

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

Sicilian Ports

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

10000/14811247

FEB -43

OCT 45

Declassified E.O. 12356 Section 3.3/NND No. 985021

10000 / 148 / 1247

THIS FOLDER
CONTAINS PAPERS
FROM FEB - 43
TO OCT - 45
CATALOGUE.

/lar

EXTRACT
FROM
TRANSPORTATION NEWS LETTER
OF
16 October, 1942

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) :

Casablanca---Controlled by the French Navy. Has

369
Printed

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, 555, 550, 430 and 241 feet.

Oran---Controlled by the French Navy. Has two docks, 678, and 390 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.

Perryville---Controlled by the French Navy. Has four docks, 341, 500, 350 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, 330 and 238 feet. The 320-foot dock is a floating dock. The 370-foot dock is limited to vessels with beams of 45 feet or less.

Palermo---Controlled by the U.S. Navy. Has two docks 318 and 237 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.

Laghern---Controlled by the British Navy. Has one dock 434 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 318 feet long and can take two vessels simultaneously. The other dock is 283 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 834, 297, 584 and 460 feet in length. The 460-foot dock is a floating dock.

Brindisi---In the process of being returned to Italian authorities for operation. Has two docks; 368 and 348 feet.

Venice---Operated by Italian authorities. Has two docks, 810 and 493 feet. The 810-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 231, 243, 646 and 646 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.

REF/PA

HEADQUARTERS ALLIED COMMISSION

APC 194

Transportation Sub-Commission
Ports & Warehouse Division

PORT REPORT

PALERMO, SICILY

1. Brief Physical Description.

The port of Palermo is bounded by a North Mole and a South Mole, with a transverse breakwater 517 ft. in length projecting west from the North Mole and thence south 2,654 ft, creating an entrance 675 ft. wide, between its terminal and the South Mole.

There are six main piers, a south basin, and a number of other wharves.

The harbor has suffered considerable war damage, particularly to Piers 1, 4 and 5, but has been restored to excellent operating condition. Numerous improvisations have been made, and large sunken vessels along side piers have been converted into wharves by construction of bridging across same, connected with the piers.

Approximately 40 wrecked vessels still remain in the harbor, half of which are submerged.

The major portion of the harbor and its facilities are now being used by the U.S. Navy.

Attached hereto is a complete chart of the harbor, showing all wrecks, damaged areas, soundings, etc.

2. Shipping Traffic

Considerable ocean-going traffic uses this port. Irrespective of naval use, as many as five vessels of Liberty ship type have been discharged and/or loaded simultaneously.

3. Tides

There is a spring tide variation less than 1 ft.

The port of Palermo is bounded by a North Mole and a South Mole, with a transverse breakwater 637 ft. in length projecting west from the North Mole and thence south 2,654 ft. creating an entrance 875 ft. wide, between its terminal and the South Mole.

There are six main piers, a south basin, and a number of other wharves.

The harbour has suffered considerable war damage, particularly to Piers 1, 4 and 5, but has been restored to excellent operating condition. Numerous improvisations have been made, and large wooden vessels along side piers have been converted into wharves by construction of bridging across gaps, connected with the piers.

Approximately 40 wrecked vessels still remain in the harbour, half of which are submerged.

The major portion of the harbour and its facilities are now being used by the U.S. Navy.

Attached hereto is a complete chart of the harbour, showing all wrecks, damaged areas, soundings, etc.

2. Shipping Traffic

Considerable ocean-going traffic uses this port. Irrespective of Naval use, as many as five vessels of Liberty ship type have been discharged and/or loaded simultaneously.

3. Tides

There is a spring tide variation less than 1 ft.

4. Weather

Harbour is well protected. Bad weather does not disturb shipping and cargo operations.

5. Wharves & Dredging

Please refer to attached plan for complete details regarding wharves and dredges thereto, depths, etc.

6. Water Supply

Numerous water points exist at all Piers 1 to 6.

7. Electric Current

Night operations are carried on with ships' lighting.

8. Coal Bunkers

No bunkers are available for commercial coal.

2. Oil Tankers

Large but undetermined facilities exist for the storage of fuel oil, kerosene oil and gasoline, served by a number of fuel points, as indicated on plan attached. The installations are now being fully operated by the U.S. Navy.

10. Railroad Sidings

Railroad sidings serve Piers 2 to 5 inclusive. Laying of additional railway lines is contemplated to include Piers 1 and 6, which will materially speed up cargo loadings and discharges.

11. Warehouses

All commercial warehouses have been destroyed.

12. Grain Elevators

None.

13. Dry Docks

Graving Dock No. 1 can accommodate vessels up to 243 ft. in length, 48 ft. beam and 18 ft. draft.

Dry Dock No. 2 can accommodate vessels up to 100 ft. in length, 30 ft. in width and 6 ft. draft.

Dry Dock No. 3 is 150 ft. by 30 ft. and is used for small craft only.

14. Dredgers

None

15. Tugboats

One

16. Lighters

Two small lighters (owned by U.S. Navy)

17. Repair Plants

There is a large, fully equipped, repair shop, capable of major repairs to hulls, engines, etc, now operated by U.S. Navy.

18. Maintaining Facilities

No civil cranes. U.S. Navy has one large floating crane, which will be removed when they relinquish port.

13. Dry Docks
None.
Graving Dock No. 1 can accommodate vessels up to 243 ft. in length, 45 ft. beam and 18 ft. draft.
Dry Dock No. 2 can accommodate vessels up to 100 ft. in length, 30 ft. in width and 6 ft. draft.
Dry Dock No. 3 is 150 ft. by 50 ft. and is used for small craft only.
14. Dredgers
None
15. Dugboats
One
16. Lighters
Two small lighters (owned by U.S. Navy)
17. Repair Plants
There is a large, fully equipped, repair shop, capable of major repairs to hulls, engines, etc., now operated by U.S. Navy.
18. Hoisting Facilities
No civil cranes. U.S. Navy has one large floating crane, which will be removed when they relinquish port.
19. Stevedore Gear
Cargoes are handled with ships' appliances. Operations are presently conducted with combination of civilian owned gear and gear loaned by Navy. If naval gear is withdrawn, it is recommended that available items comprising one-half of the attached 8 ship stevedore gear port set be furnished for civil operation.
20. Stevedore Contractors
S. Tagliabie & C.
Manouso & Figli
G.B. Richichi & Figli
Brucato & Inguglia
E. Agnel & C.
Sinagra

21. Labour

A dock labour pool of 600 men is available. This force is inadequate during peak periods. There have been labour shortages and difficulties the past few months, but condition is expected to improve with the contemplated signing of a new A.M.T. labour contract being drawn up.

22. Fed. Consignee Agency

This organization is working efficiently. They have handled maritime discharge of 1,300 tons per 24 hours during peak periods. However, their insistence on weighing all cargoes, particularly intact bagged grain, retards movement of road transport.

23. I.O.B.

This organization is operating efficiently, particularly in their delivery and loading of citrus fruits destined for the U.K.

24. Military Cargo

There is no responsibility on the part of A.C. for handling. Other than civil supplies, cargoes are for the Navy. The M.E.T. Representative, Mr. Prince, is acting for the Sea Transport Officer of the U.S. Navy and is governed by the latter's disposal instructions.

Summary of Recommendations

1. If U.S. Navy withdraws naval owned stevedore gear from civil operations, provide 4-ship stevedore gear port set, as per item 19.

Stanley P. Frank
STANLEY P. FRANK
Port Liaison Officer

Attachments:

- 1 Port Plan
- 7 Aerial Photos of Port, etc.

23. I.C.2.

This organization is operating efficiently, particularly in their delivery and loading of citrus fruits destined for the U.K.

24. Military Cargo

There is no responsibility on the part of A.C. for handling. Other than civil supplies, cargoes are for the Navy. The M.V.T. Representative, Mr. Prince, is acting for the Sea Transport Officer of the U.S. Navy and is governed by the latter's disposal instructions.

Summary of Recommendations

1. If U.S. Navy withdraws naval owned stevedore gear from civil operations, provide 4-ship stevedore gear port set, as per Item 19.

Stanley P. Francis

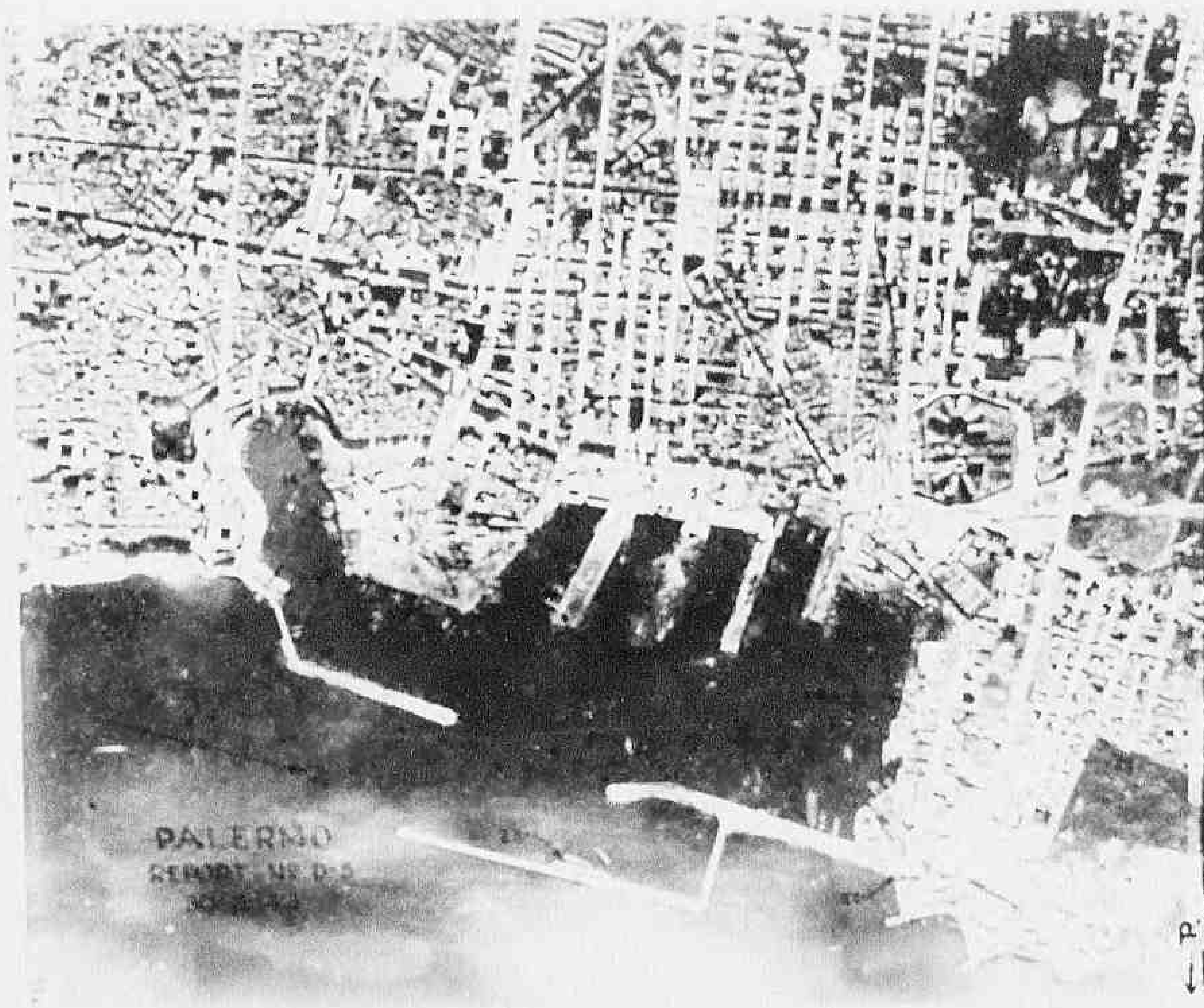
STANLEY P. FRANCIS
Port Liaison Officer

Attachments :

- 1 Port Plan
- 7 Aerial Photos of Port, etc.

1781

Deer Creek, California, 1920



PALERMO
REPORT, N. D. S.
1920-1921

← P.

MA 702 603 544 243 43 11 5/20 25000' ← P.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Ports & Warehouse Division

/ks

Port Report

Porto Rapedole & Arigenis, Sicily.

1. Brief Physical Description

Porto Rapedole consists of two harbours.
The inner harbour is known as Porto Vecchio and the outer harbour as Avamparto.

Porto Vecchio is divided from Avamparto by an irregularly constructed mole, known as mole Crisi which protrudes south $5/8$, southwest and east $5/8$. The east and west enclosures of the ports are bounded by mole Levante (east) and mole Ponente (west).

Use of a considerable portion of the harbour is presently nullified by a sunken German Torpedo boat, containing a number of live torpedoes, lying alongside mole Crisi, many unexploded bombs in and around the harbour, and approximately six sunken vessels in the harbour.

2. Shipping Traffic.

Only Porto Vecchio is used for commercial steamers and schooners. Approximately 10 schooners and 4 small steamers (not over 1,500 tons) call each month.

Principal discharges are phosphates, coal, timber and general cargoes.

Principal loadings are sulphur and citrus fruits.

Present discharges average 5,000 tons per month.

Present loadings average 5,000 tons per month.

Pre-war discharges and loadings averaged 600 tons per day.

3. Tides.

Spring tide variation is less than 1 ft.

4. Weather.

Shipping operations are little disturbed by bad weather.

5. Electricity

1 Phase A.C., 50 cycles, 150/160 volts, is available

6. Water Supply

Piped water supply is available at Banchino Vittorio Emanuele II. The supply pipes serving Molo Crisi are badly damaged by bombing.

7. Shoaling & Depths

Please refer to attached maps for locations.

<u>Name of Wharf</u>	<u>No. of Wharf.</u>	<u>Length</u>	<u>Depth</u>
Banchino Vit-			
torio Emanuele	1	923'	19'
Molo Crisi	1	325'	1' 6"
" "	*2	810'	12'
" "	3	325'	16'

* The use of Banch. No. 2 on Molo Crisi is presently nullified by extensive war damage sustained to 125' of mole.

Shoaling alongside Molo Levante is used for schooner traffic. However, vessels up to 16' draft could be discharged or loaded at the south end of this mole, where four anchorages are available, if lighter barges are provided.

There is 3 ft. of silt throughout the harbour.

8. Coal Bunkers

There is ample space for coal bunkering in the vicinity of Banchino Vittorio Emanuele II.

9. Oil Bunkers

Three tanks, totalling 80 ton capacity, are damaged.

10. Warehouses

All warehouses are damaged beyond use.

11. Railroad Sidings

Banchino Vittorio Emanuele II and 900 feet of Molo Levante are rail served.

12. Dry Docks

None

13. Repair Facilities

One shop, capable of making ordinary repairs.

14. Cranes.
None.

15. Dredges.
None.

16. Lights.
None.

17. Hoisting Facilities
None.

18. Grain Elevators.
None.

19. Stevedore Gear.

All cargoes are worked by ship's gear.
There is an ample supply of stevedore equipment on hand, owned by Compagnia Portuale, for present and potential operations.

No additional equipment is necessary.

20. Stevedore Contractors.
Compagnia Portuale
Porto Napoletano.

21. Labor

A dock labor pool of 400 men is available, which is more than adequate. At the present time there is insufficient work for all, resulting in a continual surplus.

22. Italian Port Captain.

Lt. Col. CHERUBINI ATILIO

Tel. No. None

Tel. Address: COMPAGNIA, Porto Napoletano.

23. Red. Generali Agency

This agency is operating efficiently.

24. U.S.

Not operating at this port.

25. Military Cargoes

Military cargoes are not consigned to, or discharged at, this port. There is no responsibility on the part of A.C. for handling.

Summary of Recommendations

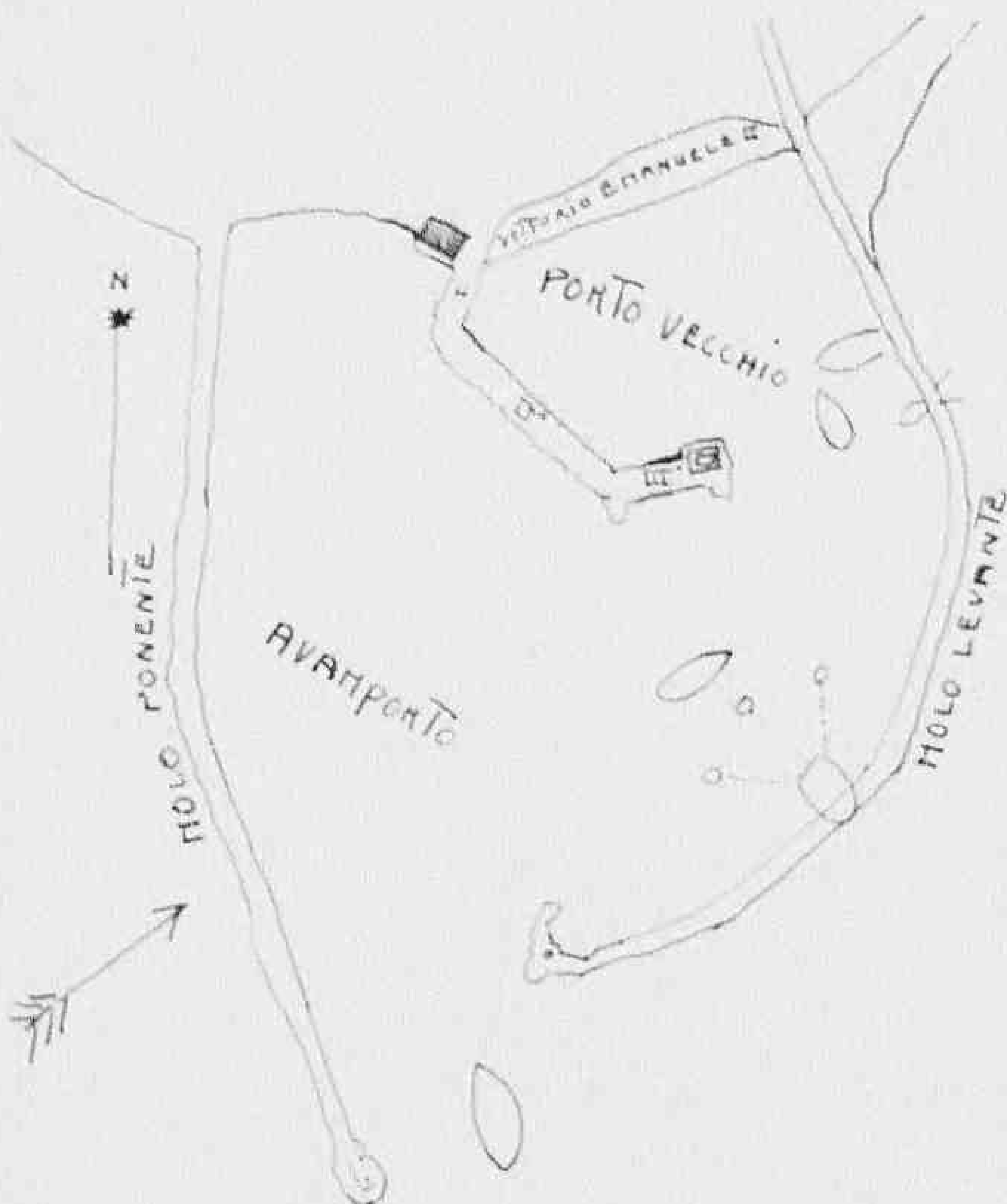
1. Repair Berth No. 2. Moio Crial (obligation of the Italian Government)
2. Remove sunken vessels, live torpedoes and bombs from the harbour (obligation of the Italian Government).

