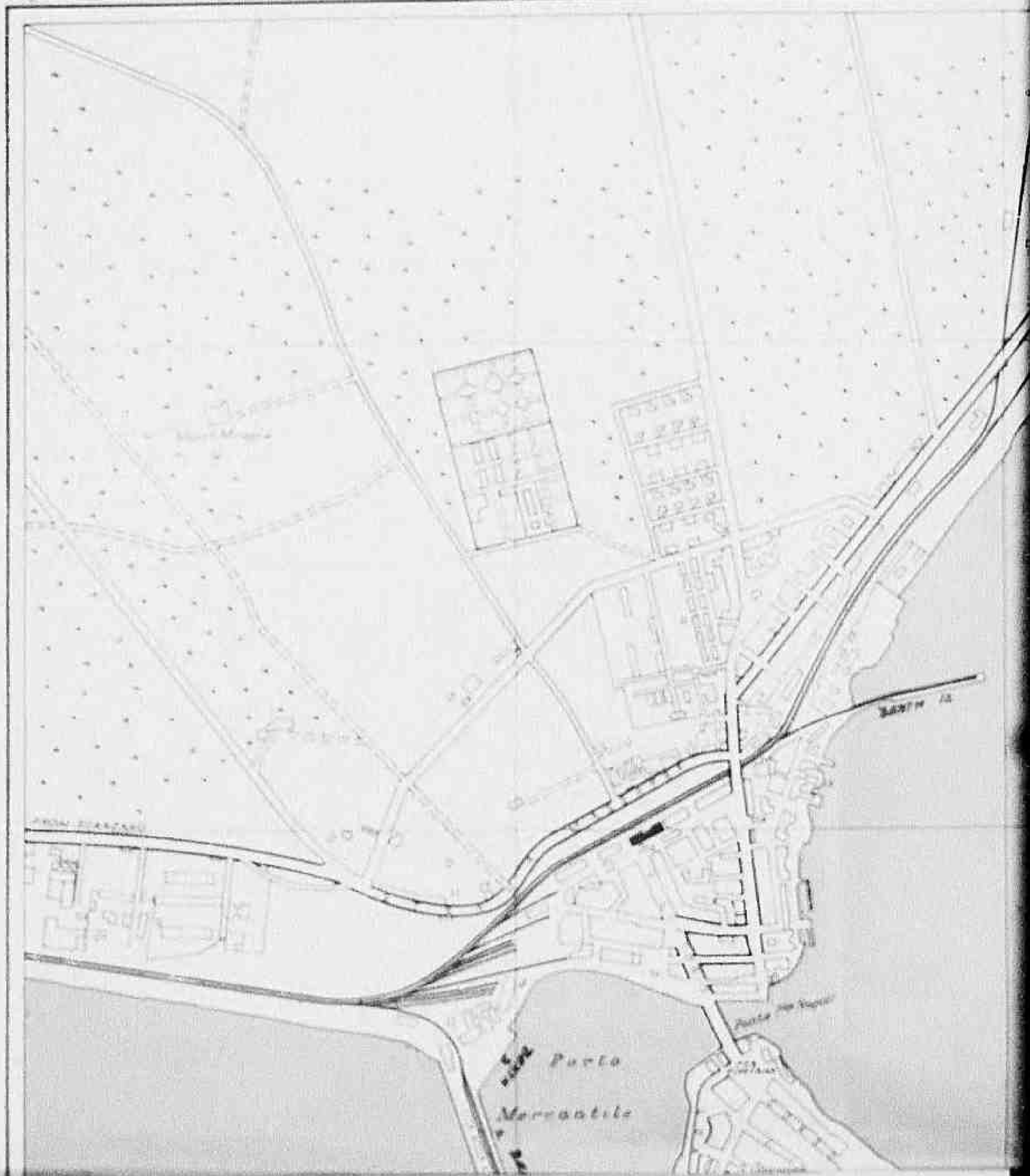


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