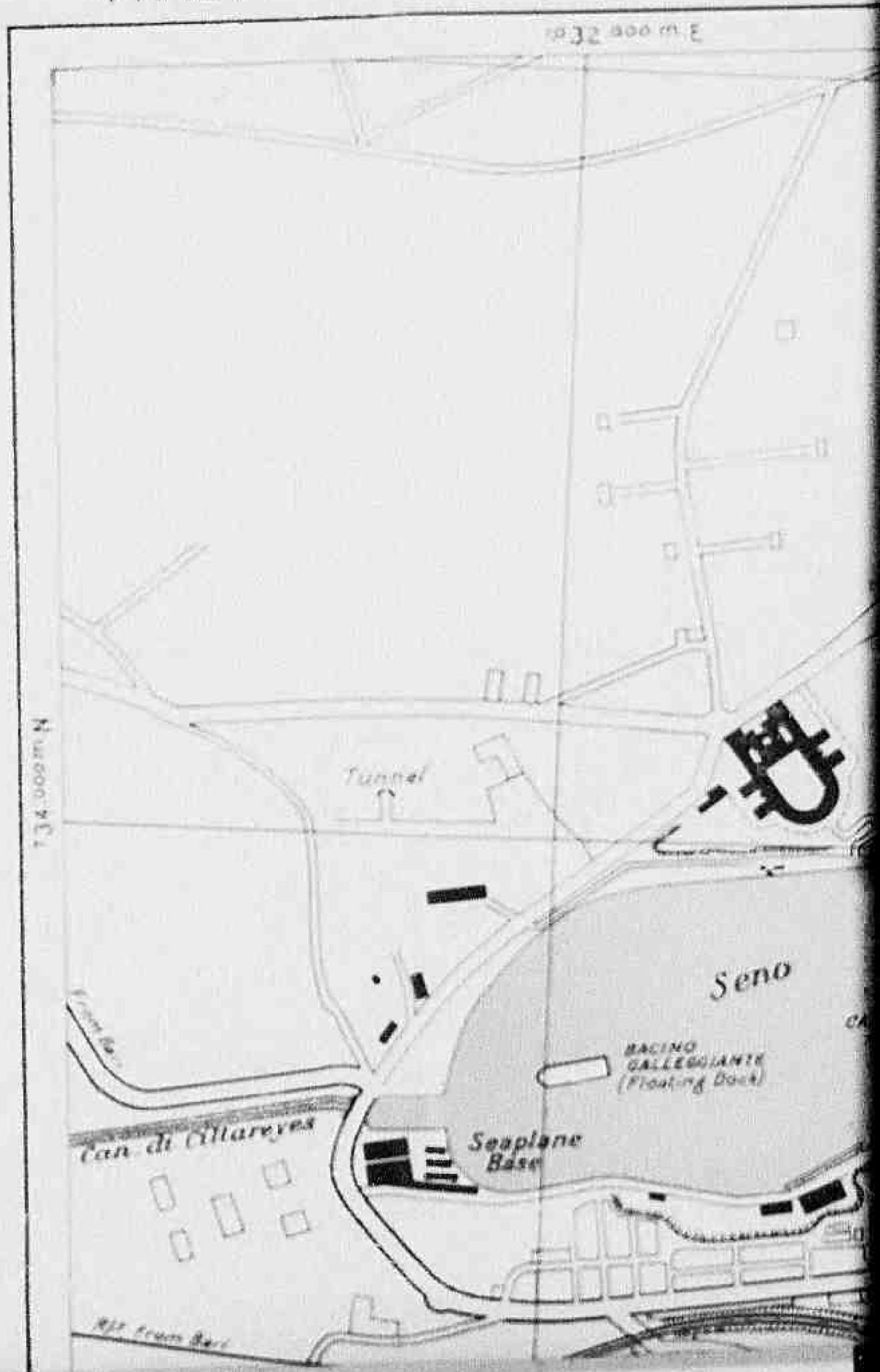
10000/142/1240
June 45

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

SEE DIAGRAMS BELOW.