Stanley P. France
STANLEY P. FRANCE
Port Liaison Officer

Attachments :-

- 1 Plan of Porto Impeccabile
- 2 Aerial photos of Porto Impeccabile.

2810



PORTO EMPEDOCLE

Scala 1:100 0 100 200

REF/AR

HEADQUARTERS UNITED STATES MARINE CORPS

AFM 394

Transportation Sub-Committee
Port & Warehouse Division

PORT REPORT

ALBUQUERQUE, N.M.

1. Basic Physical Description

The port of Albuquerque consists of two bays, known as Porto Negro and Porto Llanero.

Porto Llanero is used only by fishing boats, and may be avoided from this report, being of no importance thereto. Porto Negro is formed by a natural peninsula protruding directly south, creating the Easterly boundary thereof, and on which is located the town of Albuquerque. The north and west boundaries of the harbor are created by the mainland. There is a very wide entrance to the harbor from the south.

The southern extremity of the peninsula is a permanent naval base, and should be excluded from this report.

2. Shipping Facilities

Between 25 and 50 schooners per month formerly used this port, a large proportion for alfalfa only.

Citrus fruits, wine and sugar loading constituted the major operations.

Oil tankers use the naval base for discharging and loading operations.

3. Tides

Spring tides have a variation of less than 1 ft.

4. Weather

Weather is variable, but generally good.

the port of Augustus consists of two bays, known as Porto Negro and Porto Verde.

Porto Verde is used only by fishing boats, and may be excluded from this report, being of no importance thereto.

Porto Negro is formed by a natural peninsula protruding directly south, creating the Western bay thereof, and on which is located the town of Augustus. The north and west boundaries of the harbor are created by the mainland. There is a very wide entrance to the harbor from the south.

The southern extremity of the peninsula is a prominent natural break, and should be included from this report.

2. Shipping Facilities

Between 50 and 70 schooners per month formerly used this port, a large proportion for shelter only.

Citrus fruits, wine and sulphur loading constituted the major operations.

Oil tankers used the natural break for discharging and loading operations.

3. Tides

Spring tides have a variation of less than 1 ft.

4. Weather

Operations are little disturbed by bad weather.

5. Shoalage and Depth

Shoalage is located at the northwest end of the peninsula of Augustus, on the mainland to the northwest of the peninsula (known as Punta Daniele), and on the east coast of the harbor mainland (known as Punta Capone).
(Please refer to attached map for location).

<u>Name of Shoal</u>	<u>Depth</u>	<u>Remarks</u>
New Quay	900 ft. 20 ft.	
Benches Millers	500 ft. 16 ft.	
Palma Yard	300 ft. 12 ft.	
Jetty 1 at Punta Capone	250 ft. 30 ft.	(Can be used stern-to by large vessels)
Jetties 2, 3, 4 and 5 at Punta Capone	25 ft. (For small craft only)	

Entrance channel depth exceeds all of the above drafts.

- 2 -

6. Water Supply.

Adequate piped water supply is available at New Way and
Dunham Lighters.

7. Coal Supply

Coal bunkers, of undetermined capacity, are located at
Pulaski Yard and adjacent to Jetton 1 to 3 at Concho Dugout.

8. Oil Supply

16 Fuel oil tanks of 10,000 ton capacity each,
2 Diesel oil tanks of 5,000 ton capacity each,
Oil tank installations are presently being used exclusively
by the navy.

9. Refined Oil

Refined oil serves the wharf at Pulaski Yard.

10. Harbormaster

There are several small warehouses of small but undetermined
capacity.

11. Grain Elevators

None.

12. Dry Docks

None.

13. Dredgers

None.

14. Lighters

Three small lighters available.

15. Repair Shops

Three small repair shops, capable of making minor repairs.

2846

by the navy.

9. Ballroom Lighting

Ballroom lighting serves the work of Police Yard.

10. Refrigeration

There are several small refrigerators of small but undetermined capacity.

11. Radio Receivers

None.

12. TV Room

None.

13. Refrigerators

None.

14. Lighting

Three small lighters available.

15. Repair Plans

Three small repair shops, capable of making minor repairs.

16. Refueling Facilities

None.

17. Refrigeration Gear

An adequate supply of refrigeration gear is available and no additional equipment is required.

18. Laundry

A stock laundry pool of 200 men is available, and is more than adequate.

19. Refrigeration Equipment

C. Franco, Augusta.

20. Ref. Compressor Assembly

This agency is operating efficiently.

2818

1. Letter

This agency is operating officially.

to ALLIANCE 0472252

There is no responsibility on the part of A.C. for handling these military supplies. The naval A.C. is now handling this matter. In the event that the naval authorities relinquish control, military supplies will be handled directly with the authorities at London or Berlin Del. by the personnel A.C. Representative of August.

PROPERTY OF ROYAL CANADIAN

1000.

Henry P. Moore

HENRY P. MOORE
Port Lincoln Office

APP. 1. Form and Part Plan
2. Serial Photographs

2815

1792

Declassified R.O. 13336 Section 1.100



6940 N. IPRU 27. 43 11/18 2004

1793

DECLASSIFIED BY: 45108 (GWS, J. T. H. G.)