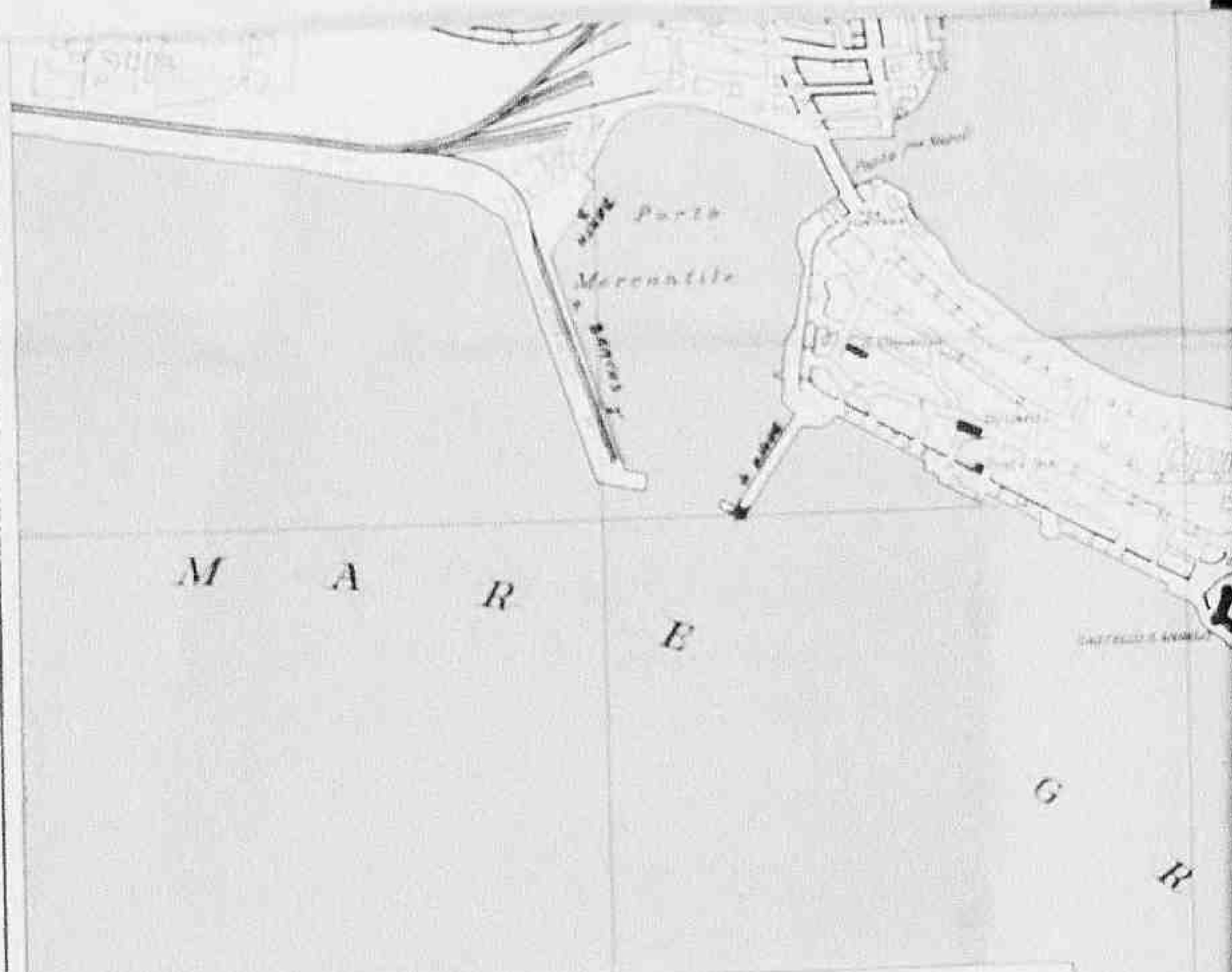
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Punta della Fenice