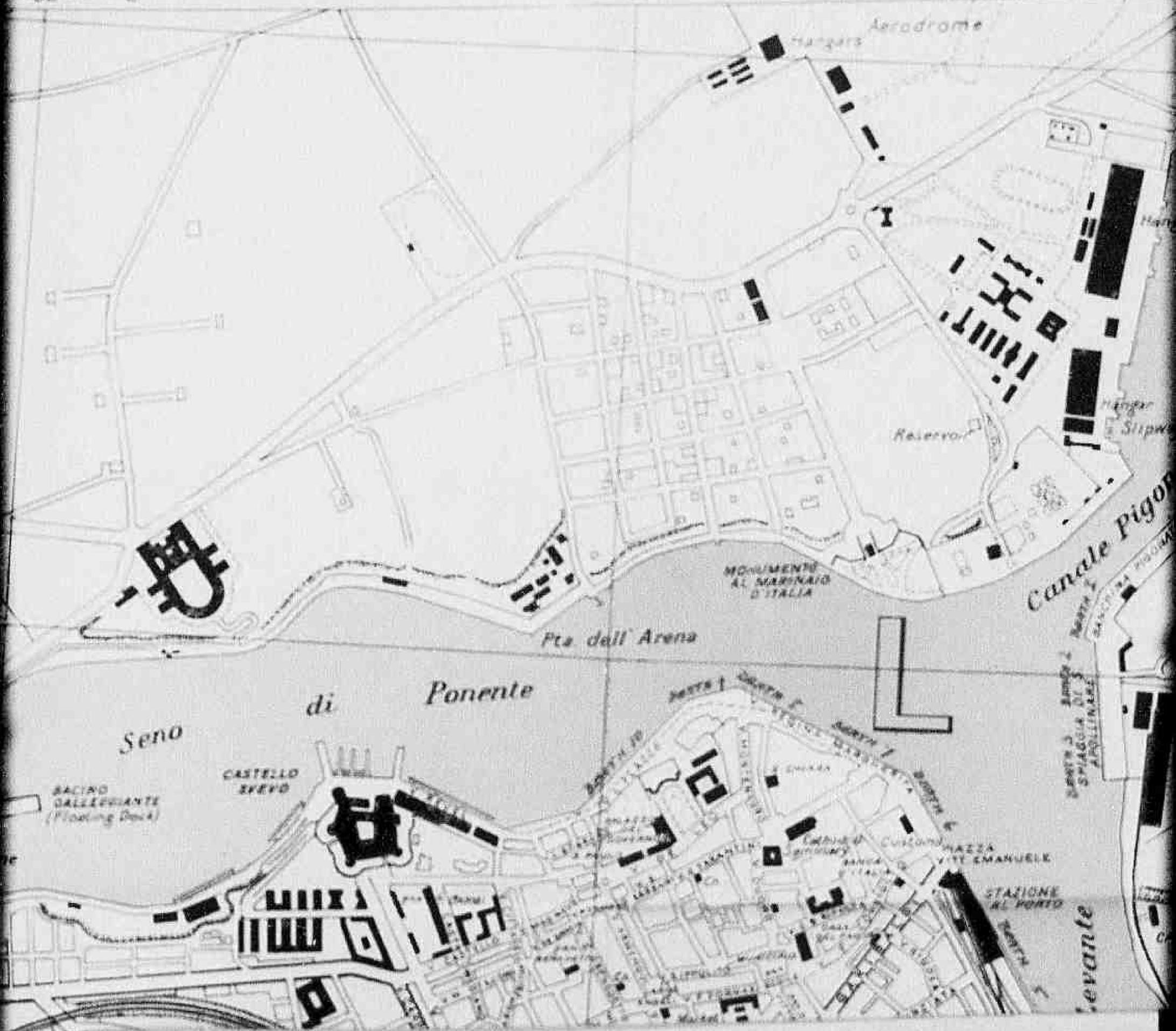
ITALY

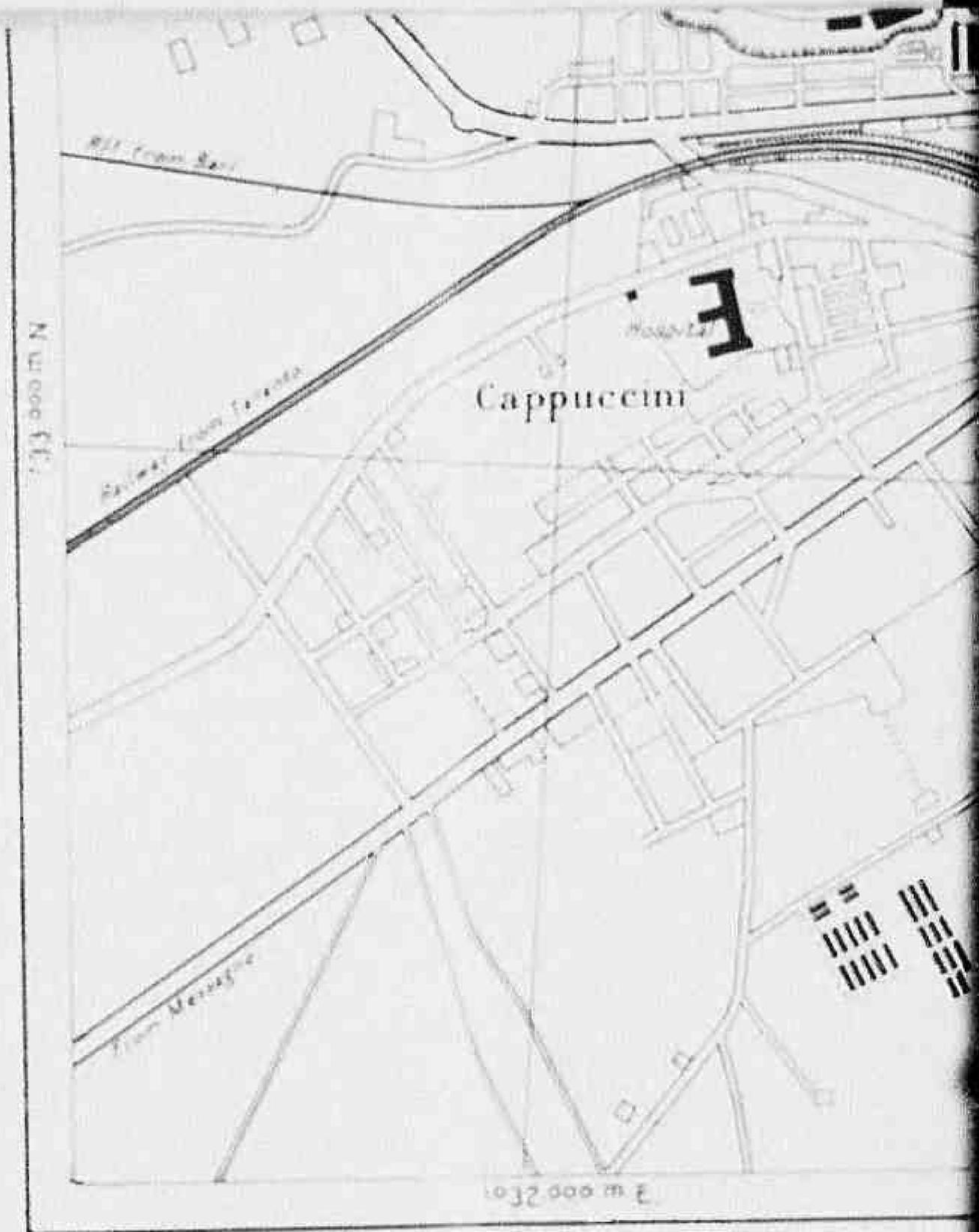


FIRST ED

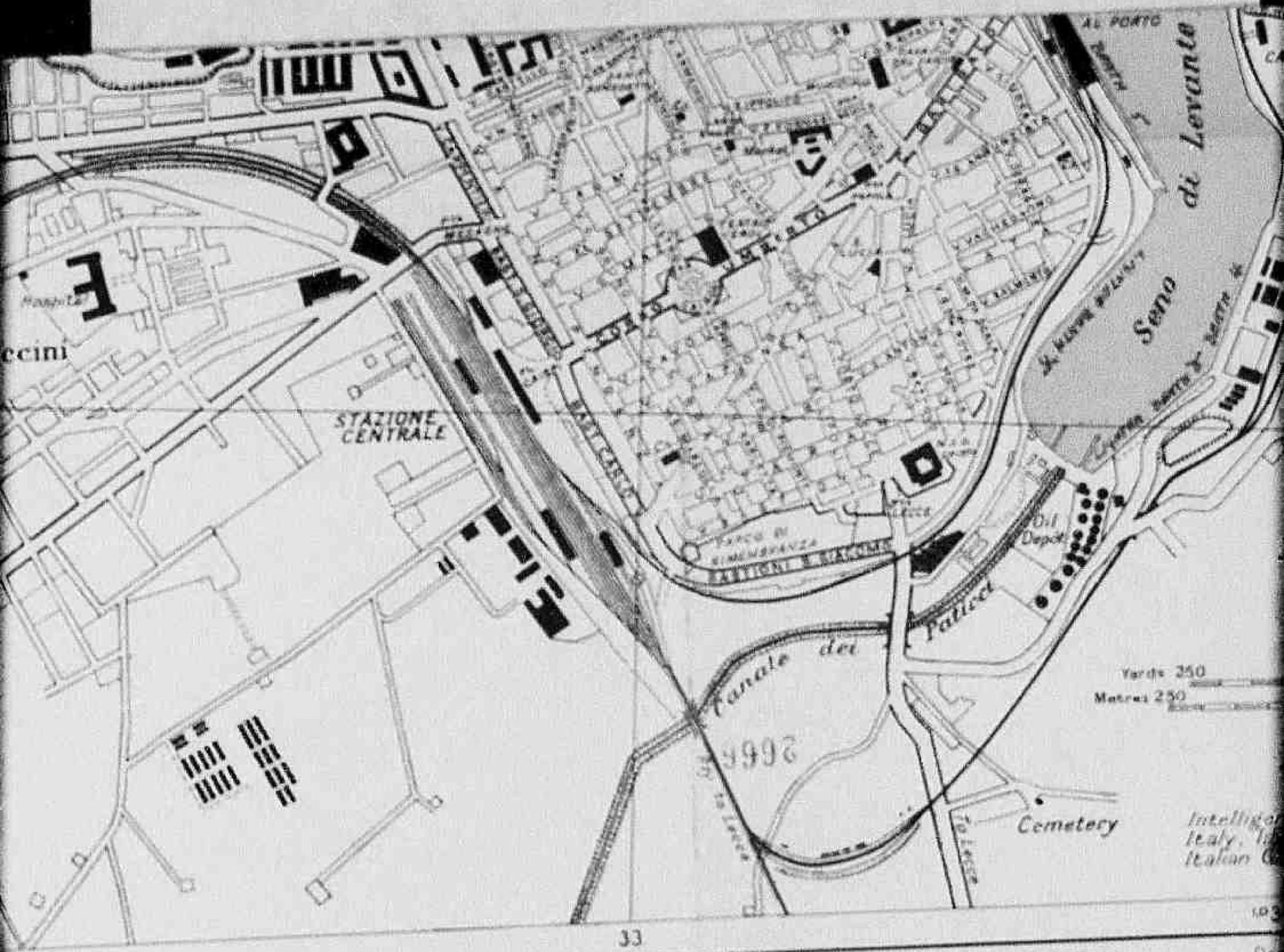
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33





Geographical Section, General Staff, NY 4080
Published by War Office, 1942



Air photographs have been used in the production of this plan.