0121

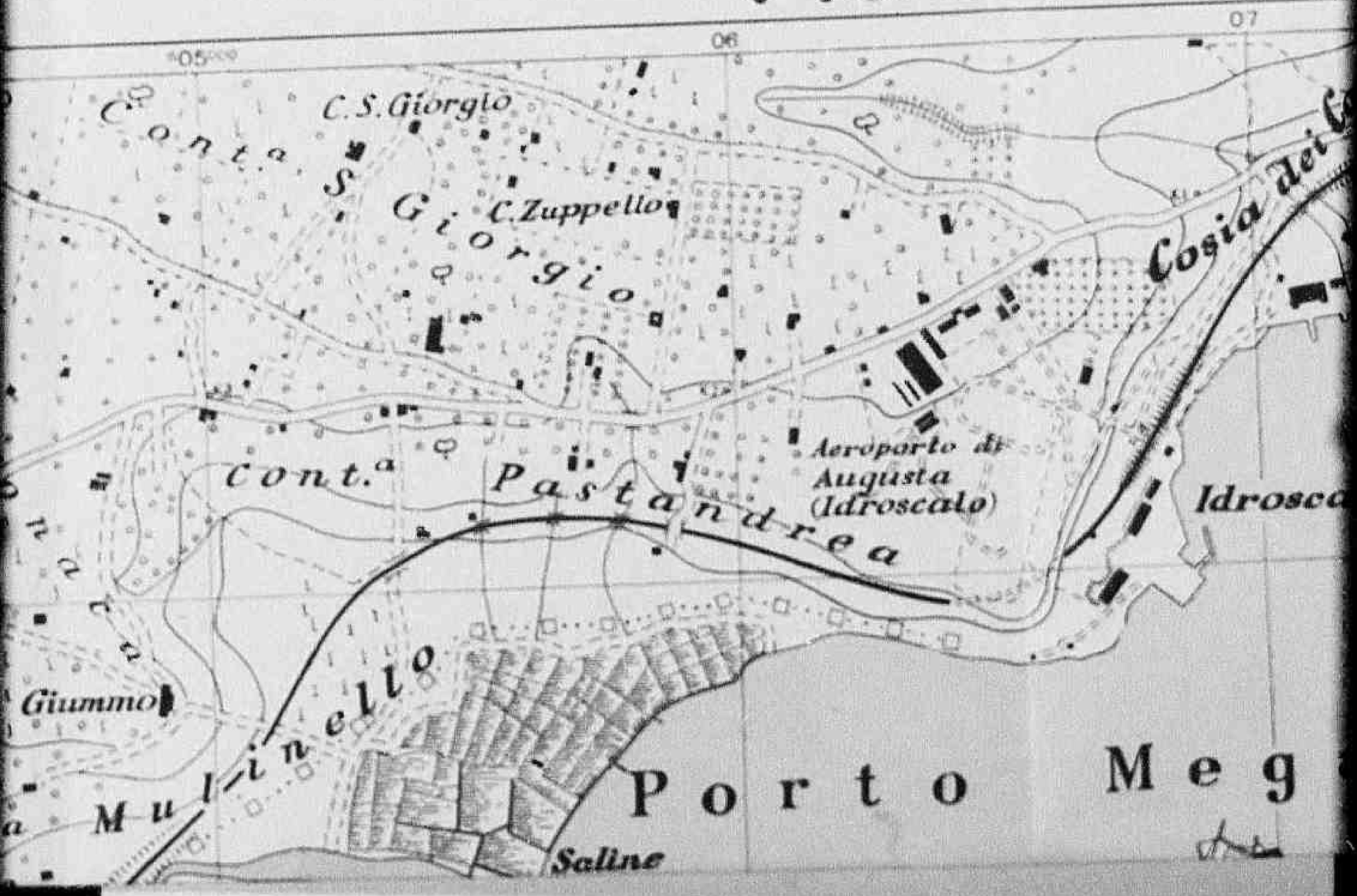
APR 24 1944 40 24 1944

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

1:10,000 TOWN PLANS



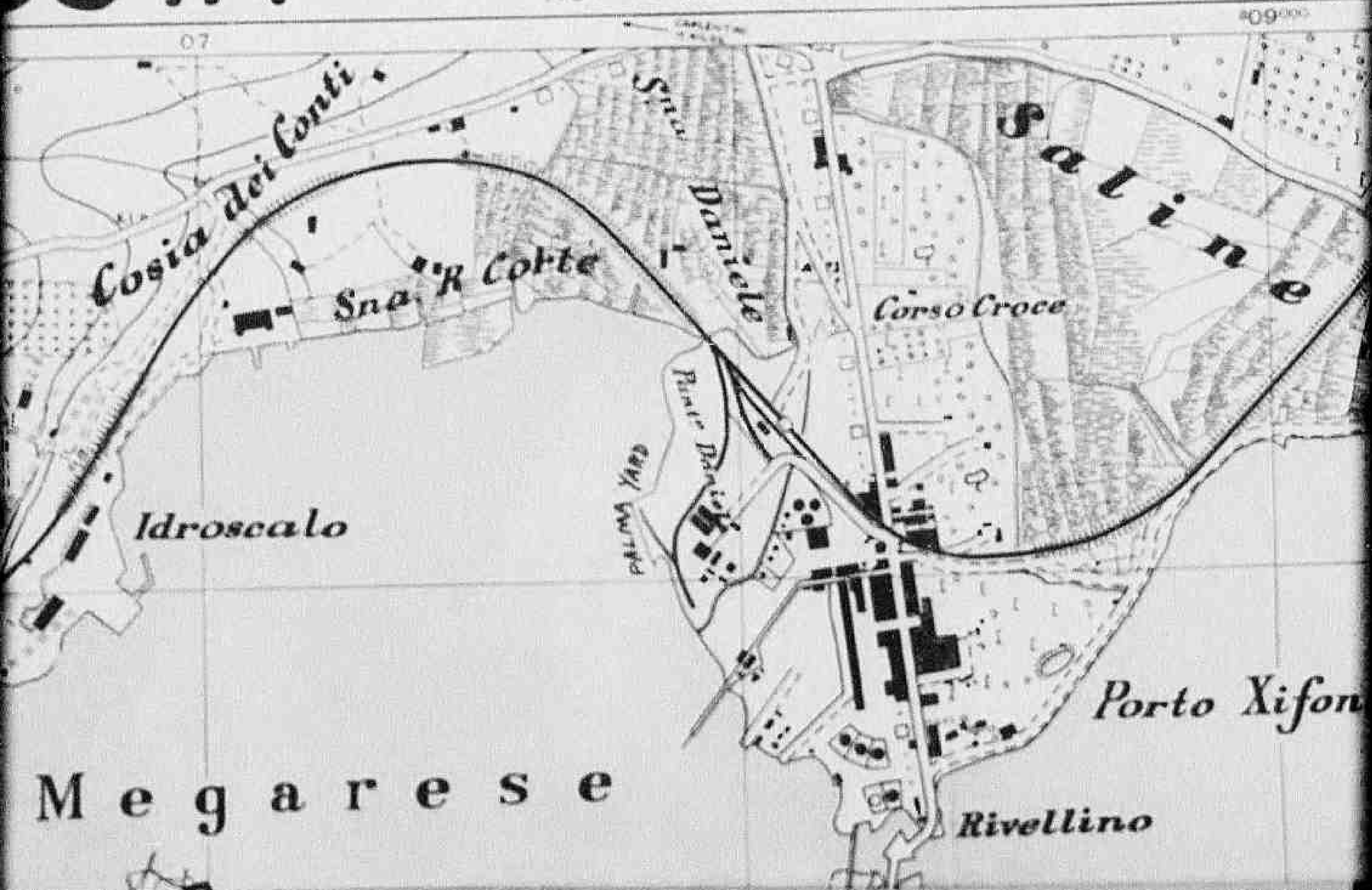
AUGUSTA



USTA

NOT TO BE PUBLISHED

REFER TO THIS MAP
1:50,000 TOWN PLANS

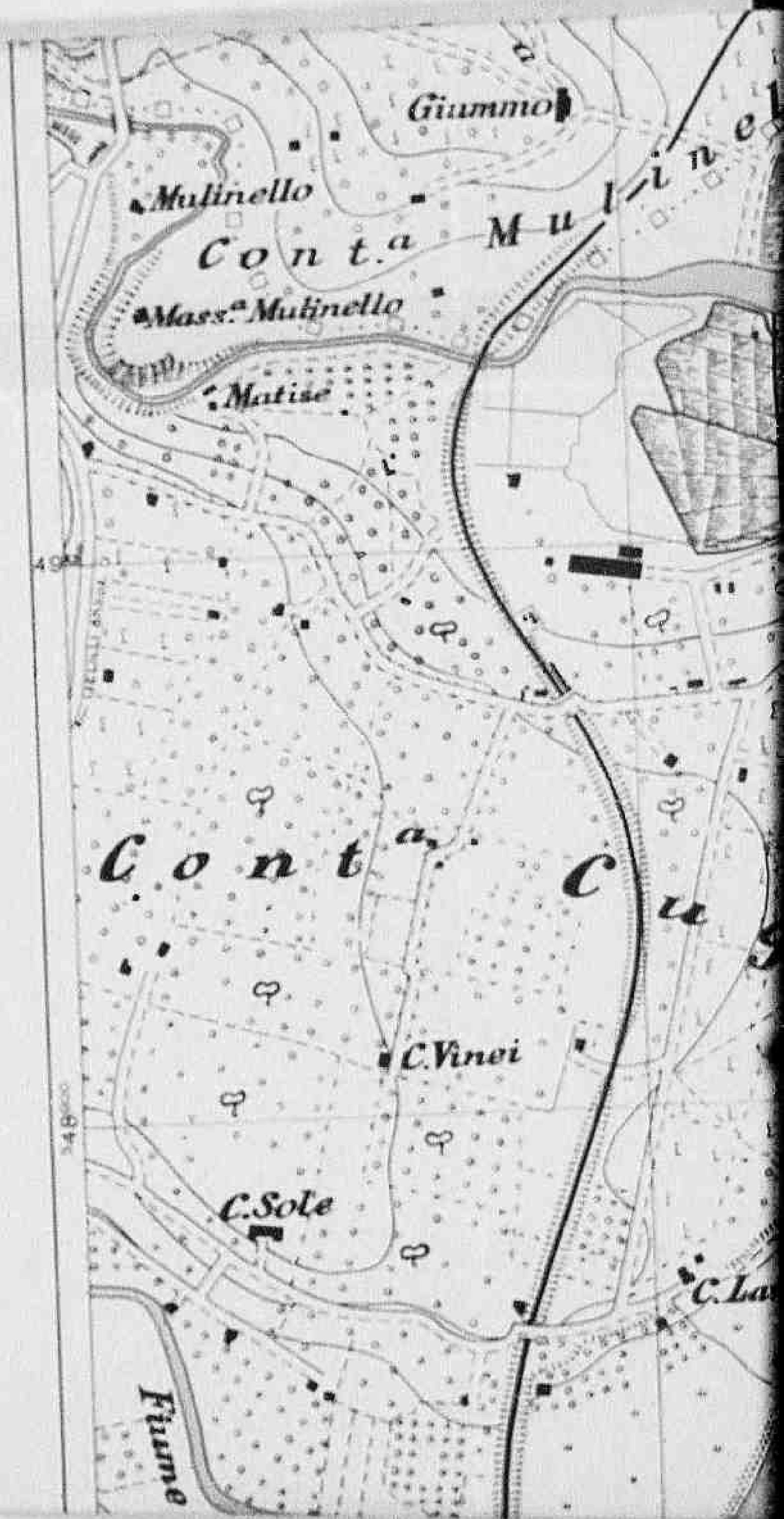


REFER TO THIS MAP AS
1:10,000 TOWN PLANS AUGUSTA

M.O.K. 530/0369

TO BE PUBLISHED



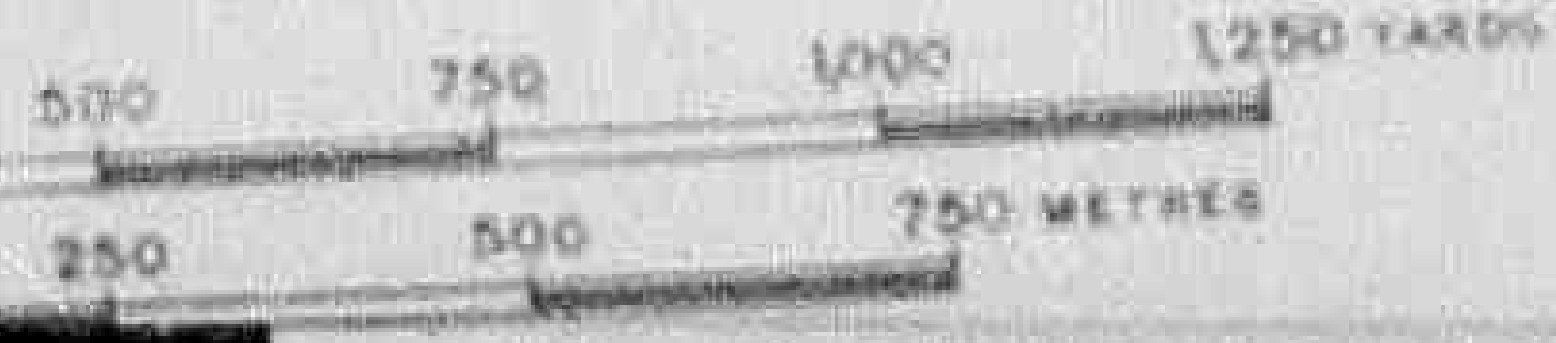




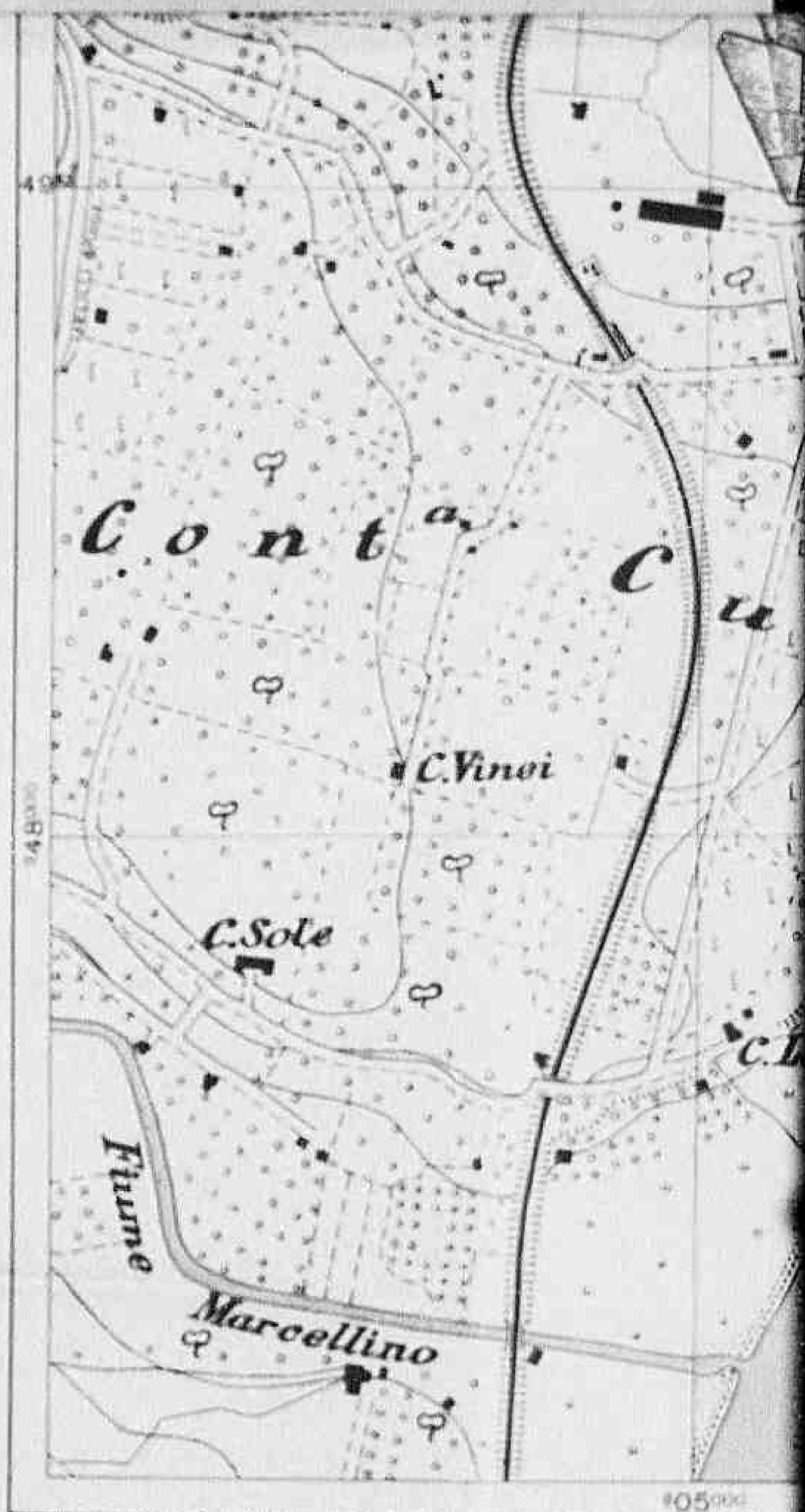
M e g a r e s e



1:10,000

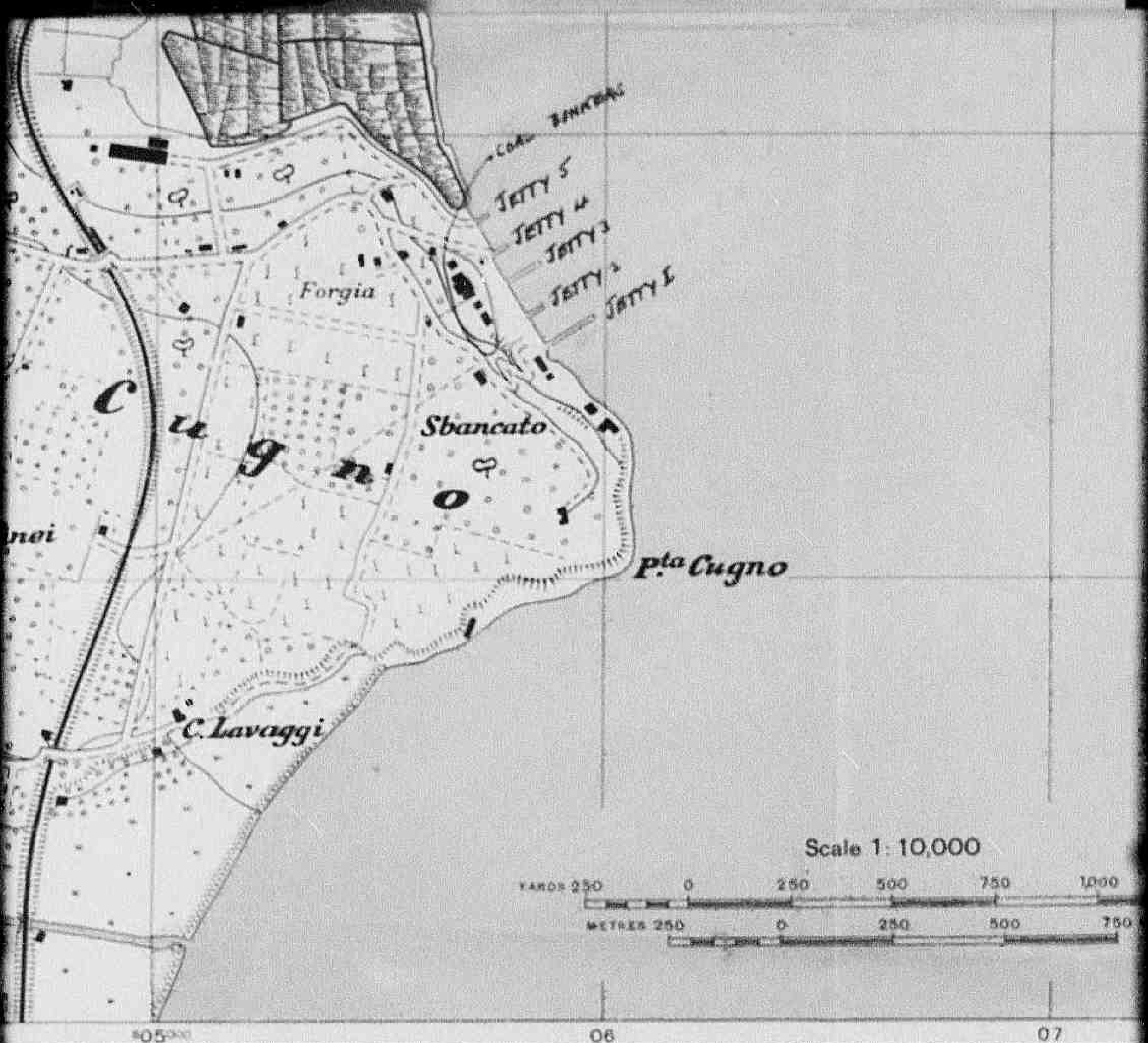






MDR 539/8569

REFER TO THIS MAP AS
STUDY TOWN PLANS - ARGENT







Revised by S12 Fd, Survey Corp., R. E. Lutz, 1943, by enlargement
of 1:25,000 Italy sheets. Revised from Air Photographs dated 1943

Tel.

HEADQUARTERS ALLIED COMMISSION

SPV/21

APO 394

Transportation Sub Commission
 Ports & Warehouse Division.

PORT REPORTMESSINA, SICILY1. Brief Physical Description.

The port facilities of Messina are in a state of almost total destruction.

Practically all dock buildings, equipment, wharves, warehousing, railroad sidings, etc., are badly damaged, if not destroyed.

There are 12 wrecked and sunken vessels in and around the harbour. In many instances badly damaged wharves have sunken vessels alongside.

The British Navy is using all wharf facilities and buildings between Pta S. Salvatore and Pontile Ethiopia (This area should therefore be excluded from present or near future considerations).

2.

Tides.

There is a spring tide deviation not exceeding 1 ft.

3.

Weather.

The harbour is well sheltered and shipping operations are not affected by bad weather.

4.

Wharves and Berths.

Attention is called to the attached copy of letter dated March 6, 1945, from the Ministry of Industry, Commerce & Labor relative to several wharf areas of the port.

Due to the extensive damage of wharf areas and obstructions alongside, wharf facilities are reduced to the following:-

(See attached map for locations)

Name of WharfRemarks

"Nettuno"

Wharf is very badly damaged, but vessels

alongside.

The British Navy is using all wharf facilities and buildings between Pta S. Salvatore and Puntale Ethiopia (This area should therefore be excluded from present or near future considerations).

2. Tides.

There is a spring tide deviation not exceeding 1 ft.

3. Weather.

The harbour is well sheltered and shipping operations are not affected by bad weather.

4. Wharves and Berths.

Attention is called to the attached copy of letter dated March 6, 1945, from the Ministry of Industry, Commerce & Labor relative to several wharf areas of the port.

Due to the extensive damage of wharf areas and obstructions alongside, wharf facilities are reduced to the following:-

(See attached map for locations)

Name of Wharf

Remarks

"Nettuno"

Wharf is very badly damaged, but vessels of almost unlimited draft may be moored stern on and loaded or discharged by lighter.

"Porto Valles"

Approximately 150 ft. of this quay is badly damaged and fouled with a large quantity of debris in water alongside. (Is being used at present by schooners).

"Marconi Quay"

Approximately 400 ft of operational space exists but rendered dangerous by wrecked ammunition ships laying at both ends.

"Banchina Vecchia" ("Rizzo") A large sunken vessel, containing 5,600 tons of coal, is laying on its side alongside this wharf, practically nullifies use of the quay. Also, the British Navy continually uses this area for petrol operations and will not relinquish its use to civil operations for some time.

"Frontal Ethiopia"

Approximately 250 ft of this wharf is now under repair. Effective draft is 20 ft. However, this wharf is considered a British Naval Area, and will not be relinquished to civil control.

"Norimberg"

There is a draft of 30 ft. alongside this quay, which is used for coaling by British Navy. This quay will not be relinquished to civil control.

A relatively small amount of wreckage clearing has been accomplished by the Italian Government. However, the total job constitutes a major operation which will undoubtedly take a considerable period of time for completion.

To substitute wharfage presently damaged beyond use, there is a possibility that improvisations may be created in the vicinity of "Unit 1" (see map for location). Contingent on good weather, six vessels of unlimited draft could be secured stern to, and loaded or discharged by lighter.

The British Navy is willing to furnish three engineless LDC craft, to be used for lighters. A minimum of 12 lighters would be required for full operations.

5. Water Supply.

Supply of water is bad, but service could be restored to most quays heretofore served, by repairs to piping.

6. Coal Bunkers.

There is a coal bunker of approximately 10,000 ton capacity in the vicinity of wharf "Hamburg", now being used exclusively by the Royal Navy.

7. Oil Bunkers.

Oil bunkers of undetermined capacity are located at Lolo Rizzo and Lazzaretto, now being used exclusively by the British Navy.

8. Railroad Sidings.

Railroad sidings can be used at Lolo Hamburg and Lolo Rizzo, but sidings at other wharves are damaged beyond present use.

is a possibility that improvisations may be created in the vicinity of "Ganith" (see map for location). Contingent on good weather, six vessels of unlimited draft could be moored stern to, and loaded or discharged by lighter.

The British Navy is willing to furnish three engineless LSC craft, to be used for lighters. A minimum of 12 lighters would be required for full operations.

5. Water Supply.

Supply of water is bad, but service could be restored to most quays heretofore served, by repairs to piping.

6. Coal Bunkers.

There is a coal bunker of approximately 10,000 ton capacity in the vicinity of wharf "Munimburga", now being used exclusively by the Royal Navy.

7. Oil Bunkers.

Oil bunkers of undetermined capacity are located at Molo Kismoo and Lazaretto, now being used exclusively by the British Navy.

8. Railroad Sidings.

Railroad sidings can be used at Molo Munimburga and Molo Kismoo, but sidings at other wharves are damaged beyond present use.

9. Warehouses.

All warehouses, except several now under the jurisdiction of the British Navy, are destroyed or damaged beyond use.

10. Dry Dock.

A dry dock, capable of accommodating vessels up to 341 ft. in length, is located at Lazaretto. It is in operating condition, and now being used by the Royal Navy.

11. Dredgers.

None.

12. Repair Plants.

There is a repair plant located between Pia. S. Salvatore and Lazaretto, capable of engine and hull repairs, now being operated by Royal Navy.

13. Lighters.
No lighters at present. The Royal Navy has offered the use of 3 LCT craft (engineless).
14. Hoisting facilities.
All hoisting facilities are destroyed with the exception of one coal elevator, of 5 ton capacity lift in operating condition, and 4 cranes requiring repair, at "Munimburg".
15. Stvedore Gear.
Cargo is handled by ships gear with the exception of coal at "Munimburg". Ten vessels, of various sizes, were handled daily pre-war. The average is now reduced to approximately 15%. Present general operations consist of loading citrus fruits and discharging grain and coal.
A small quantity of civilian owned stvedore equipment exists, but should be supplemented by the following material for fabrication into Japanese and rope sling-
2,000 ft. hemp rope, 1 1/2" dia.
800 " " " 3" dia.
150 sq. yards canvas, 1/2 to the sq. yard.
25 Coal shovels.
16. Labor.
Deck labor pool averages 500-600 men. No labor problem exists.
17. Stvedore Contractors.
Speciale & Costa
Via Tommaso Cammizano, 114
Tel. Nos. 11106 (Office)
12496 (Private)
18. Italian Port Captain.
Capt. Mando
Tel. No. 11922
19. Fed. Consorzio Agrario.
This agency is working efficiently. However, their insistence on weighing all goods, particularly intact bagged grain, tends to

exists, but should be supplemented by the following:-
Fabrication into Japanese and rope slings:-
2,000 ft. heavy rope, 1 1/2" dia.
800 " " 3/4" dia.
150 sq. yards canvas, /to the sq. yard.
25 Coal shovels.

16. Labor.
Dock labor pool averages 500-600 men. No labor problem exists

17. Stevedore Contractors.
Speciale & Dentis
Via Tommaso Gammisano, 134
Tel. Nos. 11106 (Office)
12436 (Private)

18. Italian Port Captain.
Capt. Rando
Tel. No. 11922

19. Fed. Consorzio Agrario.
This agency is working efficiently. However, their insistence on weighing all goods, particularly intact bagged grain, tends to slow up discharge operations.

20. I.C.E.
This agency is doing a good job, particularly in the export of citrus fruits to England.

21. Military Cargoes.
There is no responsibility on the part of A.O. for handling military cargoes.
A military skeleton force ^{was} maintained at Reggio, Calabria, for handling any future military supplies.

Summary of Recommendations

1. If creation of additional wharage is contemplated, request study and report by experts on the feasibility of using space at "Sanith" (refer to concluding paragraphs under item 4), also provide lightage for discharge and loading operations thereat.

2. Furnish storeware material as indicated under Item 15.

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer

Attachments :

1 Form Plan of Messina, including port.

0832

COPY

/lr

TRANSLATION

MINISTRY OF INDUSTRY, COMMERCE AND LABOUR

The Undersecretary of State for Industry and Commerce

Rome 6 March 1943

To the Colonel :

The Chamber of Labor and Commerce in Messina asked me to contact the appropriate authorities, so that the port of Messina can be utilized more fully. This utilization of the Port could help in the war effort, resulting in a rapid adjustment of the economic life of the region.

They state that they can use the dock "Höringberg" which has elevators and cranes especially adapted for unloading coal and another dock "Porta Valler" which can be used for the rapid unloading of grain and fruits. The docks "Porta Valler", "Sottano" and "Machina Vecchia" can be used for vessels of 100 meters.

I have already informed the Undersecretary of State of the Merchant Marine and I would like your cooperation in this matter.