TOWN PLAN OF TARANTO

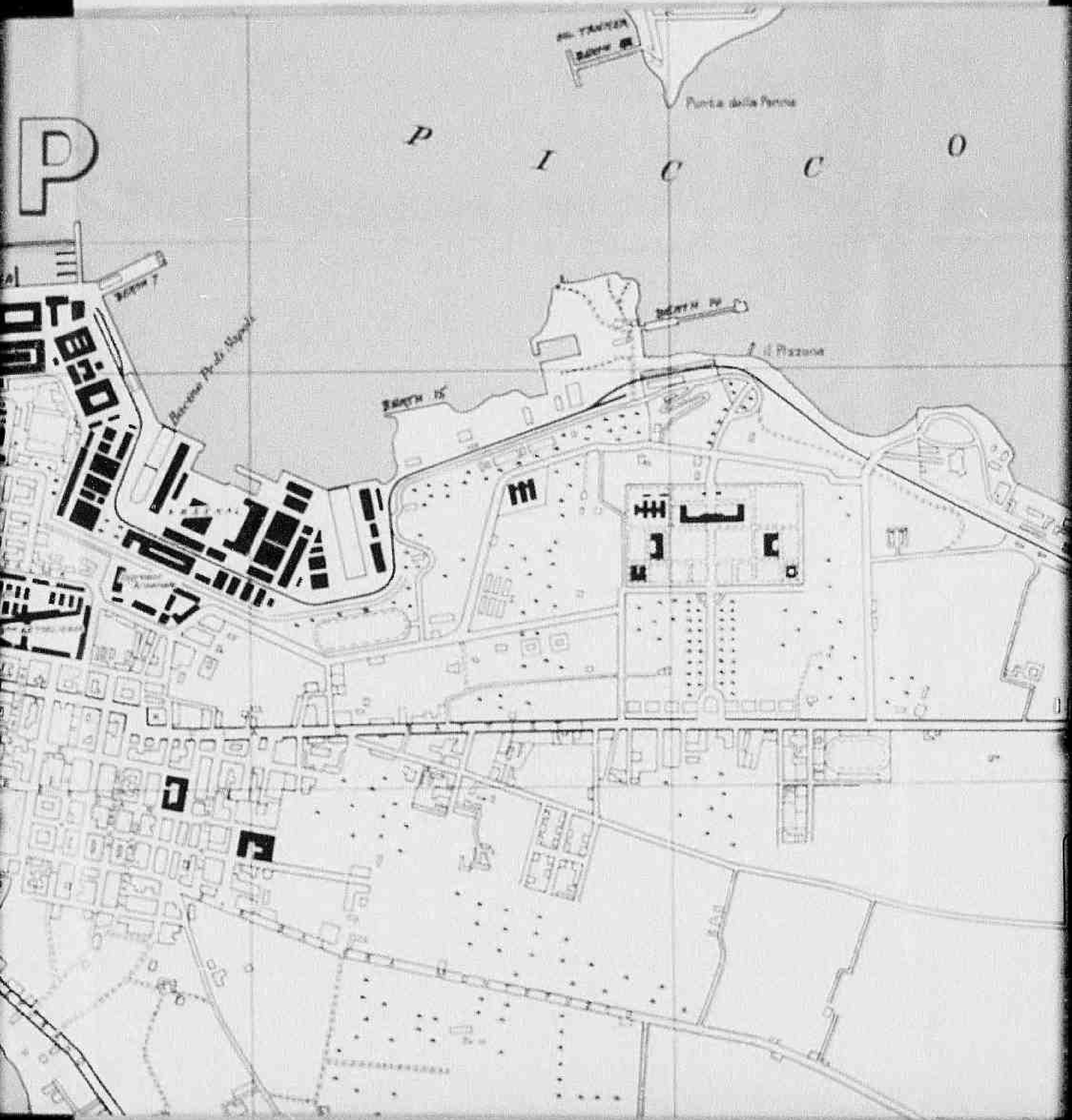