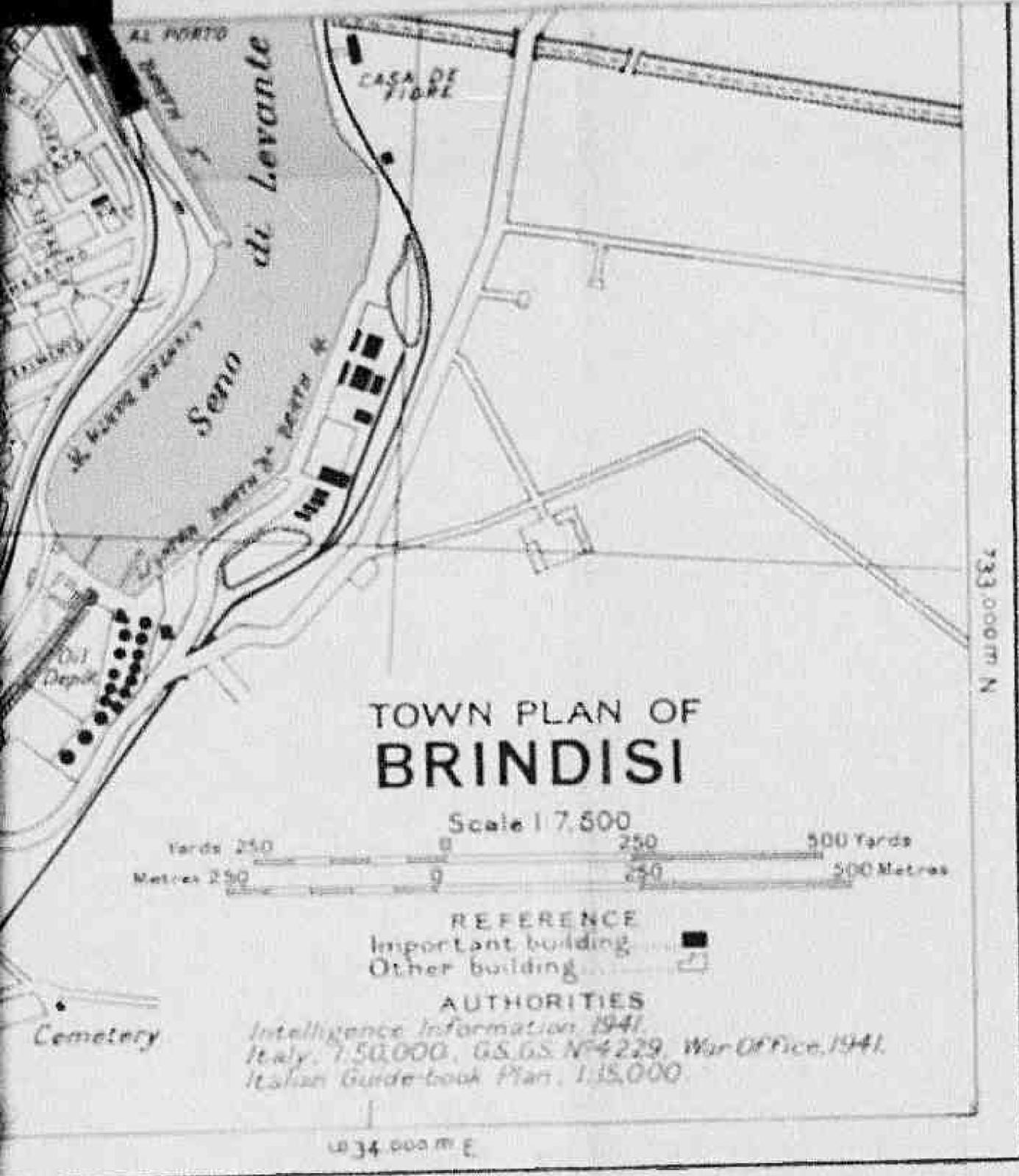
South Italy Grid CONVERGENCE
Grid North is 2°30' E. of True North on this sheet.

0 m E.

N 4380

103

06



TOWN PLAN OF BRINDISI

Scale 1:7,500



REFERENCE
 Important building ■
 Other building □

AUTHORITIES

Intelligence Information 1941
Italy, 1:50,000, G.S. G.S. N°4229, War Office, 1941.
Italian Guide-book Plan, 1:35,000.

734 000 m E

Drawn and Photolithographed by War Office, 1942

Italy Grid
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 is 2'30" E of True
 on this sheet

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TRANSLATION

AS/uda

SUBJECT : Storage of Commodities at the Port of Brindisi,

Presently the quay and the port area is noticeably congested with UNRRA commodities.

Apart from considering the spoiling of the goods and the exposure to pilfering, it must be kept present that the lack of space reduces the possibility of loading of Allied ships at the port for there is little place where to discharge the goods.

The need of reducing the a/m arrivals has been suggested also by the representative of the U.S.A. at Naples who has been here a few days ago together with representatives of other Allied Offices at Bari, (War Shipping Administration Ministry of Transport- Sea Transport Office-Port Commandant), to get information regards the Port.

To eliminate the a/m inconveniences it is necessary that:

1. Vessels be sent urgently to reload the commodities stored on the quay and transport them to the other ports of destination.
2. Provide the urgent movement of these commodities which must go to the inland warehouses.

We take the occasion to mention that the discharging of the ships could be notably speeded up if a greater number of trucks is allocated for the movement of the goods from the quay to the warehouse.

We inform you of the above so that you may adopt the necessary measures for the present situation or any that may come up in the future and we would appreciate it if you will keep us informed.

The Ten. Col. di Porto Comandante
sgt F. Fontanarossa

Copy passed to Supt. Div. 16/11 [Signature]

2065

File 562/1003

*Capt Hazelton to note - pl reduce no. of vessels
Routes to Brindisi if you can
to give time to clear quay [Signature]*

TRANSLATION

AB/wm

Ref. 7237/c

Rome 12 Dec. 1945

SUBJECT : Storing of Goods at the Port Of Brindisi
TO : A.C. Transportation S/C.

Be forward copy of letter received from the Port Commander of
Brindisi, in case the A.C. believes it necessary to intervene in the question,
to eliminate as much as possible, the lamented inconveniences.