287

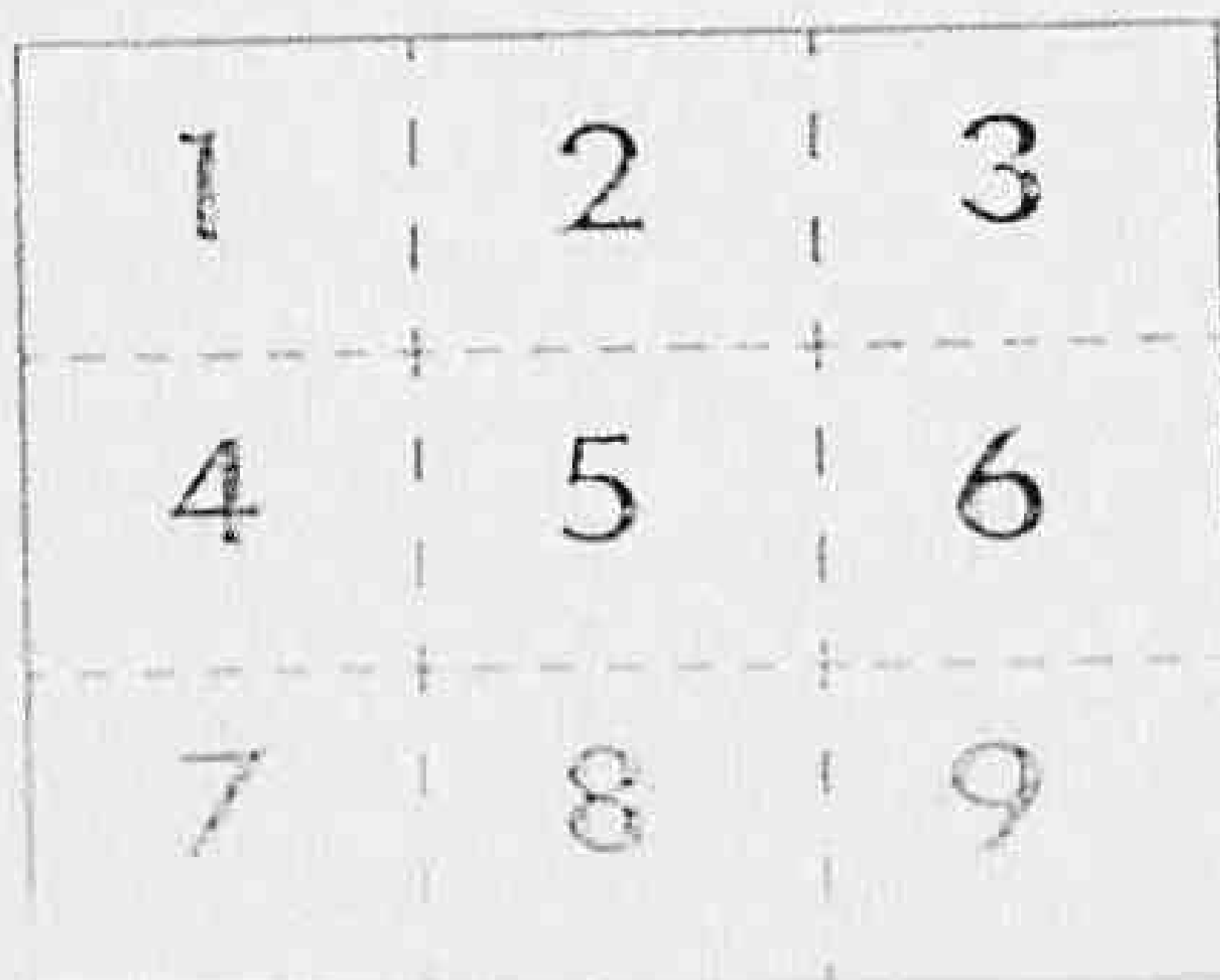
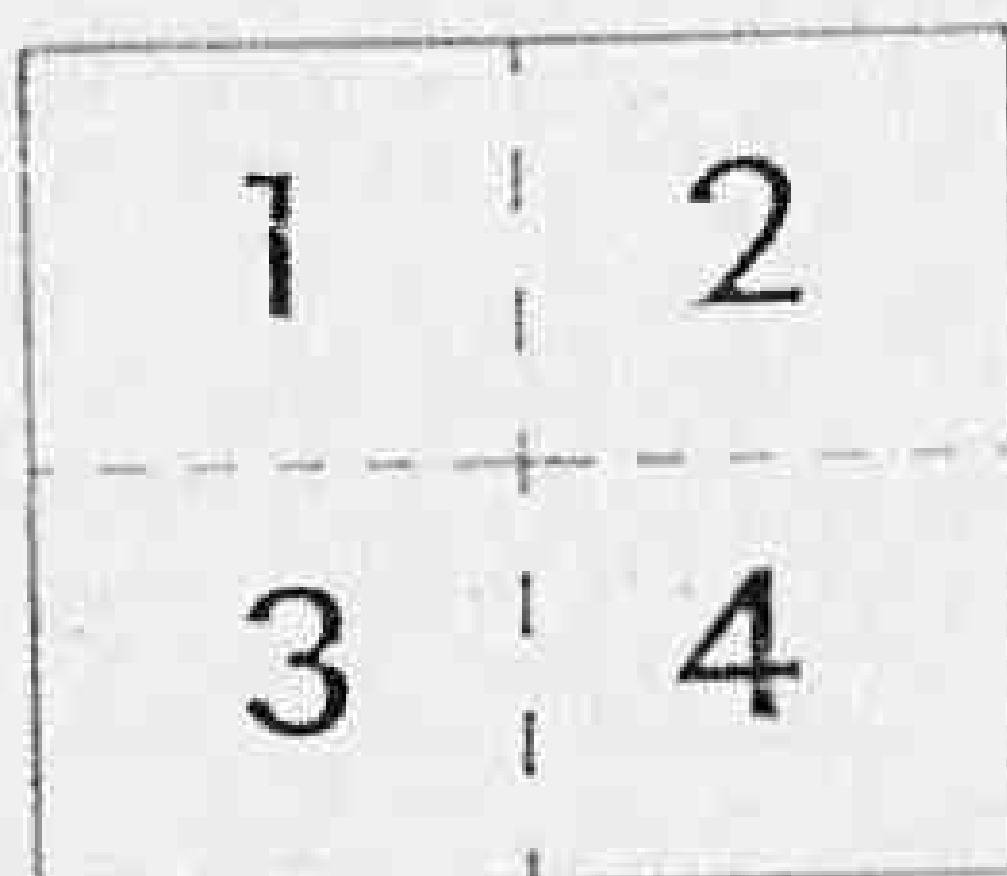
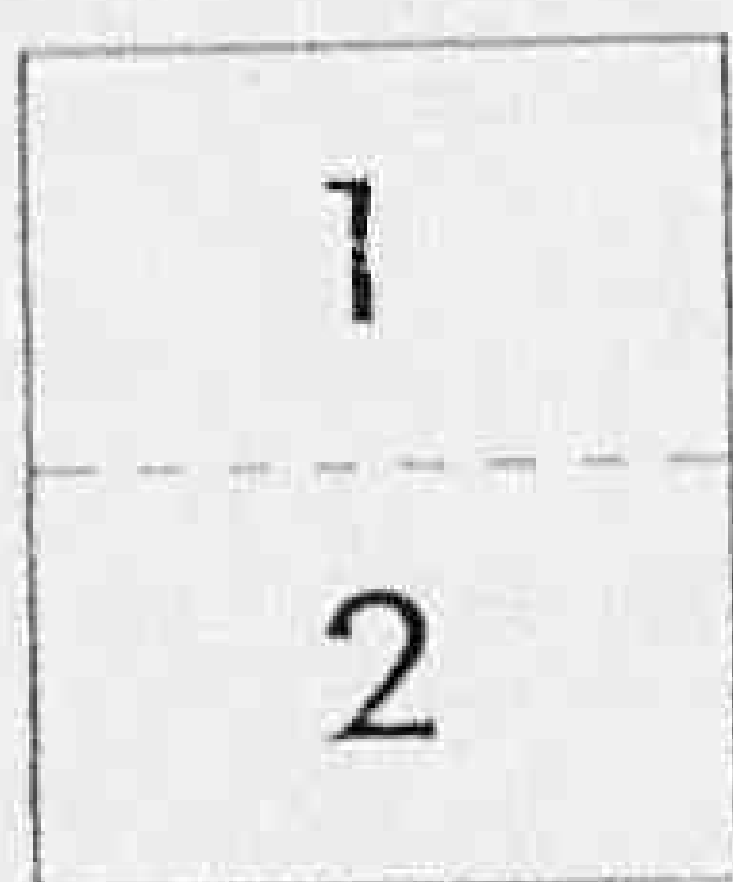
Yours truly

/s/ E. Fiore

Uberto Fiore

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.



Declassified E.O. 12356 Section 3.3/NND No. 985021

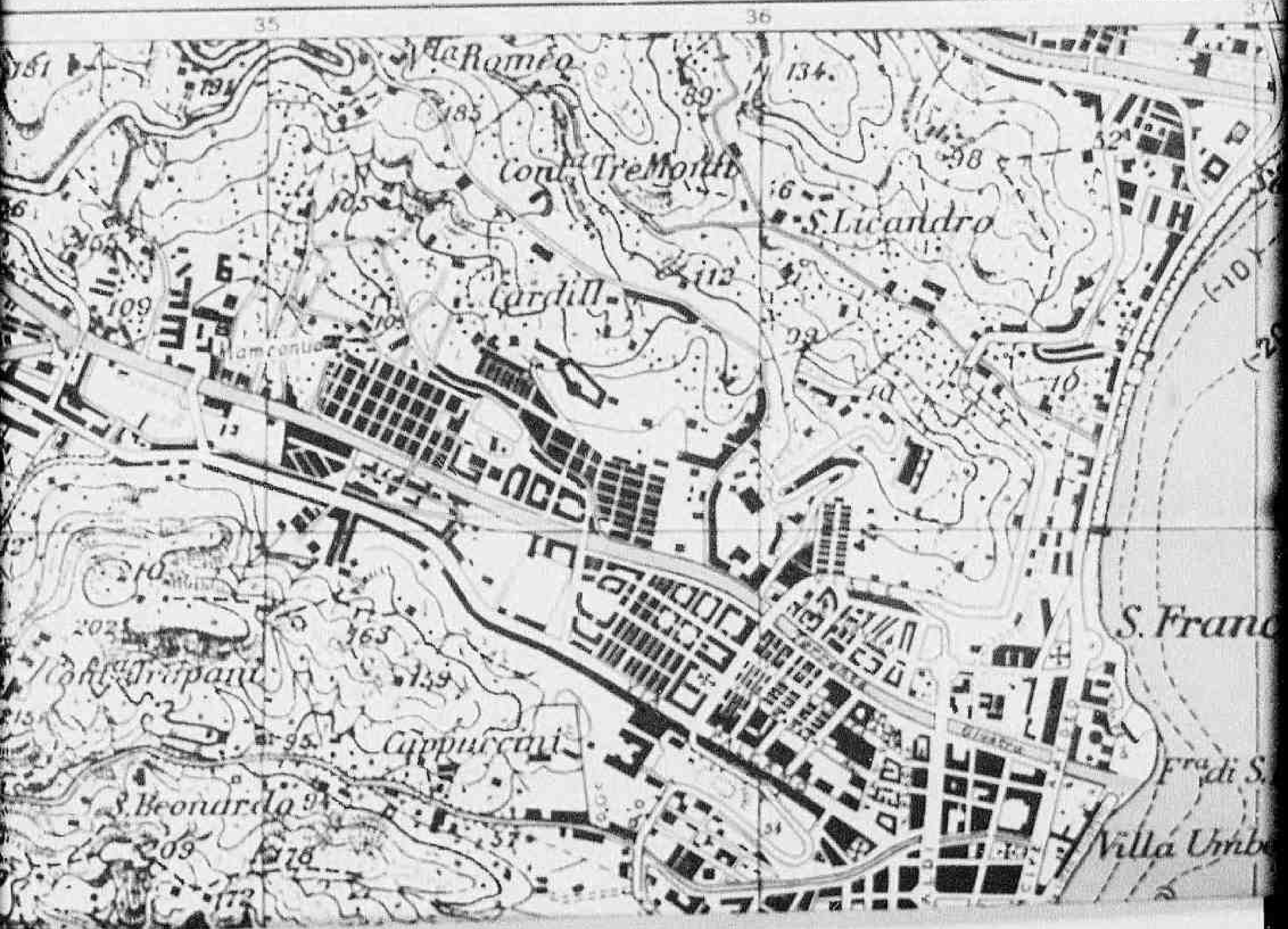
533

1:10,000 TOWN PLAN



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

NOT TO BE PUBLISHED



REFER TO THIS MAP AS
1:10,000 TOWN PLAN, MESSINA

NOT TO BE PUBLISHED

W.D.R. 359/7450



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



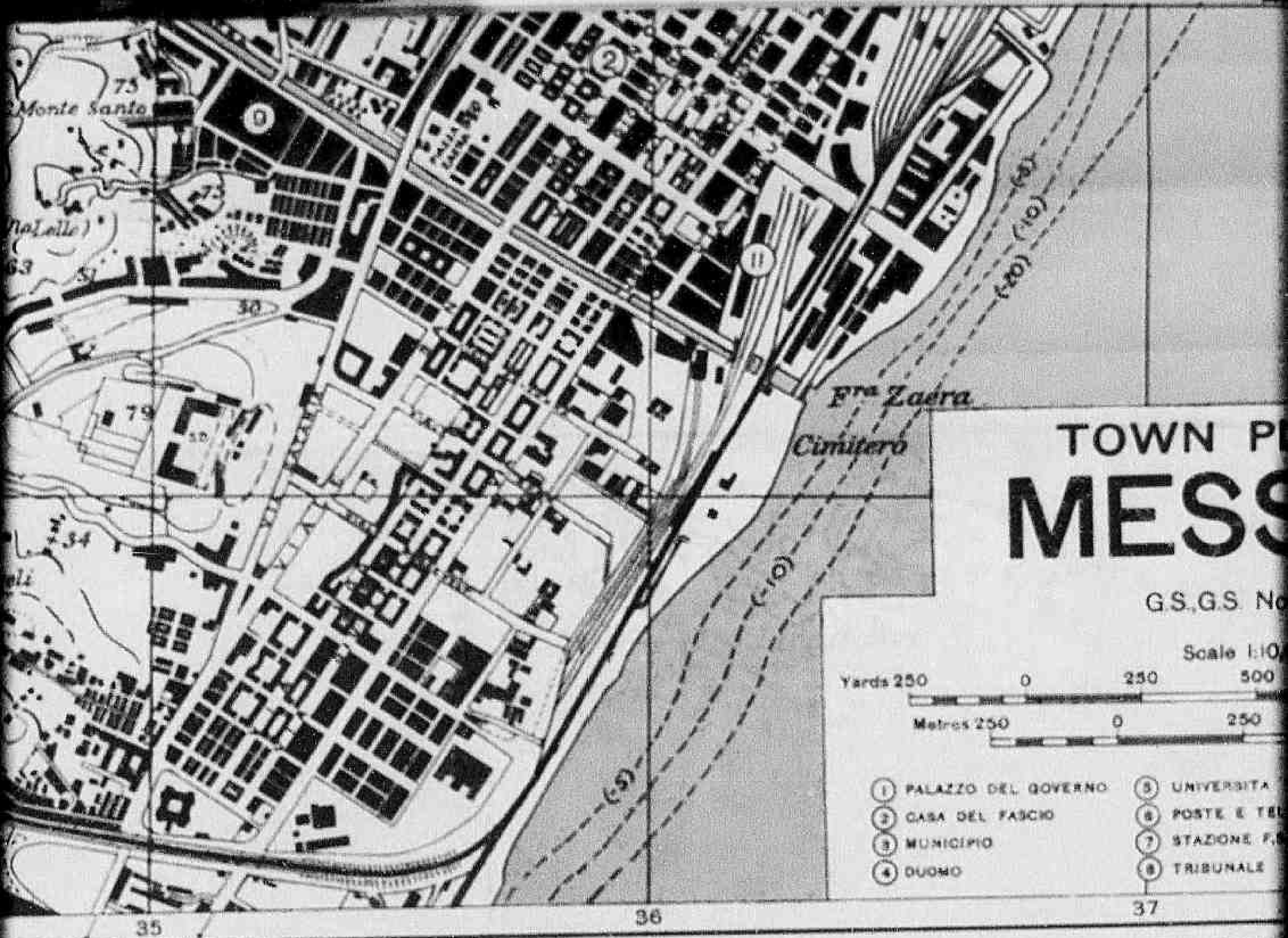






M.D.R. 539/7950

REFER TO THIS MAP AS
L-10000-1000 PLAN W-10000





Reproduced by S12 Ft. Survey Corp., R. E., June, 1943, by enlargement of 1:25,000 Italy sheets. Revised from Air Photographs dated 1942

Tel.

HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation Sub Commission
Ports & Warehouse Division

STP/mt

FORT BRIORE

CATANIA, SICILY

1. Brief Physical Description.

This is an excellent harbour, formed and bounded on its east side by Capo Oriente and Capo di Messogiorne on the south side. There is a spacious central pier, known as Sporgente Centrale, protruding from the north mainland to a depth of almost two-thirds of the harbour.

2. Shelves & Depths.

Please refer to attached map for locations.

No. of Shelves	Length	Draft	Remarks
1, 2 & 3	1,050'	20-22'	Used only for fishing boats
4 & 5			Reserved for oil tankers.
6	506'	25'	
7 & 8	840'	24 - 25'	
9	420'	24' - 25'	
10 & 11	818'	28'	poiled & badly damaged.
12	300'		
13	515'	20' 6"	
14	560'	20'	
15	70'	20'	
16	70'	20'	
17	370'	25'	
18	480'	20'	Now used by R. Navy
19	495'	20'	
20	525'	20'	
21	300'	20'	
22	70'	20'	

There is a silt accumulation of approximately 3 ft. throughout the harbour.
Entrance channel depths exceeds all quay depths.

2. Shores & Depths.		Remarks	
Please refer to attached map for locations.			
No of Meters	Depth		
1, 2 & 3	1, 050'		
4 & 5	20-22'		
6	25'	Used only for fishing boats	
7 & 8	24 - 25'	Reserved for oil tankers.	
9	24' - 25'		
10 & 11	28'		
12	300'	Pouled & badly damaged.	
13	515'		
14	550'		
15	70'		
16	70'		
17	370'		
18	480'		
19	495'		
20	525'		
21	300'		
22	70'		

There is a silt accumulation of approximately 3 ft. throughout the harbour.

Entrance channel depths exceeds all quay depths.

1. Slides. There is a spring tide variation of less than 2 ft.
4. Weather. Disturbances of discharge and loading operations occurs when strong N.E. and S.E. winds cause considerable swell.
5. Electric Current. 1 Phase, A.C., 50 cycles, 150/150 volts is available.
6. Water supply. Piped water supply is available to most of the above quays.
7. Coal bunkers. None.

6. All Bunkers.

An oil bunker of undetermined capacity is served from Quay No. 6.

7. Railroad Sidings

Rail sidings serve all quays on Spargante Centrale, i.e., the schooner wharf and wharves 10, 11, 12, 13, 14, 15, 16 and 17. However, there is a tendency for rail bottle-necks to occur when all quays are used simultaneously.

10. Warehouses

There has been considerable destruction of warehouses, resulting in as much as 1,000 tons grain being backpiled pending disposal instructions.

The capacity of remaining warehousing is undetermined.