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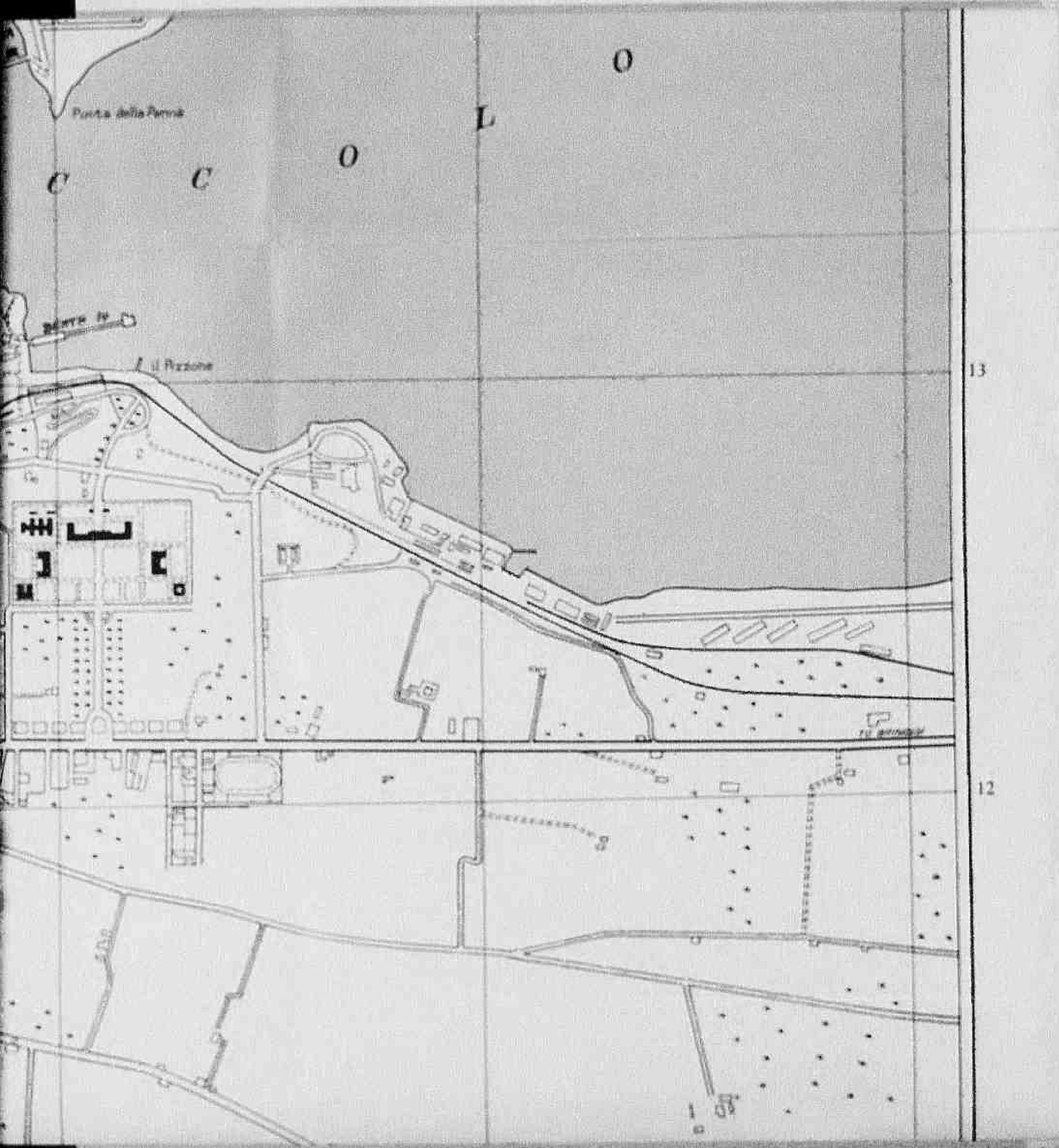