Hgd Ten. Generale A.M. Carlo Mattioli
Director General of the Merchant Marine

2664

For Approval by Major Laranan: _____

DRAFT SIGNAL

27 October 1945

TO : AFHQ MTOUSA INFO: WSA BARI WSA NAPLES
FROM : ALOOM HEADQUARTERS
PRECEDENCE : PRIORITY

UNCLASSIFIED

REF YOUR SIGNAL C28400 , 15 OCTOBER
CAPTAIN OF PORT BRINDISI HAS NO OBJECTION TO BACKPIILING
4000 TONS PIERCED STEEL PLANK.

Ports & Warehouse Division
290

2683

Copy to:
Major Laranan, Shipping Division

*attach to previous
signal from Intcom*

128

EXTRACT
FROM
TRANSPORTATION NEWS LETTER
OF
16 October, 1947

10A

Facilities for the dry docking of merchant vessels are available to the Mediterranean Shipping Board in 14 ports in the Mediterranean area, providing ample repair space for present needs. All facilities are controlled by the CINC, Mediterranean.

Bids for the use of repair facilities are submitted to the Mediterranean Shipping Board and compiled and studied by the board's Repair Committee for recommendation. The committee schedules the vessels for repairs taking into consideration the availability of docks, routing of the vessels, their positions at the time they will be ready to go into drydock, and estimated length of time in drydock.

During the war the limited number of docks in the Mediterranean and the great number of emergencies which occurred created a problem in dry docking. Warships were given first priority. At present, however, warships compete with personnel, hospital and merchant ships on a basis of urgency.

Vessels operating between the Mediterranean and United States or the Mediterranean and Great Britain generally are returned to the home ports for drydocking. In event of an emergency, however, they are drydocked in the Mediterranean.

Docking facilities (all measurements are "on keel blocks" dimensions) :

Genoa---Controlled by the French Navy. Has

56/100

two docks, one of 167 feet and the second, a small dock suitable for trawlers etc.

Gibraltar—Controlled by the British Navy. Has four docks, 550, 530, 430 and 247 feet.

Corsica—Controlled by the French Navy. Has two docks, 470, and 190 feet. The docks are used mainly by the French but may be used by others' vessels if necessary.

Algiers—Controlled by the French Navy. Has two docks, 350 and 311 feet.

Ferryville—Controlled by the French Navy. Has four docks, 340, 300, 230 and 810 feet. The scarcity of labor, however, limits the use of this port.

Naples—Controlled by the British Navy. Has five docks, 350, 370, 240, 180 and 118 feet. The 180-foot dock is a floating dock. The 170-foot dock is limited to vessels with beams of 25 feet or less.

Palermo—Controlled by the U.S. Navy. Has two docks 310 and 117 feet long. The port is used principally by the U.S. Navy, but a recent drop in commitments has increased the number of merchant ships being docked there.

Leghorn—Controlled by the British Navy. Has one dock 134 feet, but because of its irregular shape can accept only vessels smaller than Liberties.

Genoa—Controlled by the British Navy. Has four docks, two of which are in operation at present. One of these docks is 310 feet long and can take two vessels simultaneously. The other dock is 251 feet, but its whole length is not being worked at present. Genoa is used for the repair of merchant ships only.

Taranto—Controlled by the British Navy. This port has a large number of repair docks, four of which are used by merchant ships.

These are 314, 297, 284 and 160 feet in length. The 160-foot dock is a floating dock.

Brindisi---In the process of being returned to Italian authorities for operation. Has two docks; 168 and 148 feet.

Venice---Operated by Italian authorities. Has two docks, 310 and 493 feet. The 310-foot dock is not yet in operation.

Trieste---Has three docks, two of which are used primarily for minesweepers and other small craft. The third is large enough to accept vessels slightly smaller than Liberties.

Toulon---Controlled by the French Navy. Has four docks 211, 243, 260 and 246 feet.

LaCiotat---Controlled by the French Navy. Has one dock large enough to accept a Liberty.

Marseille---Controlled by the French Navy. There are no dry docking facilities in this port but certain types of repairs may be undertaken here.

2850

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 28400
Date/Time of Origin: OCT 15 1624A

Message Centre No: 0/1133
Date/Time Rec'd: OCT 16 1015A
Precedence: ROUTINE

FROM: AFHQ MTOUSA
TO: ALCON INFO WSA ROME, WSA HARI, WSA NAPLES.

UNCLASSIFIED.

Understand some difficulty in obtaining permission from Captain of port BRINDISI backpiling approximately 4000 tons pierced steel plank to be used in flatting vessels at BRINDISI. Such backpile is necessary to guard against ship delay incident to any real interruptions and should not be objectionable. Very possible this is due to changeover to civilian operation in connection with which the Italian captain of the port may need guidance from General MATSINI. Cooperation will be appreciated.

DIST

ACTION TH SC 2
INFO CHIEF COMMISSIONER
ECOM SEC 2
WSA
MSTR
FILMS FLOAT 3

2659

RECORDED
INDEXED
C

208X

Appendix 4
Sheet 2

/lar

SUMMARY OF PORT FACILITIES

AS AT 10 JUN 1945

2658

BRINDISI

(a) Berths available.

| <u>No.</u> | <u>Type</u> | <u>Draft</u> |
|------------|-------------|--------------|
| 1 | Coaster | 21' |
| 2 | MT/Stores | 23'6" |
| 3 | Coaster | 23'6" |
| 4 | MT/Stores | 23' |
| 5 | MT/Stores | 28' |
| 6 | MT/Stores | 23'6" |
| 7 | MT | 23' |
| 8 | MT/Stores | 21' |
| 9 | Coaster | 22' |
| 10 | Lighter | 20' |