11. Dr. Cooke

None.

12. Repair Plant

Facilities for minor ship repairs are available.

13. Dredgers

None. A crane with grab bucket is performing minor dredging operations.

14. Molting Facilities

One crane, no. used for dredging (see item 13).

15. Grain Elevators

None.

16. Stevedore Gear

Main stevedore operations at present consist of coal and grain discharge and citrus fruit loading.

Stevedore gear now in use is loaned by the military. The potential port capacity is 9 ships, of Liberty type also, working simultaneously.

resulting in as much as 3,000 tons grain being buckled pending disposal instructions.

The capacity of remaining warehousing is undetermined.

11. Deck Docks

None.

12. Repair Plants

Facilities for minor ship repairs are available.

13. Dredgers

None. A crane with grab bucket is performing minor dredging operations.

14. Molting Facilities

One crane, now used for dredging (see item 13).

2867

15. Grain Elevators

None.

16. Stevedore Gear

Main stevedore operations at present consist of coal and grain discharge and citrus fruit loading.

Stevedore gear now in use is loaned by the military.

The potential port capacity is 9 ships, of Liberty type size, working simultaneously.

For future civil operation, it is suggested that 3/8 of the available equipment indicated on the attached 8 ship stevedore gear port set be furnished.

17. Labor

A dock labor pool of 500 men is available. Labor supply is adequate and no problem exists.

18. Stevedore Contractors

"Combinatilia" S.A.S. of Catania.

19. Italian Port Captain

Riccardo Negro - Tel. No. 1393 Catania
Tel. Address: COMPTON, CATANIA

- 3 -

20. Fed. Conscription Agency

This agency is operating efficiently.

21. I.C.C.

This agency is operating efficiently.

22. Military experts.

There is no responsibility on the part of I.C.C. for handling future military supplies. Shipping agents will notify military authorities at New York or Mexico City, and the latter will handle.

Summary of recommendations:

- 1) Repair Quay No. 12 at another terminal of Sporgento Centrale (Item 2)
- 2) Furnish stevedore gear, in accordance with Item 16.

Stanley P. Warner

STANLEY P. WARNER

Port Division Officer

185031

Attachments:

1. Form and Port Plan of Catania
2. Serial photos of harbor
3. Stevedore gear set list

2851

Some people think that
the only way to get
the best results is to
use the most expensive
equipment. But this is
not always true. In fact,
the best results are often
achieved by using the
simplest equipment. This
is because the simplest
equipment is often the
most reliable. It is also
the most easy to use. And
it is the most economical.
So, when you are looking
for the best equipment,
don't just look at the
price. Look at the quality,
the reliability, and the
ease of use. These are the
things that really matter.

1580

No. 485621

Maps on this order too large to be entirely included in one exposure are filmed clockwise beginning in the upper left hand corner, left to right and top to bottom as many frames as required. The following diagrams illustrate the method.

1	2
3	4

1
2

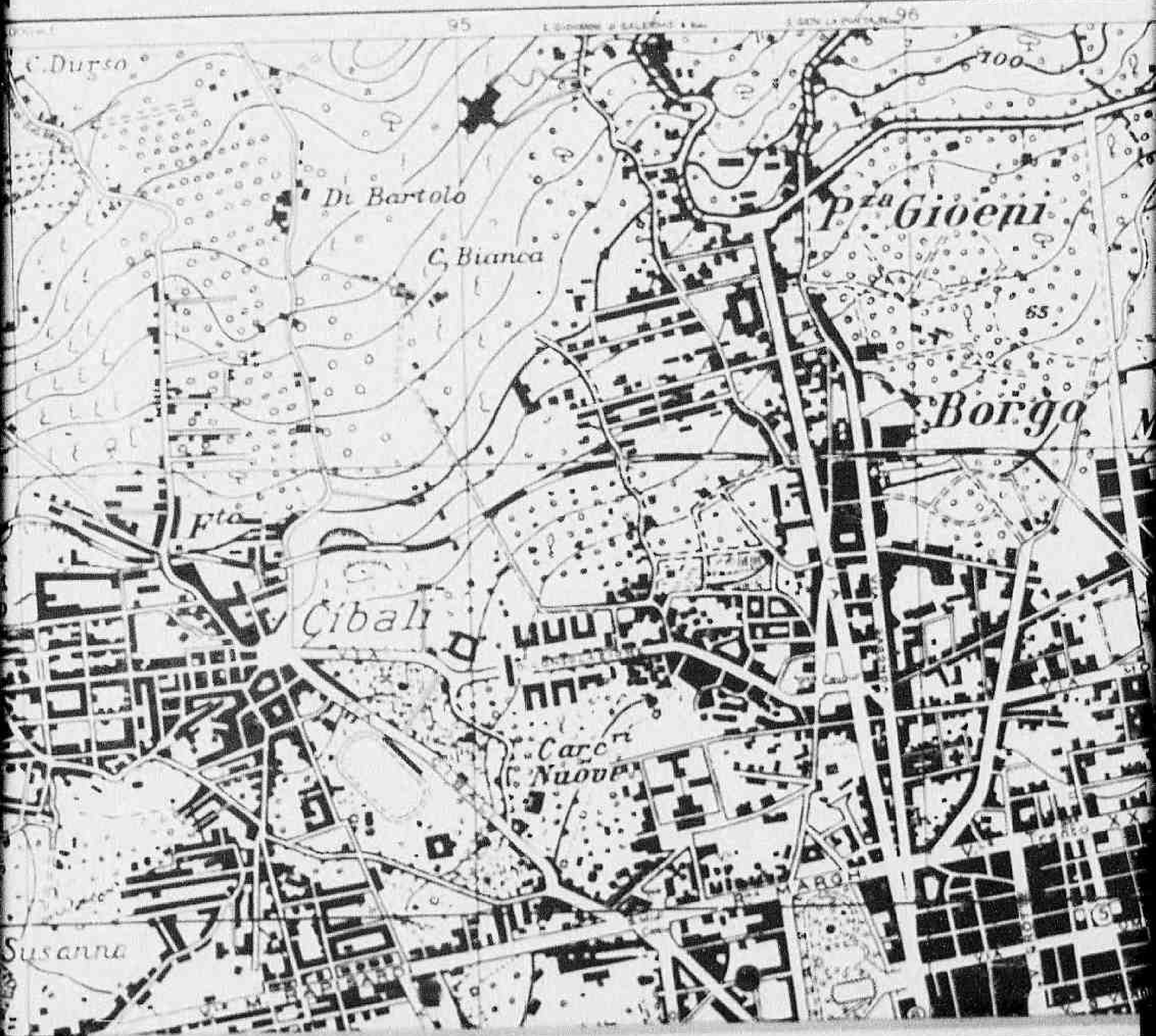
1	2	3
4	5	6
7	8	9

Declassified S.O. 12356 Section 3.3/END No. 785021

1:10,000 TOWN PLAN



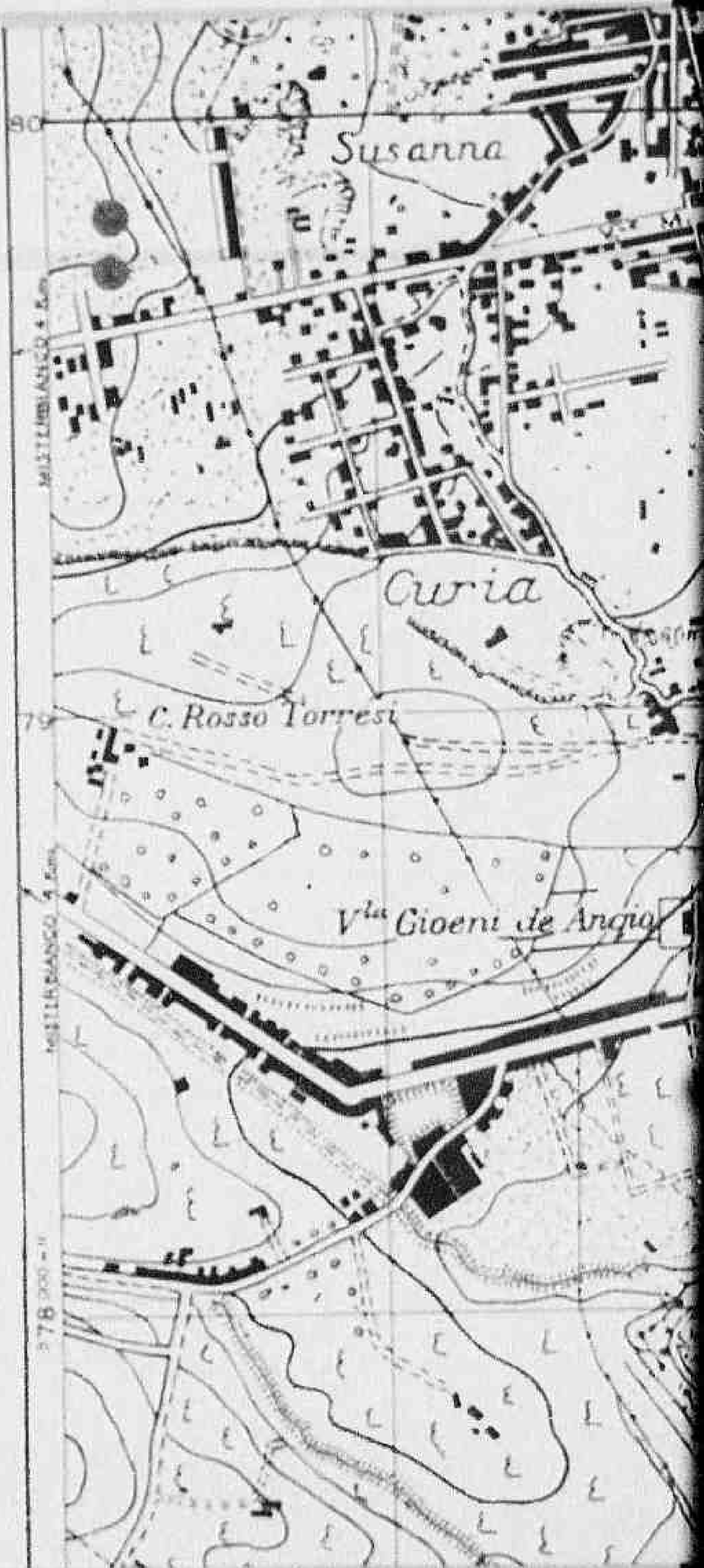
NOT TO BE PUBL



NOT TO BE PUBLISHED



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







TOWN PLAN CATA

GS:GS No.

Scale 1:10,000

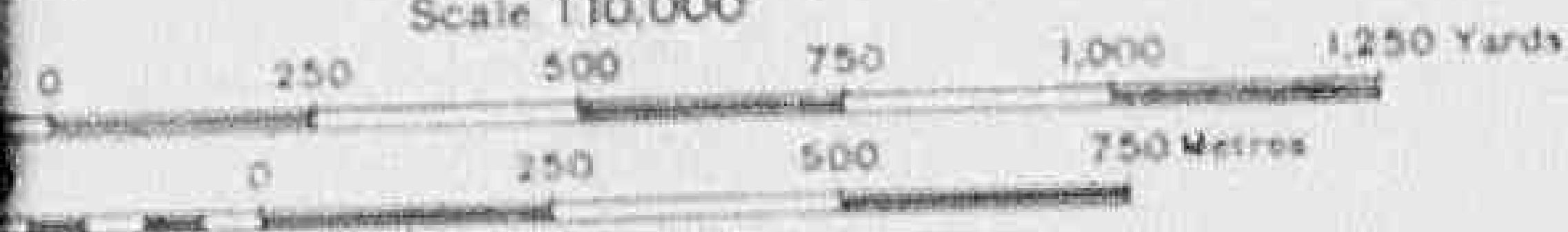


- (1) PIAZZA DEL GOVERNO
- (2) CASA DEL SINDACO
- (3) MONUMENTO
- (4) CHIESA
- (5) SEDE PROV. DEL R. A. D.
- (6) POSTE E TELEGRAPH

TOWN PLAN OF CATANIA

GS.GS No. 4379

Scale 1:10,000

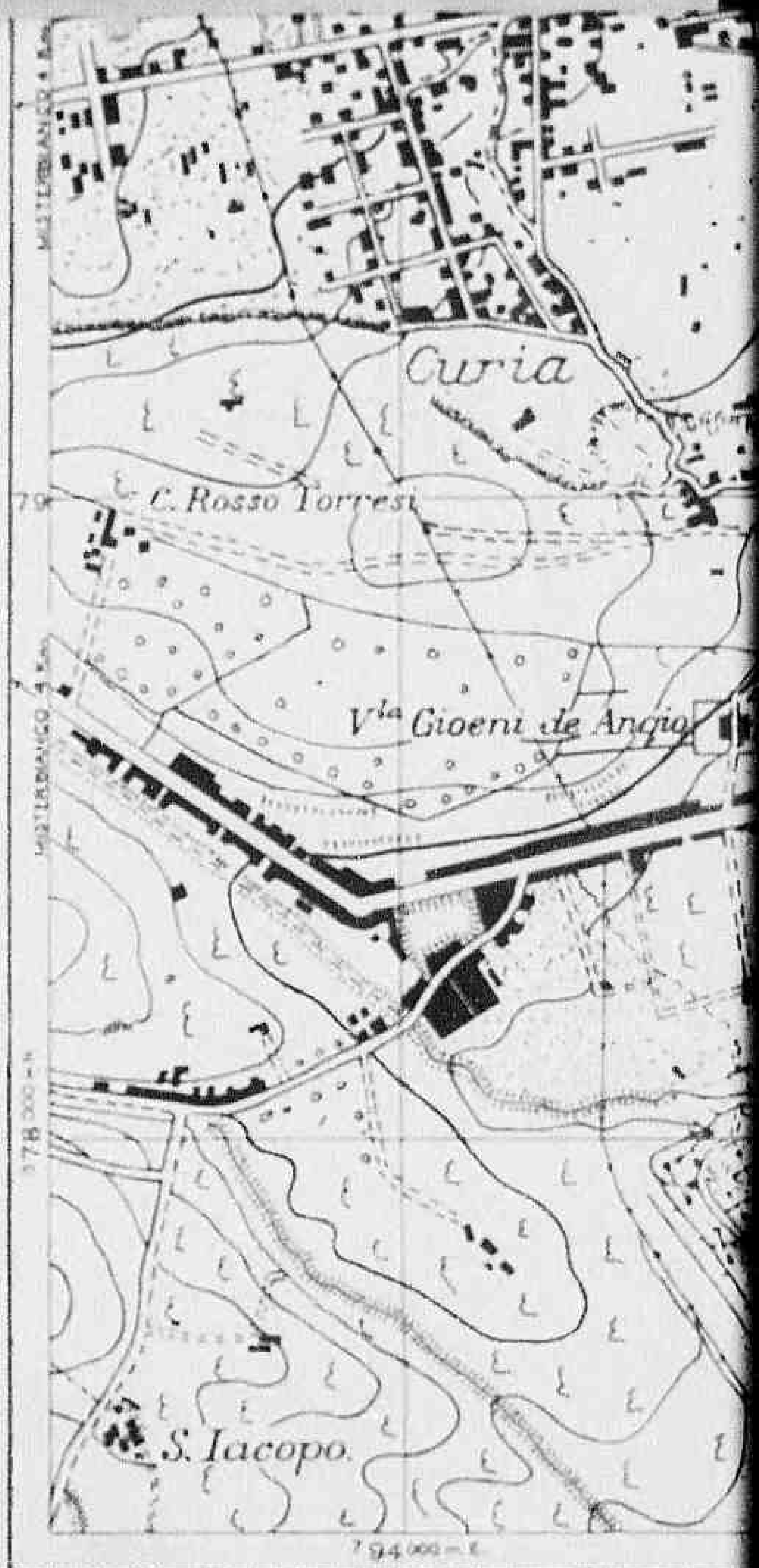


GO DEL GOVERNO
EL FASCIO
PIO
URA
PROV DEL RACI
E TELEGRAFI

- ⑦ STAZ. CIRCUMETNEA
- ⑧ OSPEDALE
- ⑨ STAZ. F.S.
- ⑩ STAZ. ACQUICELLA
- ⑪ OSPEDALE S. MARTA
- ✚ CHURCH

1780000 M

Declassified E.O. 12356 Section 3.3/NND No. 185021



M.D.R. 539/7951

REFER TO THIS MAP AS
TERRITORY PLAN - CATANIA





TOWN PLAN CATANIA

G.S.G.S. No. 437

Scale 1:10,000

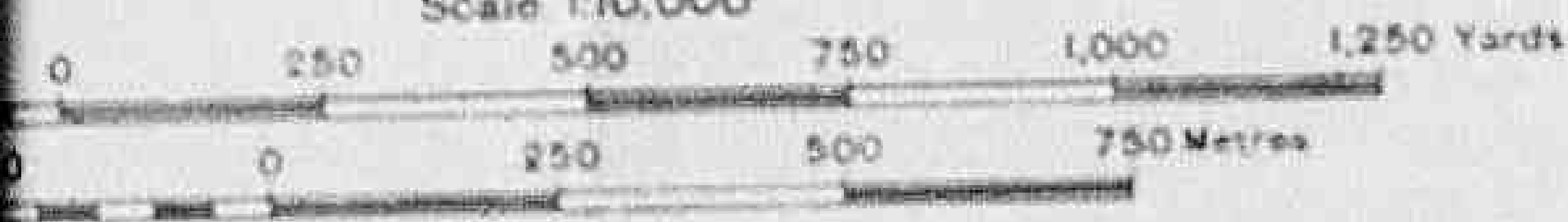


- ① PALAZZO DEL GOVERNO
- ② CASA DEL FASCIO
- ③ MUNICIPIO
- ④ QUESTURA
- ⑤ SEDE PROV. DEL R.A.C.I.
- ⑥ POSTE E TELEGRAFI

TOWN PLAN OF CATANIA

GS.GS No 4379

Scale 1:10,000



RO DEL GOVERNO

DEL FASCIO

PIO

URA

ROY DEL R.A.C.I.

E TELEGRAPH

- ⑦ STAZ. CIRCUMETNEA
- ⑧ OSPEDALE
- ⑨ STAZ. F.S.
- ⑩ STAZ. ACQUICELLA
- ⑪ OSPEDALE S. MARTA
- ✚ CHURCH
- ⑫ TRIBUNALE

178 000 m. N.

199 000 m. E.

98

Reproduced by S12 Ft. Survey Corp., R.E., June, 1943, by enlargement of 1:25,000 Italy sheets. Revised from Air Photographs dated 1943

517/15

ACKNOWLEDGMENTS

Transportation Sub-Committee
Public Works Division

Year Report

Magical Story

1. Art of Physical Description

Please refer to attached port plan.