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TOWN PLAN OF TARANTO

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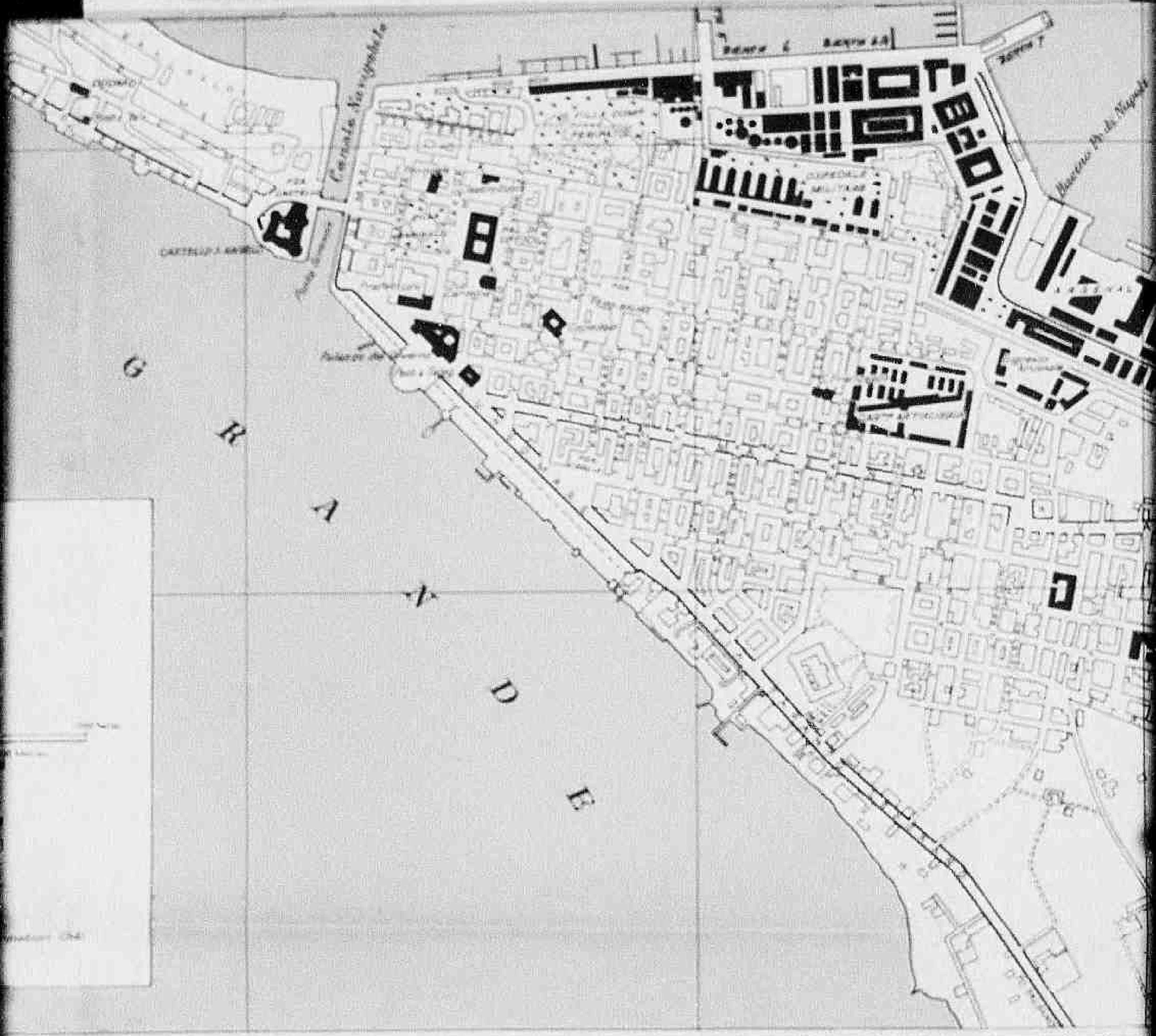


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| Roads main | ===== | Other | |
| Secondary | ----- | Lighthouses | ★ |
| Other | | | |