(b) FLOATING EQUIPMENT

| | |
|----|-----------------|
| 6 | R.C.L. |
| 10 | Minca barges |
| 12 | Civilian barges |
| 3 | W.D. Tugs. |
| 2 | Civilian Tugs |
| 2 | Launches |

Floating Cranes

| | | |
|---|-----------------|---------|
| 1 | Diesel Electric | 40 tons |
| 1 | Steam Sheerlegs | 8 " |

(c) Shore Cranes and Equipment

| | | |
|---|-------|---------|
| 1 | Coles | 3 tons |
| 1 | F.B. | 2 1/2 " |

2658

4 MT/Stores 23'
 5 MT/Stores 26'
 6 MT/Stores 23'6"
 7 MT 23'
 8 MT/Stores 21'
 9 Coaster 22'
 10 Lighter 20'

(b) FLOATING EQUIPMENT

6 E.C.L.
 10 Minca barges
 12 Civilian barges
 3 W.D. Tugs.
 2 Civilian Tugs
 2 Launches

Floating Cranes

1 Diesel Electric 40 Tons
 1 Steam Sheerlegs 8 "

(c) Shore Cranes and Equipment

1 Coles 3 tons
 1 P.B. 45 2 1/2 "
 3 Jones 2 "
 5 Hysters 2/3 "
 2 Morris 5 tons
 1 P & R. 6 tons
 1 R. & E. 10 "
 1 19 R.B. 5 "
 1 Weeserhutto 7 "
 12 Clark Fork Trucks
 3 Chaseside Tractors
 2 Lister Trucks.

(d) Rail facilities

Number of alongside rail served berths. 10
 " " quays rail served 2
 " " wagons which can be set up for loading at any one time 130

237/0a

HEADQUARTERS ALLIED COMMISSION

AFG 394

Transportation Sub-Commission

PORT REPORT

MINIMAL

1. Brief Physical Description.

Please see plan attached.

The port of Brindisi consists of two harbours, viz. Porto di Levante and Porto di Levante, jointly worked by the entrance Canale Ficonati.

2. Tides. There is a spring tide variation not exceeding 9".

3. Weather.

Strong W/E winds affect ship movements, but not cargo operations.

4. Shore.

| No. | Length. | Draft. |
|-----|-----------------------|--------|
| 1 | 240 ft. | 21' |
| 2 | 475 " | 23'6" |
| 3 | 255 " | 23'6" |
| 4 | 690 " | 23' |
| 5 | 525 " | 28' |
| 6 | 505 " | 23'6" |
| 7 | 505 " | 23' |
| 8 | 905 " | 21' |
| 9 | 262 " | 16' |
| 10 | 460 " | 14' |
| | R.M. Coal Barge 294 " | 20' |

2687

5. Planting equipment.

| | |
|-------|----------------|
| Tugs | 2 Civilian |
| Craft | 3 R.D. |
| | 2 Launched |
| | 20 Mines/Mines |

2657

3. Weather.
Strong N/S winds affect ship movements, but not cargo operations.

4. Harborage.

| <u>No.</u> | <u>Length.</u> | <u>Draft.</u> |
|------------|-----------------------|---------------|
| 1 | 240 ft. | 21' |
| 2 | 455 " | 23'6" |
| 3 | 255 " | 23'6" |
| 4 | 690 " | 23' |
| 5 | 525 " | 28' |
| 6 | 500 " | 23'6" |
| 7 | 505 " | 23' |
| 8 | 505 " | 21' |
| 9 | 262 " | 18' |
| 10 | 460 " | 14' |
| | R.H. Coal Berth 294 " | 20' |

Floating equipment.

- Tugs
- 2 Civilian
- 3 R.D.
- 2 Launches
- 20 Minca/Minus
- 12 Civilian Lighters
- 1 Steel lighter (widest type) W.D.

Dredgers

NIL

Floating Cranes.

- 1 Diesel Electric - 40 ton (Italian Navy).
- 1 Steam Smerlegs - 8 ton 5 metres - maximum lift 9a.

Shore Cranes & Equipment.

- 1 x R.B.
- 5 x Hyster
- 1 x Messerhutte
- 1 x PB 45
- 1 x Linkbelt Speeder
- 1 x R.P.
- 1 x S.H.
- 3 x Coles

- 5 ton
- 2 "
- 7 " (Civ.)
- 28 " (")
- 5 " (Approx.)
- 6 "
- 10 "
- 3 "

- 7. (cont'd) 3 x Jones 1 ton
- 2 x Morris 3 "
- 4 x Chasseeide Tractors
- 1 x Lister Tractors
- 12 x Clark Carloaders.

8. Dry Docks.
Two small dry docks.

9. Repair Facilities.
Standard repairs can be made.

10. Railway Sidings.
Number alongside rail served berths 10
Number quays rail served 2
Number of wagons which can be set
up for loading at one time 130

11. Warehouses.
The amount of available warehousing could not be accurately determined at time of inspection, but writer was informed adequate facilities exist for normal operations.

12. Labour.
There are 26 civilian labour gangs available (a number of these gangs are often employed on ships' bunkers). The average quay labour day is 1,100 (mainly civilian).
The military hires local labour through several local labour contractors.
Adequate labour is available, and there are no present or potential problems.

13. Stevedore "ear".
Stevedore gear is loaned by the Army to stevedore contractors. No civilian gear is visible, but there is a possibility that a small amount is hidden.
For civil port operation, it is suggested that the attached list, covering an 8-ship port stevedore set, be used as the basis for requirements.

The item may be reduced or increased pro rata to conform with port traffic conditions at that time.