The part of Marana is formed by a westerly mole (Molo Ponente) extending southwest from a small mainland peninsula with a breakwater mole (Molo Solo) extending south therefrom at a point approximately 600 ft. from the terminal of the western mole. The eastern mole (Molo Levante) is south of the harbor and extends west from the mainland to the entrance channel. A small mole (Moleto) extends south approximately 150 ft. from the mainland center of the harbor.

Water was drawn from one (6000
gallons) reservoir and is
approximately 10 ft. of the freshwater (surface)

Eighteen vessels, including one large dredger were sunk in the harbour during the invasion, of which six have been raised. Salvage work is now proceeding on the dredger and other vessels.

The southerly section of the harbor between Molatte and old Levante is littered with 10 sunken vessels.

for the purpose of use.
The entire harbor area was surveyed and no other boats were seen.

2. and other things

800PM only.

lumber for barrel making and food wine.
An average of 25 echinocysts per month discharge

The port of Marasia is located on a small peninsula (Molo Ponente) extending southwest from a small mainland peninsula with a breakwater mole (Foreneo Molo) extending south therefrom at a point approximately 600 ft. from the terminal of the western mole. The eastern mole (Molo Levante) is south of the harbour and extends west from the mainland to the entrance channel.

A small mole (Moleto) extends south approximately 350 ft. from the mainland center of the harbour.

Approximately 150 ft. of the breakwater (Foreneo Molo) has suffered severe war damage. Eighteen vessels, including one large dredger were sunk in the harbour during the invasion, of which six have been raised. Salvage work is now proceeding on the dredger and other vessels.

The southerly section of the harbour between Moleto and Molo Levante is littered with 10 sunken vessels, rendering this area too dangerous for use.

The entire harbour area suffered extensive war damage.

2. Shipping traffic

Shoppers only.
An average of 25 echinocera per month discharge
lumber for barrel making and load mine.

3. Tides

Spring tide variation is less than 1 ft.

4. Weather

Cargo workings are disturbed during sirocco winds.

5. Electricity

3 Phase, A.C., 50 cycles, 150/160 volts. Electric
installations badly damaged and out of use.

6. Water supply

Piping installations destroyed by war damage.

7. Wharfage and depths

Please refer to attached map for locations.

2799

- 2 -

Due to extensive war damage and sunken vessels, only Banchina del Lillo can be used. This wharf has a usable length of 1,300 ft., with a draft of 18 ft. for 160 ft. and a variation of from 6 ft. to 18 ft. for the remainder.

8. Coal Bunkers

None.

9. Oil bunkers

None.

10. Molester facilities

All cranes destroyed or damaged beyond use.

11. Warehouses

All warehouses destroyed in harbor area.

12. Railroad sidings

None.

13. Dredgers

One large dredger sunk at north end of harbor. Salvage operations to raise this vessel are now in progress.

14. Flagboats

None.

15. Lighthouses

None.

16. Warehouses

All warehouses destroyed.

17. Grain elevators

None.

18. Stevedore gear

10. Electric Facilities

All cranes destroyed or damaged beyond use.

11. Warehouses

All warehouses destroyed in harbour area.

12. Railroad sidings

None.

13. Dredgers

One large dredger sunk at north end of harbour.
Salvage operations to raise this vessel are now in progress.

14. Tugsboats

None.

15. Lighthouses

None.

16. Warehouses

All warehouses destroyed.

17. Grain elevators

None.

18. Stevedore gear

Schooner cargoes are worked manually and by ship's gear.
Adequate civilian owned stevedore gear is available for present and potential operations. No additional gear is necessary.

19. Stevedore Contractors

Compagnia Portuale - Marsala

20. Labor

A pool of 30 men is available and adequate.

21. Italian Port Captain

Kentano Pietro

Tel. No. 1184 Marsala

Tel. Address : CIRCUMARE, Marsala

- 3 -

22. Res. Concordi Agieri

The above agency does not operate at Marsala.

23. I.C.I.

The above agency does not operate at Marsala.

24. Military Origins

There is no responsibility on the part of A.G. for handling military cargoes. Mine is sometimes shipped for Army use, in which case it is handled directly by the military authorities concerned.

Summary of recommendations:

1. Repair barge (Perano solo)
 2. Raise sunken vessel in harbor.
- (Compliance with the above recommendations are obligations of the Italian Govt.).

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer

Attachments:

1. Port Plan of Marsala
- 6 Aerial photos of Marsala

2797

Declassified E.O. 12356 Section 3.3/NSC 68-23 A1



C436 IPRU 52 45/F14 25000-P

1 R 52

Declassified E.O. 12356 Section 3.1 MN



3070 C941 IPRU 17343//14 24000 → P-3

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

SICILY 1:8,000

For use by
War and Navy Department Agencies only
Not for sale or distribution

MARSALA



MARSALA

FIRST EDITION - AMS 1

CITY PLAN



SICILY 1:8,000

For use by
War and Navy Department Agencies only
Not for sale or distribution

MARSALA



MARSALA

FIRST EDITION AMS 1

CITY PLAN

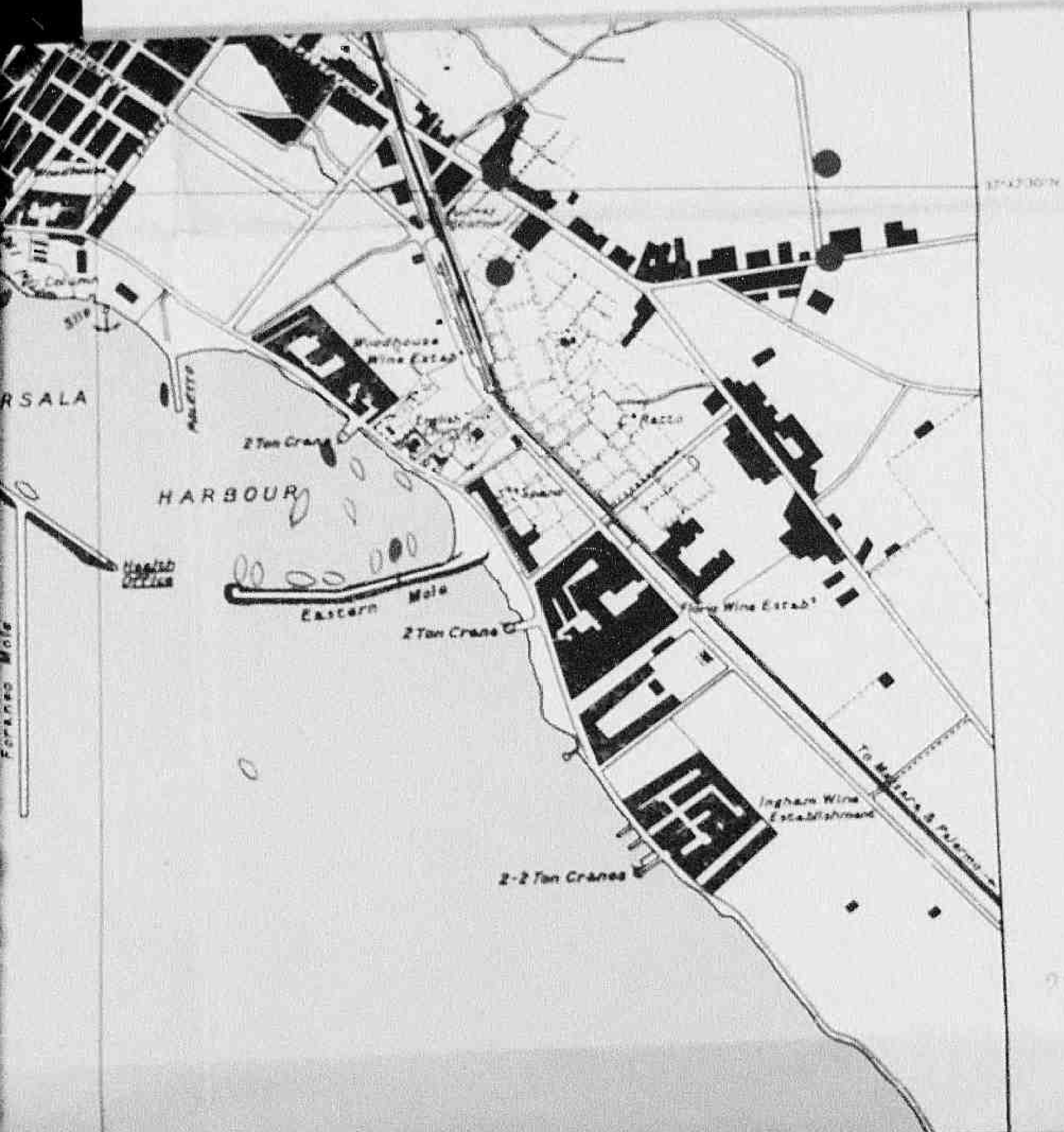


Declassified E.O. 12356 Section 3.3/MND No. 785021

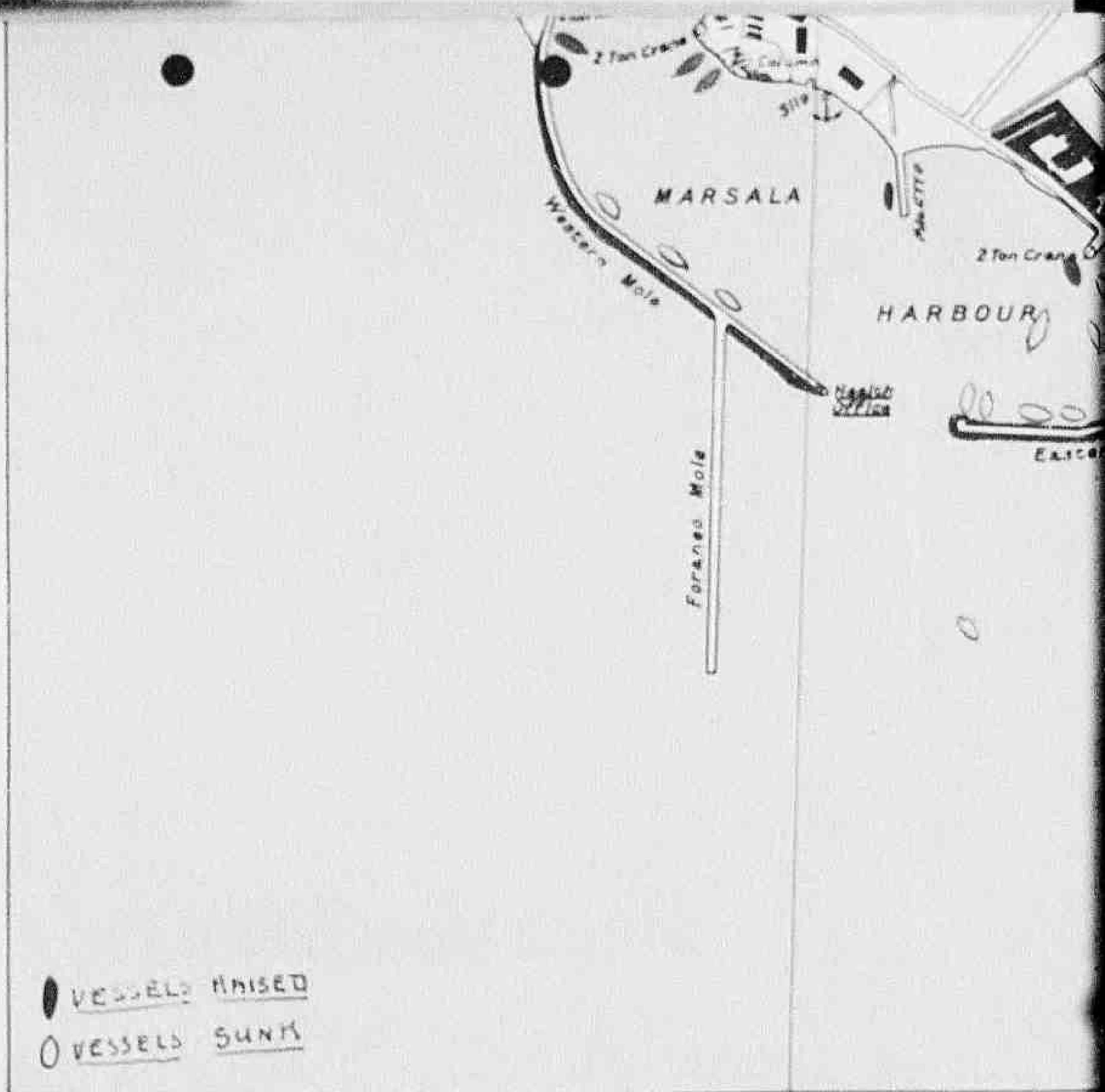
37°42'30"N



● VESSELS RAISED
○ VESSELS SUNK

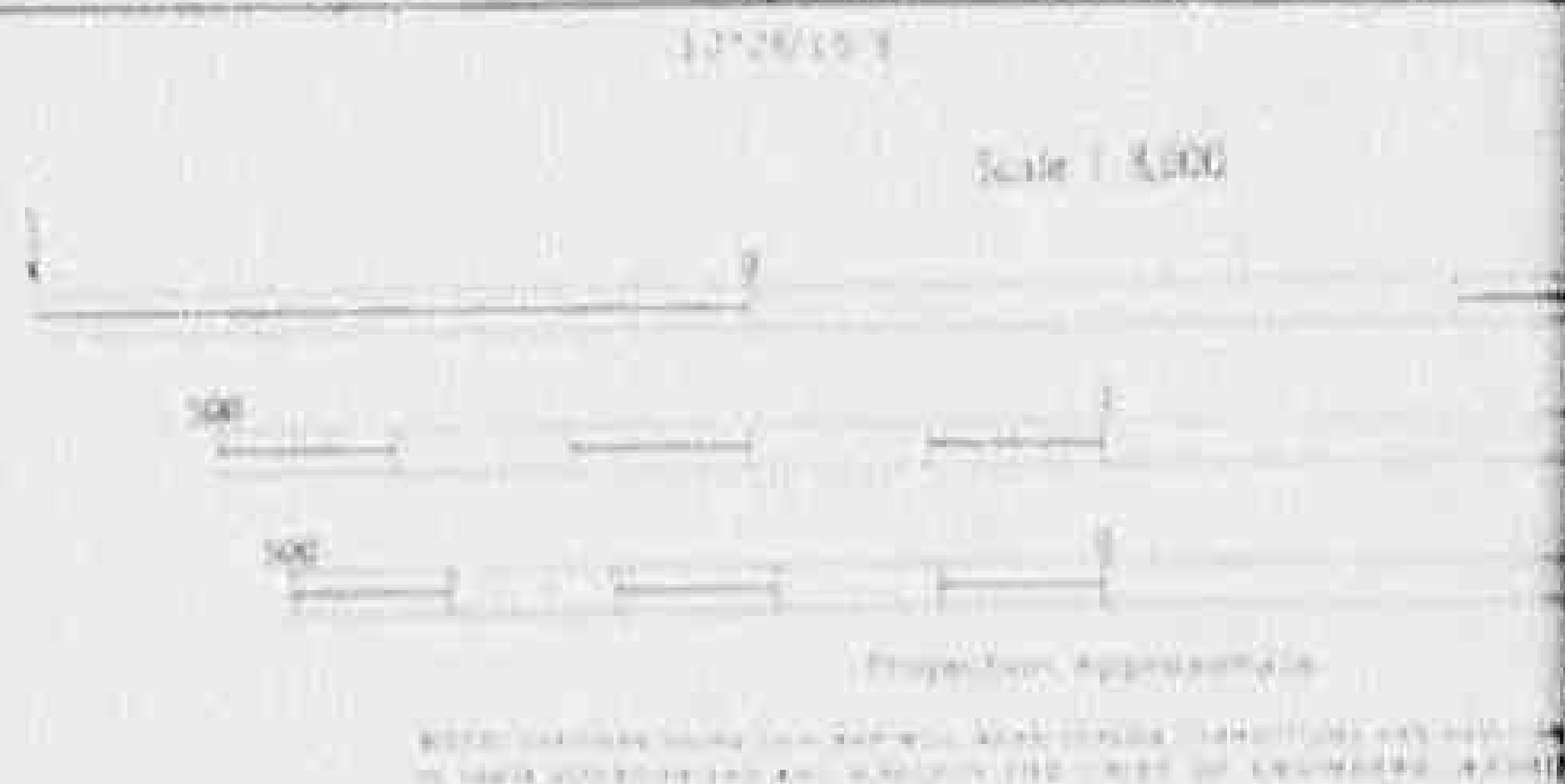


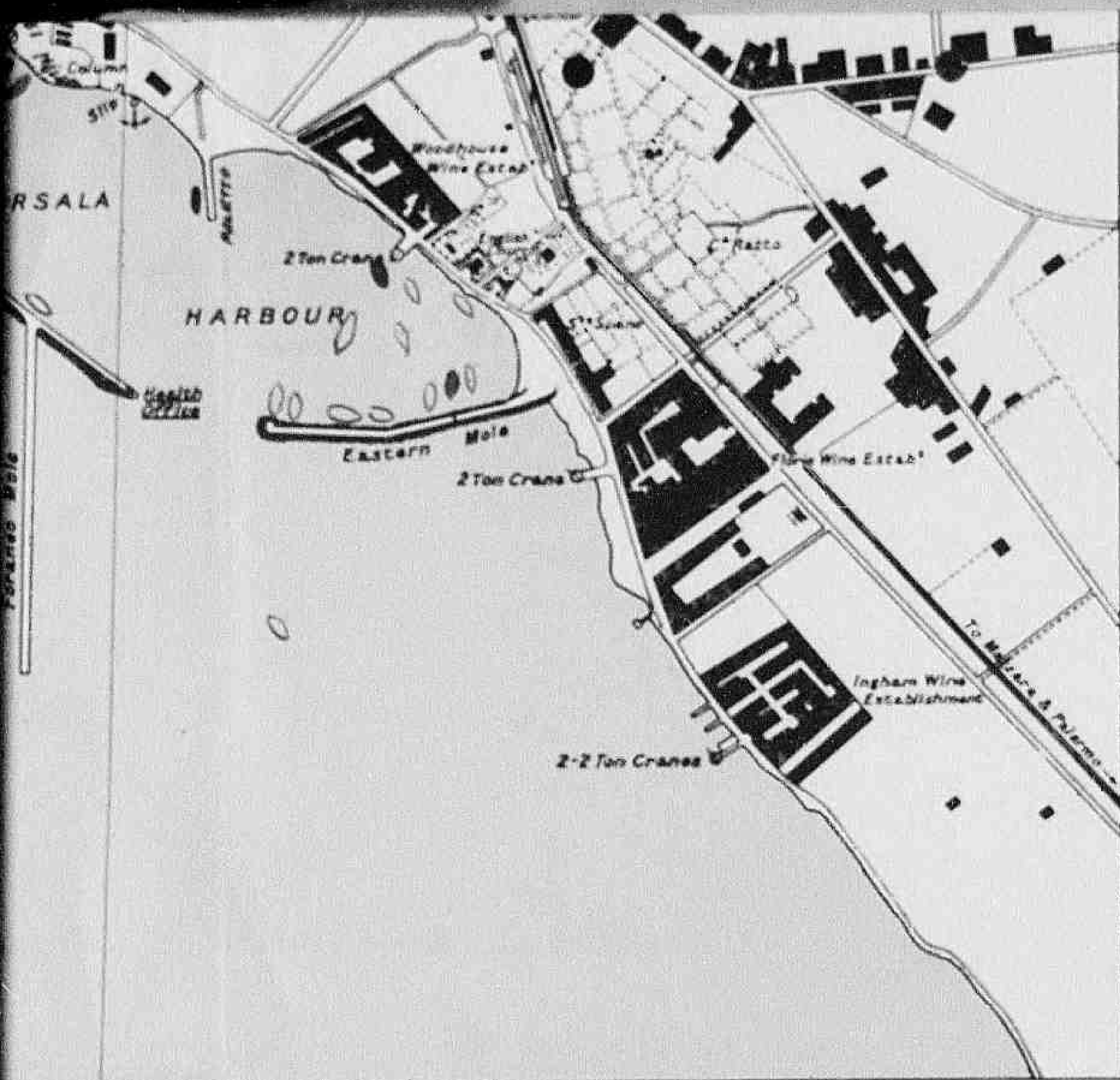
Declassified E.O. 12356 Section 3.3/NND No. 485031



Prepared (5425 4378)
First Edition 1943

Prepared under the direction of the
Chief of Engineers, U. S. Army, 1943
Copied from Port of Marsala, 1:50,000
Naval Intelligence Division, U. S. Navy, Map 20, 1943





17°28'15"N

Scale 1:8,000

NAVY MAP SERVICE U. S. NAVY WASHINGTON, D. C. 20340
1-62 1962

100 Kilometer

500 Feet

Projection Approximate

UNCLASSIFIED NAME THIS MAP WILL BE REMOVED FROM THE LIST OF CHARTS, WASHINGTON, D. C.