AUTHORITIES

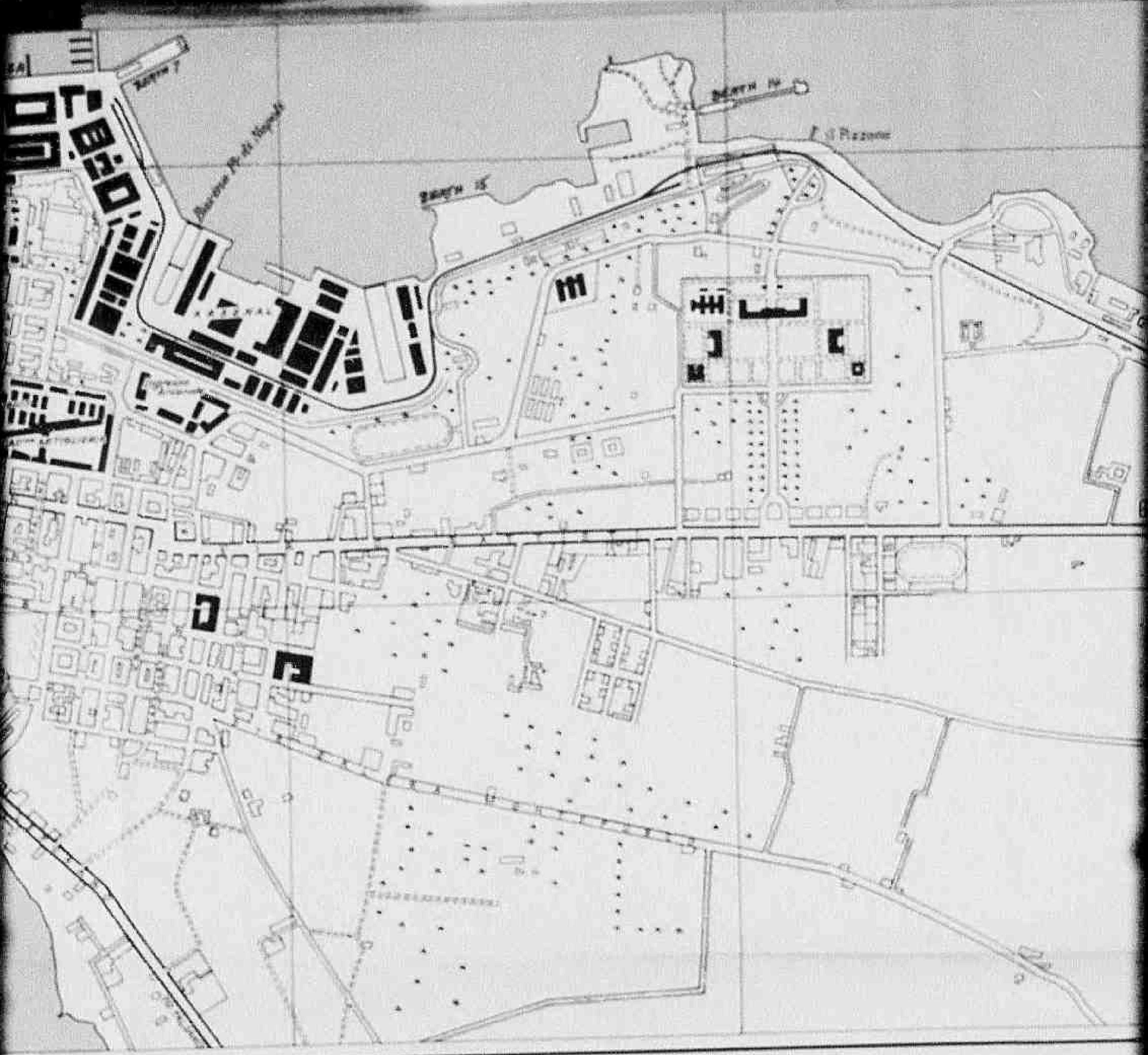
U.S. Army Geographical Section, General Staff No. 4387
 Prepared by Map Office 1042
 Intelligence Information Office
 All photographs have been corrected to positions of this issue



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Southern Italy Grid
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Southern Italy Grid
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is 2081' of True North on this sheet



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Drawn and photolithographed by War Office 1942

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ABSTRACT
TYPE
TRANSPORTATION REPAIR LETTER
OF
16 OCTOBER, 1942

Facilities for the dry docking of merchant vessels are available to the Mediterranean Shipping Board in 16 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, resting of the vessels, their position 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) :

Seablanco---Controlled by the French Navy. See

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two docks, one of 367 feet and the second, a small dock suitable for trawlers etc.

Gibraltar---Controlled by the British Navy. Has four docks, 559, 530, 430 and 241 feet.

Oran---Controlled by the French Navy. Has two docks, 678, and 370 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, 368 and 191 feet.

Ferryville---Controlled by the French Navy. Has four docks, 341, 808, 258 and 610 feet. The scarcity of labor, however, limits the use of this port.

Naples---Controlled by the British Navy. Has five docks, 660, 370, 240, 120 and 118 feet. The 120-foot dock is a floating dock. The 370-foot dock is limited to vessels with beams of 49 feet or less.

Palermo---Controlled by the U.S. Navy. Has two docks 316 and 337 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 414 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 918 feet long and can take two vessels simultaneously. The other dock is 683 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 814, 297, 584 and 450 feet in length. The 450-foot dock is a floating dock.

Briandisi---In the process of being returned to Italian authorities for operation. Has two docks: 188 and 148 feet.

Venice---Operated by Italian authorities. Has two docks, 510 and 491 feet. The 510-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, 245 and 326 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.

APPENDIX

1/48

DISBURSEMENT FROM THE AMERICAN OVERSEAS BANK

DISBURSEMENT FROM THE AMERICAN OVERSEAS BANK (can take up to 10% if necessary at 100%)

Disbursements at each port is extremely rapid, particularly at Havana where an excellent coal transporter is in operation. The two ports are handled approximately 10,000 tons per month and have full steamship facilities for 5,000 tons per day. Havana has storage capacity for half a million tons of coal.

DISBURSEMENT FROM THE AMERICAN OVERSEAS BANK

Although Havana has no regular coal berth, a suitable facility can be available for coal discharging. Location of the heavy machinery plant program, however, no colliers are being sent into Havana for discharging. The area is served by the port of Havana.