14. Ref. Consol Arrari and I.C.R.

11. Warehouses.
The amount of available warehousing could not be accurately determined at time of inspection, but writer was informed adequate facilities exist for normal operations.

12. Labour.
There are 25 civilian labour gangs available (a number of these gangs are often employed on ships' bunkers). The average quay labour day is 1,100 (mainly civilian). The military hires dock labour through several local labour contractors.
Adequate labour is available, and there are no present or potential problems.

2656

13. Stevedore gear.
Stevedore gear is loaned by the Army to stevedore contractors. No civilian gear is visible, but there is a possibility that a small amount is hidden.
For civil port operation, it is suggested that the attached list, covering an 8-ship port stevedore set, be used as the basis for requirements.
The team may be reduced or increased pro rata to conform with port traffic conditions at that time.

14. Fed. Consorzi Agrari and I.C.E.
Fed. Consorzi Agrari,
Via. Cairoli,
Brindisi,
Tel. No. 1646 Brindisi.

I.C.E.
Via. Matteotti,
Brindisi,
Tel. No. 1087 Brindisi.

The above agencies are generally operating efficiently. They are punctual in responding to notice of ship arrivals, etc.

There has been some delay in quay clearance, but this is attributed to rail wagon and road transport shortage.
The Consorzi Agrari has developed a tendency to challenge weights and measurements of cargo discharges, even to the extent of weighing every intact bag of grain.
While a close check is commendable, nevertheless the practice slows up of rail wagons, etc., and impedes the work of the military authorities.

The military units are not organized to closely check the weight of each item, but are mainly interested in quick quay clearance.

A discrepancy exists in the labour rates of pay of the General Agrari and that of the Military Labour Units, the former's rate being lower. This condition sometimes creates a labour shortage in the General Agrari organization, during which periods they rely on the military for quick quay clearance. The military authorities feel that this condition imposes an unnecessary hardship upon them.

15. Allied Military Cargo.

The possibility that the Army will entirely vacate the port of Trinidad during the period of the emergency is very remote. I am informed that at least a skeleton force will be maintained at the port until all military shipments are ended and that the situation will be controlled by Movements-East Italy regional headquarters at Bari.

The responsibility of A.C. for future handling of military cargo will not arise.

Summary of Recommendations.

1. When port is restored to civil operation, provide stevedore gear in accordance with the B ship port set list, attached hereto.

The items in this list may be reduced or increased pro rata to conform with port traffic conditions at that time.

2877
Stanley F. Prasse
 STANLEY F. PRASSE
 Port Liaison Officer.

and that the situation will be controlled by Movimento-Sest
Italy regional headquarters at Bari.

The responsibility of A.C. for future handling of
military cargo will not arise.

Summary of Recommendations.

1. When port is restored to civil operation, provide
stevedore gear in accordance with the 5 ship port set list,
attached hereto.

The items in this list may be reduced or increased
pro rata to conform with port traffic conditions at that time.

2613
Stanley F. France

STANLEY F. FRANCE
Port Liaison Officer.

[Faint, mostly illegible text, possibly bleed-through from the reverse side of the page. The text is arranged in several paragraphs and appears to be a memorandum or report. Some words are difficult to discern due to the low contrast and blurriness of the scan.]