9785

HEADQUARTERS ALLIED COMMISSION

177/12

NO 394

Transportation Sub-Commission
Port and Harbours Division

PORT REPORT

TRAPANI, SICILY

1. Brief physical description

The port of Trapani is bounded on the North side by a peninsula upon which is located the town of Trapani. The east and west boundaries are formed by the mainland, upon which are located extensive salt pans. Entrance to the harbour is from the west, at which a small island, with two moles extending north and south there from, is located.

The harbour, installations, wharves and buildings have suffered extensive war damage. Of 60 vessels sunk in the harbour, approximately 45 of the smaller ones have been raised. Fifteen vessels, including four steamers and one tugboat are still sunk in the harbour, but do not interfere with present operations.

2. Shipping traffic.

Previous to the war an average of 2,000 schooners called at this port per year. An average of 200,000 tons of salt was exported per annum, also large exports of wine. Timber for barrel making was principal import.

Trade is now reduced to a small percentage of the above.

3. Tides

Spring tide variation is less than 1 ft.

4. Weather

bad weather.

5. Wharves and Berths

Shipping and harbour operations are disturbed during

Please refer to attached map for locations.

9797

the west, at which a small island, with two low extending north and south there from, is located.

The harbour, installations, wharves and buildings have suffered extensive war damage. Of 50 vessels sunk in the harbour, approximately 45 of the smaller ones have been raised. Fifteen vessels, including four steamers and one tugboat are still sunk in the harbour, but do not interfere with present operations.

2. Shipping traffic.

Previous to the war an average of 2,000 schooners called at this port per year. An average of 250,000 tons of salt was exported per annum, also large exports of wine. Timber for barrel making was principal import.

Trade is now reduced to a small percentage of the above.

3. Tides

Spring tide variation is less than 1 ft.

4. Weather

bad weather.

5. Wharfage and Depths

Please refer to attached map for locations.

All wharves, with the exception of those indicated below, are badly damaged and cannot be used until extensive repairs are completed.

No. of Wharf.

1

2

Length

160'

490'

Draft

21'

21'

Repairs to the wharves 1, 4 and 5, as indicated on map, are obligations of the Italian Govt.

6. Water supply

None.

7. Electric current

None.

8. Coal Bunkers

There is a small bunker in the vicinity of Ronciglio Breakwater (see map for location)

9. Oil bunkers

There are no commercial oil bunkers. However, there are several naval oil bunkers of undetermined condition and capacity, to the east of the harbour.

10. Railroad Sidings

Berths 2 and 3 are served by railroad sidings, but are in badly damaged condition.

11. Warehouses

Nearly all warehouses are destroyed. Great difficulty is being experienced in storing present supplies.

12. Grain elevators

None.

13. Dry docks

None. However, there is one small shipyard for schooner repairs.

14. Dredgers

None.

15. Tugboats

One small tugboat sunk in harbour.

16. Lights

Twenty barges are operating and twenty others undergoing repairs. These craft are used for conveying salt from pens to schooners in harbour.

2792

are in badly damaged condition.

11. Warehouses

Nearly all warehouses are destroyed. Great difficulty is being experienced in storing present supplies.

12. Grain elevators

None.

13. Dry docks

None. However, there is one small shipyard for schooner repairs.

14. Dredgers

None.

15. Footboats

One small tugboat sunk in harbor.

16. Lighters

Twenty barges are operating and twenty others undergoing repairs. These craft are used for conveying salt from pans to schooners in harbor.

17. Repair Plants

One shop capable of ordinary repairs.

18. Hoisting Facilities

None.

19. Stevedore gear

Sufficient gear is on hand for present and future operations.

No additional stevedore gear is necessary.

20. Stevedore contractors

Compagnia Portuale
Lavoratori di Trapani

21. Rep. General Agnelli

This organization is operating efficiently.

22. I.C.E.

This organization is operating efficiently through their representative at Palermo.

23. Military Cargoes

No military cargoes are discharged at this Port.

Summary of recommendations:

1. Repair damaged wharves and raise sunken vessels in harbor (obligation of Italian Govt.)

Henry P. France

HENRY P. FRANCE
Port Liaison Officer

Attachments:

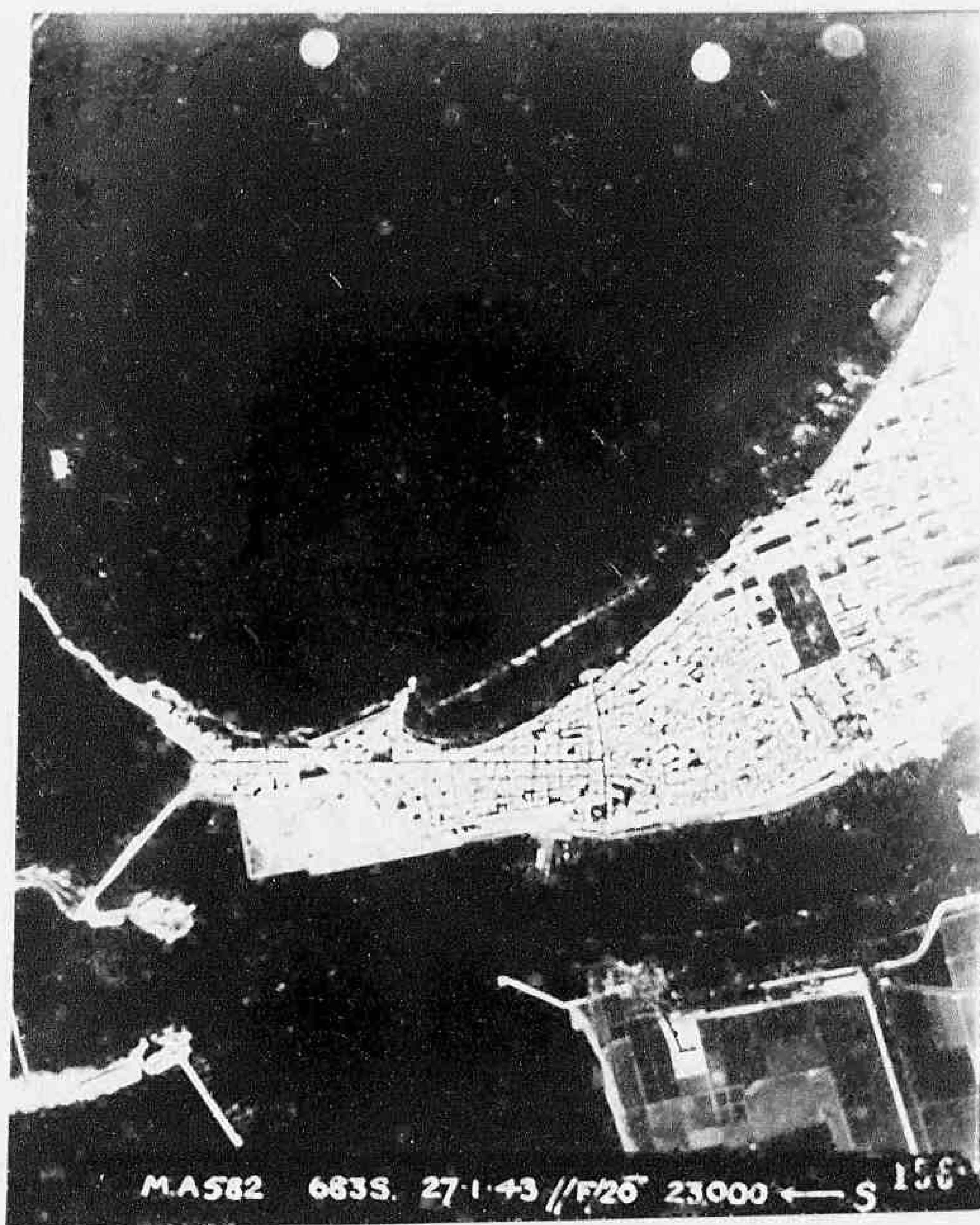
1. Town and Port plan
- 11 Aerial Photos

2791

Declassified E.O. 12356 Section 3.3/NNW No. 285-31



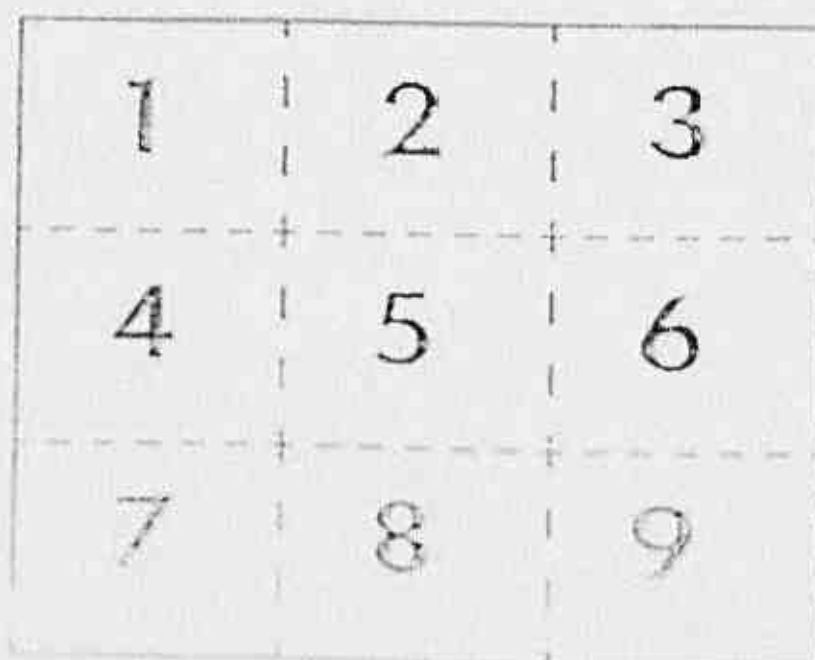
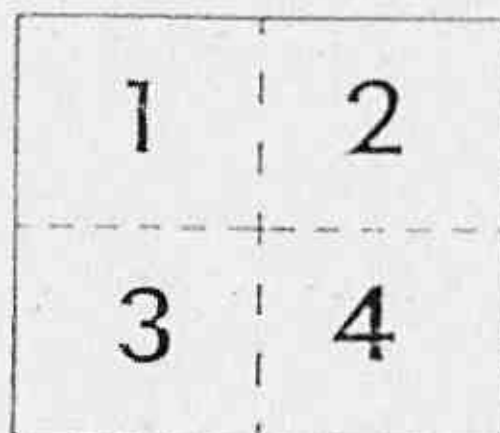
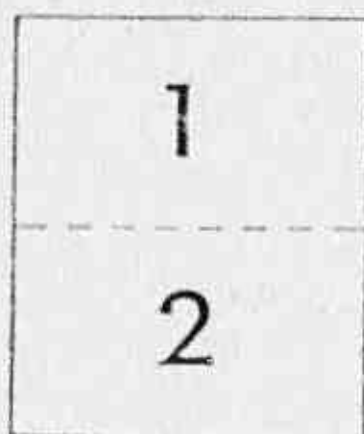
1867

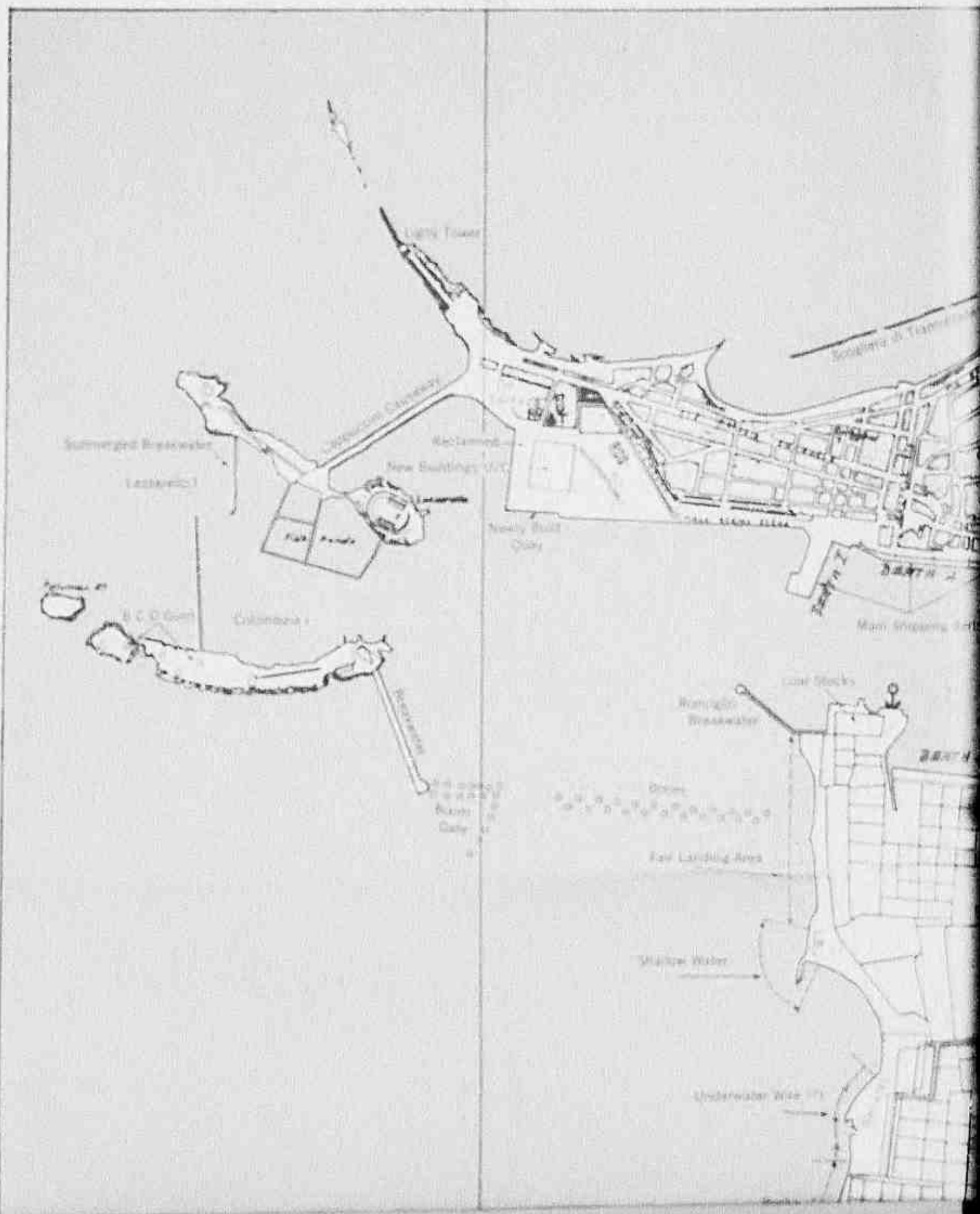


M.A582 683S. 27-1-43 //F/26 23000 ← S 156

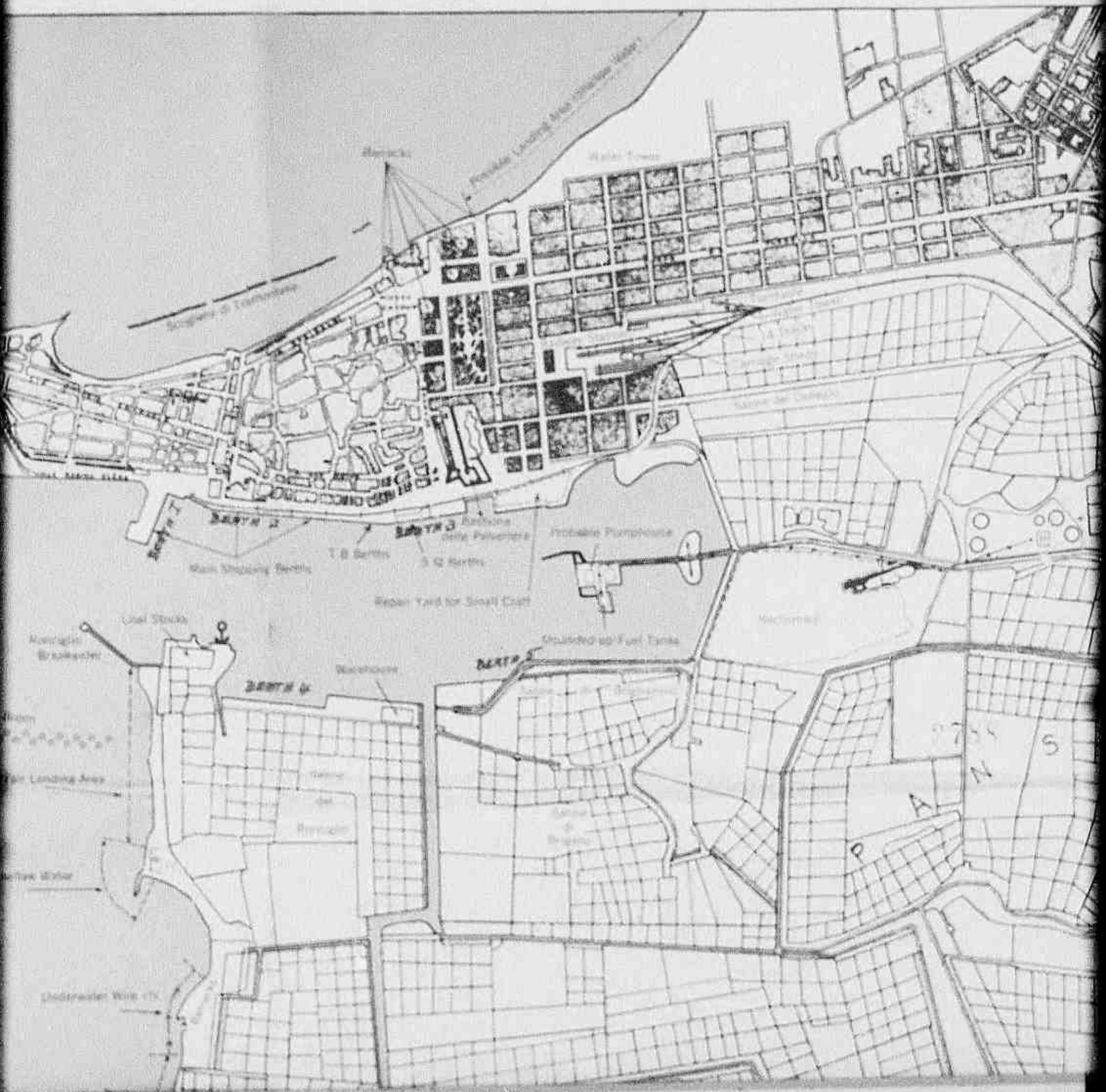
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.