DISBURSEMENT FROM THE AMERICAN OVERSEAS BANK

Disbursements are subject to 1,000 tons per day. Vessels to be discharged at Havana are lightened if necessary to 7 feet of draft or draft reduction.

DISBURSEMENT FROM THE AMERICAN OVERSEAS BANK

Disbursements are made two colliers simultaneously, one at each discharging berth. Lighters and one at 4 1/2' draft discharging alongside. The port has a capacity of 700 tons per day but can handle more if necessary.

DISBURSEMENT FROM THE AMERICAN OVERSEAS BANK

Disbursements at each port is daily and is subject to 400 tons. Lighters and one at 4 1/2' draft discharging alongside. The port has a capacity of 700 tons per day but can handle more if necessary. Disbursements are made two colliers simultaneously, one at each discharging berth. Lighters and one at 4 1/2' draft discharging alongside. The port has a capacity of 700 tons per day but can handle more if necessary.

most programs, however, no collars are being used for lighting. The area is covered by the power of lights.

Lighting - Area 71

Lighting was except 1,000 tons per day. Feasible to be discharged at 11:00 am. Lighted if necessary to 17 feet at height of 11:00 am.

Lighting - Area 72 and 73

Lighting was handled 300 collars additionally, one at 11:00 am. Lighted if necessary to 17 feet at height of 11:00 am. The area has a capacity of 750 tons per day but can handle more if necessary.

Light

Principal coal parts in daily use at Volume and Volume. Small amounts of civil coal are discharged at Volume and Volume. Volume was except a 1' collar for lighting to Volume and Volume for lighting. Volume additionally, while Volume has two collars for lighting. Volume and Volume are used to light Volume for lighting. Volume at Volume.

Light - Area 71

Lighting was except 1,000 tons per day. Feasible to be discharged at 11:00 am. Lighted if necessary to 17 feet at height of 11:00 am.

Lighting - Area 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

The two parts are handled 750 and 750 tons per day. Feasible to be discharged at 11:00 am. Lighted if necessary to 17 feet at height of 11:00 am. The area has a capacity of 750 tons per day but can handle more if necessary.

Lighting - Area 101

Lighting was except 1,000 tons per day. Feasible to be discharged at 11:00 am. Lighted if necessary to 17 feet at height of 11:00 am.



YANKEE - draft 101

seems one except two vessels of 10 feet each simultaneously and
can discharge a total of 750 tons per day.

Yankee (Yankee) (Yankee) - draft, Yankee 101, Yankee 101

There are three coal berths at Yankeeboro, but only one can be
worked because of the shortage of electric power for the operation of
the coal transportation. A second coal berth can be worked at the Yankeeboro
berth provided it is discharging coaling coal. Colliers may be lightened
for Yankee either at side or Trieste. Colliers up to 18 feet may put
in of side for discharge into lighters.

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

COPY

Appendix 4

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SUMMARIES OF PORT FACILITIES

AS AT 10 JUN 45

TAPANTO

(a) Berths available

No.	Type	Draft	Remarks
1	MT/Stores	25'6"	
2	MT/Stores	24'0"	
3	MT/Stores	19' = 24'	(Port side to 19' forward 24' aft.)
4	MT	14' = 23'	(Starboard side to 14' forward 19' aft.)
5	MT	18' = 21'	side 18' forward 21' aft.)
6	MT/Stores	18' = 22'	(Port side to 18' forward 22' aft.)
6A	MT/Stores	17' = 22'	(Starboard side to 17' forward 22' aft.)
7			Handed over to Royal Navy.
12	Coal Berth	14' = 24'	(Starboard side to 14' forward 24' aft.)
15	MT/Stores	22'6"	
	Naval coal berth	21'0"	
	Oil Tanker Jetty	23' = 27'	

Also used as lighter berth.

(b) Floating equipment

- 7 R.C.L.
- 3 W.D. Tugs
- 1 Civilian Tug
- 16 Civilian barges
- 2 Launches

26000

- 3 MT/Stores 19' = 24' (Port side to 19' forward
24' aft.)
- 4 MT 14' = 23' (Starboard side to
14' forward
19' aft.)
- 5 MT 18' = 21' =dow 18' forward
21' aft.)
- 6 MT/Stores 18' = 22' (Port side to 18' forward
22' aft.)
- 6A MT/Stores 17' = 22' (Starboard side to
17' forward
22' aft.)
- 7 Handed over to Royal Navy.
12 Coal Berth 14' = 24' (Starboard side to
14' forward
24' aft.)