1000

2654

| | |
|--|------|
| Shovel, 3 of 100, 20 1/4 ton | 15 |
| " " " " " 100 | 10 |
| " " " " " 7 1/2 ton | 7 |
| " " " " " 3 ton | 3 |
| Shovel, Coultreaver | 1 |
| Slings, Chain, 1 ton, 100' | 10 |
| Slings, Chain, 500 lb, 100' | 10 |
| Slings, Chain, 250 lb, 100' | 10 |
| Slings, Chain, 125 lb, 100' | 10 |
| Slings, Chain, 62 1/2 lb, 100' | 10 |
| Slings, Chain, 31 1/4 lb, 100' | 10 |
| Slings, Chain, 15 1/2 lb, 100' | 10 |
| Slings, Chain, 7 1/4 lb, 100' | 10 |
| Slings, Chain, 3 1/2 lb, 100' | 10 |
| Slings, Chain, 1 3/4 lb, 100' | 10 |
| Slings, Chain, 7/8 lb, 100' | 10 |
| Slings, Chain, 3/4 lb, 100' | 10 |
| Slings, Chain, 1/2 lb, 100' | 10 |
| Slings, Chain, 1/4 lb, 100' | 10 |
| Slings, Chain, 1/8 lb, 100' | 10 |
| Slings, Chain, 1/16 lb, 100' | 10 |
| Slings, Chain, 1/32 lb, 100' | 10 |
| Slings, Chain, 1/64 lb, 100' | 10 |
| Slings, Chain, 1/128 lb, 100' | 10 |
| Slings, Chain, 1/256 lb, 100' | 10 |
| Slings, Chain, 1/512 lb, 100' | 10 |
| Slings, Chain, 1/1024 lb, 100' | 10 |
| Slings, Chain, 1/2048 lb, 100' | 10 |
| Slings, Chain, 1/4096 lb, 100' | 10 |
| Slings, Chain, 1/8192 lb, 100' | 10 |
| Slings, Chain, 1/16384 lb, 100' | 10 |
| Slings, Chain, 1/32768 lb, 100' | 10 |
| Slings, Chain, 1/65536 lb, 100' | 10 |
| Slings, Chain, 1/131072 lb, 100' | 10 |
| Slings, Chain, 1/262144 lb, 100' | 10 |
| Slings, Chain, 1/524288 lb, 100' | 10 |
| Slings, Chain, 1/1048576 lb, 100' | 10 |
| Slings, Chain, 1/2097152 lb, 100' | 10 |
| Slings, Chain, 1/4194304 lb, 100' | 10 |
| Slings, Chain, 1/8388608 lb, 100' | 10 |
| Slings, Chain, 1/16777216 lb, 100' | 10 |
| Slings, Chain, 1/33554432 lb, 100' | 10 |
| Slings, Chain, 1/67108864 lb, 100' | 10 |
| Slings, Chain, 1/134217728 lb, 100' | 10 |
| Slings, Chain, 1/268435456 lb, 100' | 10 |
| Slings, Chain, 1/536870912 lb, 100' | 10 |
| Slings, Chain, 1/1073741824 lb, 100' | 10 |
| Slings, Chain, 1/2147483648 lb, 100' | 10 |
| Slings, Chain, 1/4294967296 lb, 100' | 10 |
| Slings, Chain, 1/8589934592 lb, 100' | 10 |
| Slings, Chain, 1/17179869184 lb, 100' | 10 |
| Slings, Chain, 1/34359738368 lb, 100' | 10 |
| Slings, Chain, 1/68719476736 lb, 100' | 10 |
| Slings, Chain, 1/137438953472 lb, 100' | 10 |
| Slings, Chain, 1/274877906944 lb, 100' | 10 |
| Slings, Chain, 1/549755813888 lb, 100' | 10 |
| Slings, Chain, 1/1099511627776 lb, 100' | 10 |
| Slings, Chain, 1/2199023255552 lb, 100' | 10 |
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| Slings, Chain, 1/8796093022208 lb, 100' | 10 |
| Slings, Chain, 1/17592186044416 lb, 100' | 10 |
| Slings, Chain, 1/35184372088832 lb, 100' | 10 |
| Slings, Chain, 1/70368744177664 lb, 100' | 10 |
| Slings, Chain, 1/140737488355328 lb, 100' | 10 |
| Slings, Chain, 1/281474976710656 lb, 100' | 10 |
| Slings, Chain, 1/562949953421312 lb, 100' | 10 |
| Slings, Chain, 1/1125899906842624 lb, 100' | 10 |
| Slings, Chain, 1/2251799813685248 lb, 100' | 10 |
| Slings, Chain, 1/4503599627370496 lb, 100' | 10 |
| Slings, Chain, 1/9007199254740992 lb, 100' | 10 |
| Slings, Chain, 1/18014398509481984 lb, 100' | 10 |
| Slings, Chain, 1/36028797018963968 lb, 100' | 10 |
| Slings, Chain, 1/72057594037927936 lb, 100' | 10 |
| Slings, Chain, 1/144115188075855872 lb, 100' | 10 |
| Slings, Chain, 1/288230376151711744 lb, 100' | 10 |
| Slings, Chain, 1/576460752303423488 lb, 100' | 10 |
| Slings, Chain, 1/1152921504606846976 lb, 100' | 10 |
| Slings, Chain, 1/2305843009213693952 lb, 100' | 10 |
| Slings, Chain, 1/4611686018427387904 lb, 100' | 10 |
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| Slings, Chain, 1/18446744073709551616 lb, 100' | 10 |
| Slings, Chain, 1/36893488147419103232 lb, 100' | 10 |
| Slings, Chain, 1/73786976294838206464 lb, 100' | 10 |
| Slings, Chain, 1/147573952589676412928 lb, 100' | 10 |
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| Slings, Chain, 1/302231454903657293676544 lb, 100' | 10 |
| Slings, Chain, 1/604462909807314587353088 lb, 100' | 10 |
| Slings, Chain, 1/1208925819614629174706176 lb, 100' | 10 |
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| Slings, Chain, 1/4835703278458516698824704 lb, 100' | 10 |
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| Slings, Chain, 1/4951760157141521099596976896 lb, 100' | 10 |
| Slings, Chain, 1/9903520314283042199193953792 lb, 100' | 10 |
| Slings, Chain, 1/19807040628566084398387907584 lb, 100' | 10 |
| Slings, Chain, 1/39614081257132168796775815168 lb, 100' | 10 |
| Slings, Chain, 1/79228162514264337593551630336 lb, 100' | 10 |
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| Slings, Chain, 1/1267650600228229401496826085376 lb, 100' | 10 |
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| Slings, Chain, 1/2596148429267413814265500629250496 lb, 100' | 10 |
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| Slings, Chain, 1/10384593717069655257062002517011904 lb, 100' | 10 |
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| Slings, Chain, 1/68056473384187692692681688154678835008 lb, 100' | 10 |
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| Slings, Chain, 1/91343852312209912387739384113256075259143824 lb, 100' | 10 |
| Slings, Chain, 1/18268770462441982475547876822651215051828768 lb, 100' | 10 |
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| Slings, Chain, 1/76624777025702256865120368348560492932801957167104 lb, 100' | 10 |
| Slings, Chain, 1/153249554051404513730240736697120985865603914334208 lb, 100' | 10 |
| Slings, Chain, 1/306499108102809027460481473394241971731207828668416 lb, 100' | 10 |
| Slings, Chain, 1/612998216205618054920962947788483943462415657336832 lb, 100' | 10 |
| Slings, Chain, 1/122599643241123610984012599557696788684483131466664 lb, 100' | 10 |
| Slings, Chain, 1/2451992864822472217680251991153935773688962628333296 lb, 100' | 10 |
| Slings, Chain, 1/4903985729644944435360503982307871547377925256666592 lb, 100' | 10 |
| Slings, Chain, 1/9807971459289888870721007964615743094755850513333184 lb, 100' | 10</ |

Quantity

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