- 15 MT/Stores 22'6"
- Naval coal berth 21'0"
- Oil Tanker Jetty 23' = 27'

Also used as lighter berth.

(b) Floating equipment

- 7 H.C.L.
- 3 W.D. Tugs
- 1 Civilian Tug
- 16 Civilian barges
- 2 Launches

2696

Floating Cranes

- Revolving steam 150 tons max.)
- Fired " 90 tons ")
- Revolving electric 40 " ")
- " steam 20 " ")

All use is subject to
K.N. requirements.

(c)

Shore Cranes and Equipment:

- 4 R.R. 6 tons
- 1 R.R. 8 1/2 "
- 1 Coles 3 "
- 1 " (steam) 3 "
- 3 Hysters 2/3 "
- 1 F.B.40 3
- 3 Clark Fork Trucks
- 12 Lister Trucks.

(d)

Rail facilities

- Number of rail served berths 7
- Number of wagons which can be set
up for loading at any one time 140

1. General Information
2. Specific Information
3. Summary

The following information was obtained from the records of the Department of Defense, Office of the Inspector General, regarding the activities of the [redacted] in the [redacted] area. This information was obtained from the records of the [redacted] and is being provided to you for your information.

The following information was obtained from the records of the Department of Defense, Office of the Inspector General, regarding the activities of the [redacted] in the [redacted] area. This information was obtained from the records of the [redacted] and is being provided to you for your information.

Date	Activity
1/1/50	[redacted]
2/1/50	[redacted]
3/1/50	[redacted]
4/1/50	[redacted]
5/1/50	[redacted]
6/1/50	[redacted]
7/1/50	[redacted]
8/1/50	[redacted]
9/1/50	[redacted]
10/1/50	[redacted]
11/1/50	[redacted]
12/1/50	[redacted]

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The following information was obtained from the records of the Department of Defense, Office of the Inspector General, regarding the activities of the [redacted] in the [redacted] area. This information was obtained from the records of the [redacted] and is being provided to you for your information.

The following information was obtained from the records of the Department of Defense, Office of the Inspector General, regarding the activities of the [redacted] in the [redacted] area. This information was obtained from the records of the [redacted] and is being provided to you for your information.

...of the ...
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...of the ...

1. Introduction

The purpose of this report is to provide a detailed description of the ...

2. Objectives

The objectives of this study are to determine the ...

3. Methodology

The methodology used in this study involves the following steps: ...

4. Results

The results of the study are summarized in the following table: ...

5. Discussion

The findings of this study have several implications for the ...

6. Conclusion

In conclusion, the study has demonstrated that ...

7. Recommendations

Based on the results of this study, the following recommendations are made: ...

8. References

- 1. [Author], [Title], [Year]
- 2. [Author], [Title], [Year]
- 3. [Author], [Title], [Year]
- 4. [Author], [Title], [Year]

attempts to secure his equipment.

13. Maintenance and Repairs

This report has been a direct result of the maintenance and repair work performed on the vehicle during its period of use. The vehicle was found to be in poor condition at the time of its seizure and required extensive repairs to be made before it could be used for any purpose.

14. Summary

This report is being prepared for the information of the Bureau.

15. Traveling Log

Traveling log entries for the vehicle are as follows: On 12/15/54, the vehicle was driven from New York City to Philadelphia, Pennsylvania, for a distance of approximately 100 miles. The driver was identified as [redacted]. The vehicle was found to be in poor condition at the time of its seizure and required extensive repairs to be made before it could be used for any purpose.

16. Vehicle Description

The vehicle is a 1954 Ford sedan, four-door, with a dark color. It is equipped with a standard engine and transmission. The vehicle was found to be in poor condition at the time of its seizure and required extensive repairs to be made before it could be used for any purpose.

The vehicle was found to be in poor condition at the time of its seizure and required extensive repairs to be made before it could be used for any purpose.

17. Remarks

2697

Additional information regarding the vehicle is being furnished to the Bureau for their information.

18. Conclusion

The vehicle was found to be in poor condition at the time of its seizure and required extensive repairs to be made before it could be used for any purpose.

[Signature]
Special Agent in Charge

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