For use by
War and Navy Department Agencies only
Not for sale or distribution



TRAPANI



U



Abstract Hypertension

[illegible]

U.S. Coast Guard
United States Coast Guard

2. 1976: Susan Tansley - OVG: Dan Brown, Editor

5. Update Your Taxes

3. Harvest Fuel Tanks

 MRT Station

Spitars, Scotland, 1993

1129720

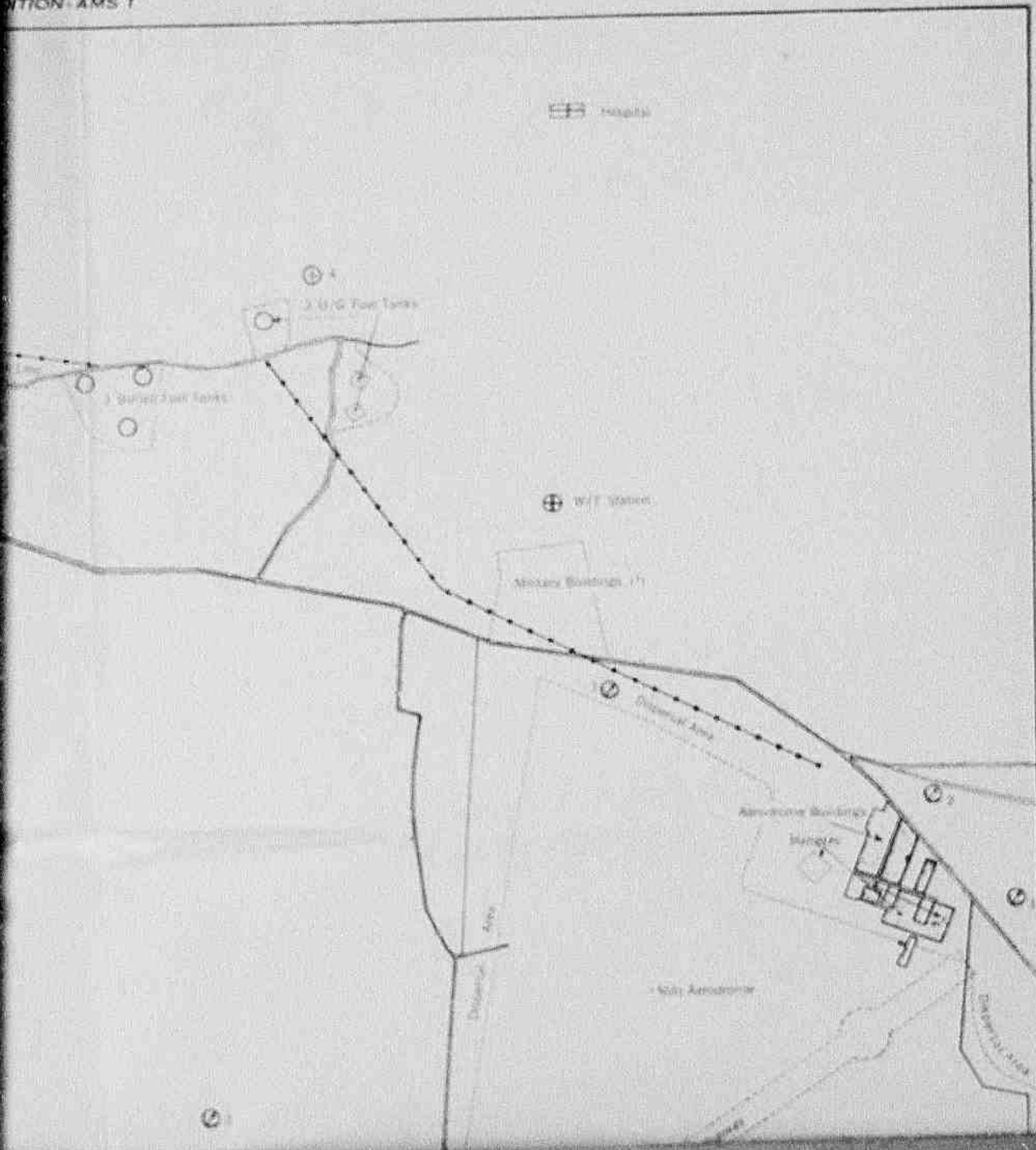
44 No. 171

1000

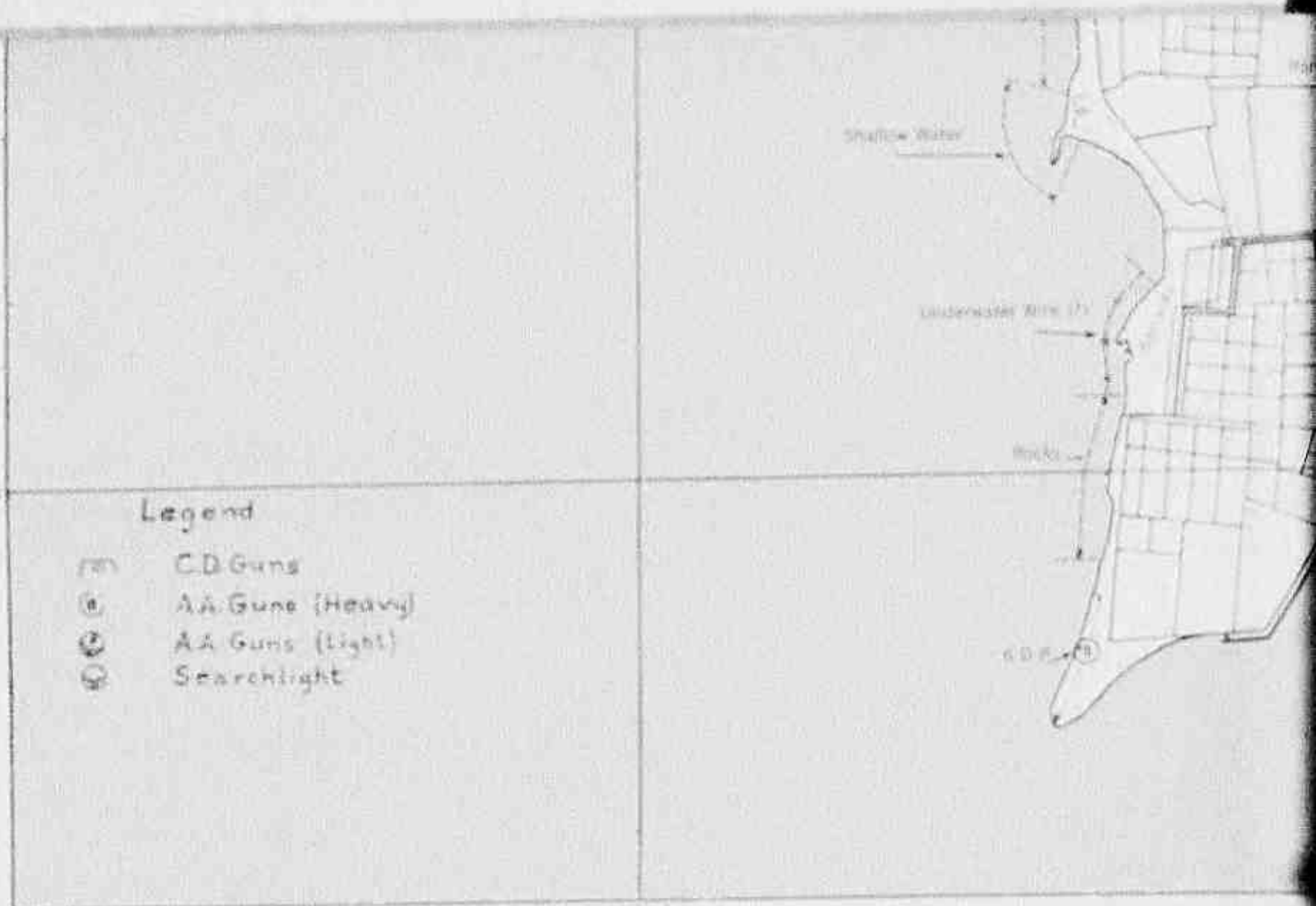
②

CITY PLAN

ATION-AMS 1

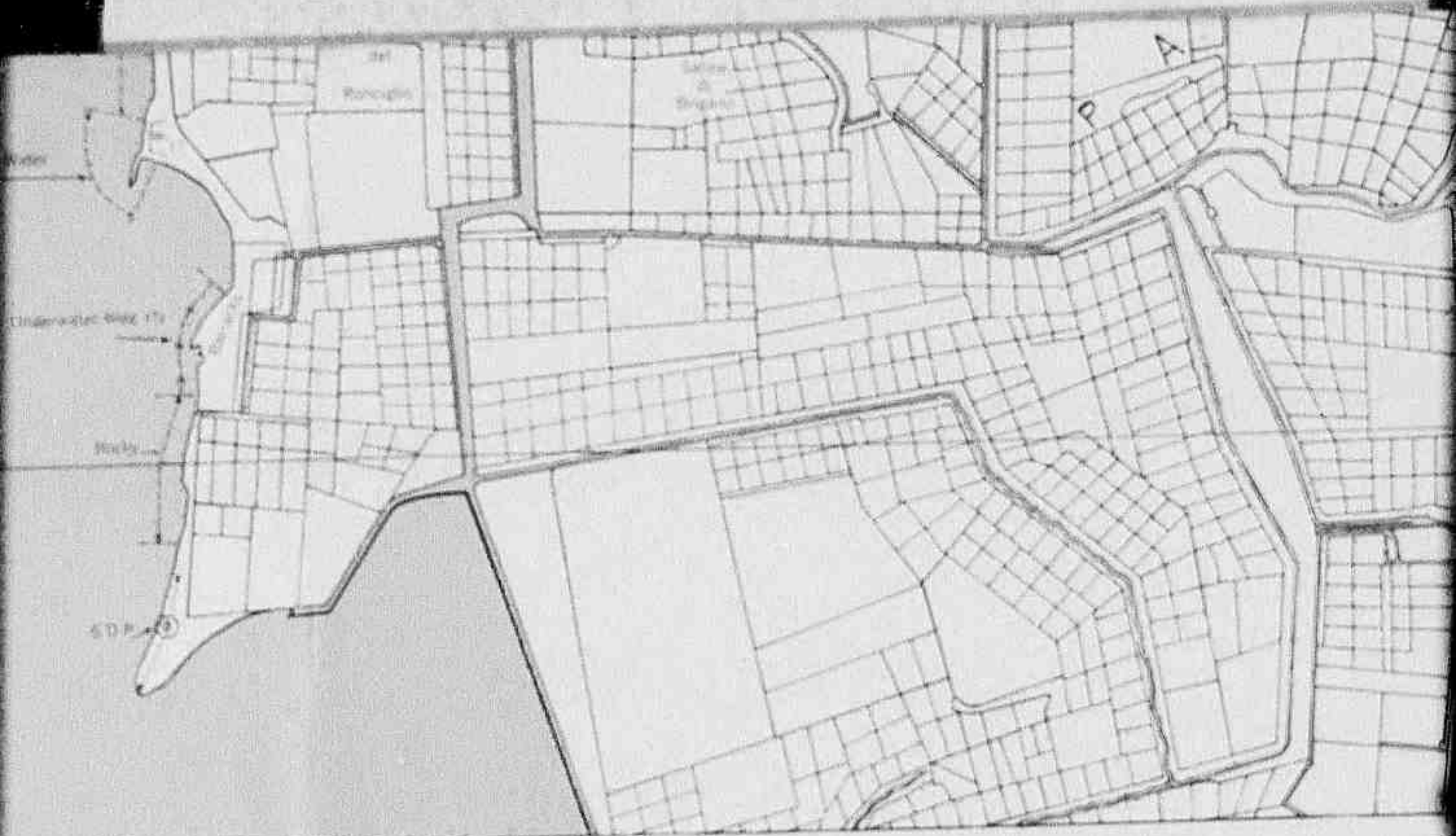


Declassified E.O. 12356 Section 3.3/NND No. 785021

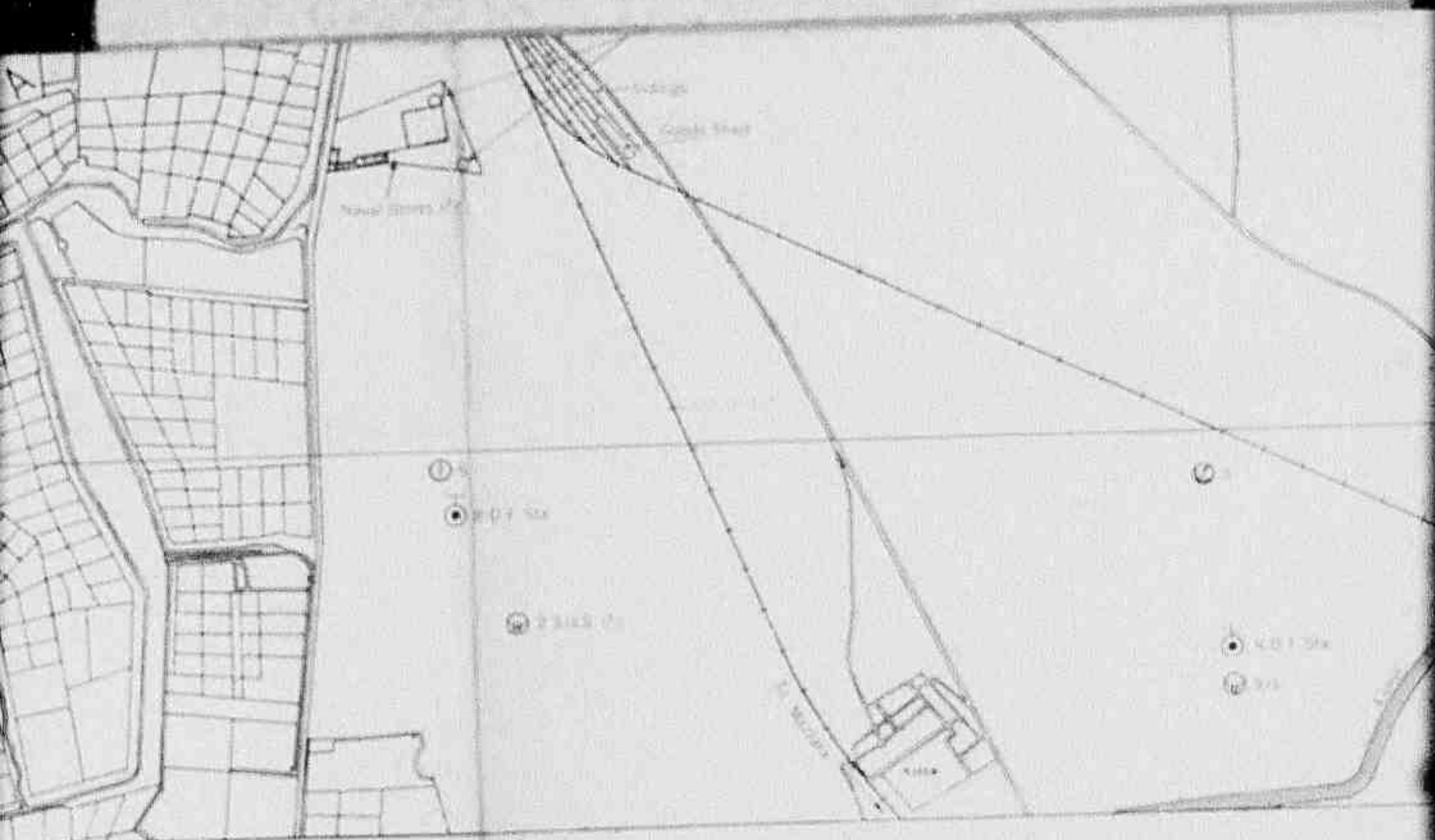


Revised from T-100 512 Fd. Survey Co. R. E. 1942

Prepared under the direction of the Chief of Engineers, U. S. Army, 1942
 Copied from U. S. S. Report, 1-8,000 Trajectory, CB 3712 No. 39, 1942
 Revised from T-100 512 Fd. Survey Co. R. E. 1942



SCALE: 1" = 100'



Scale 1: 14 items

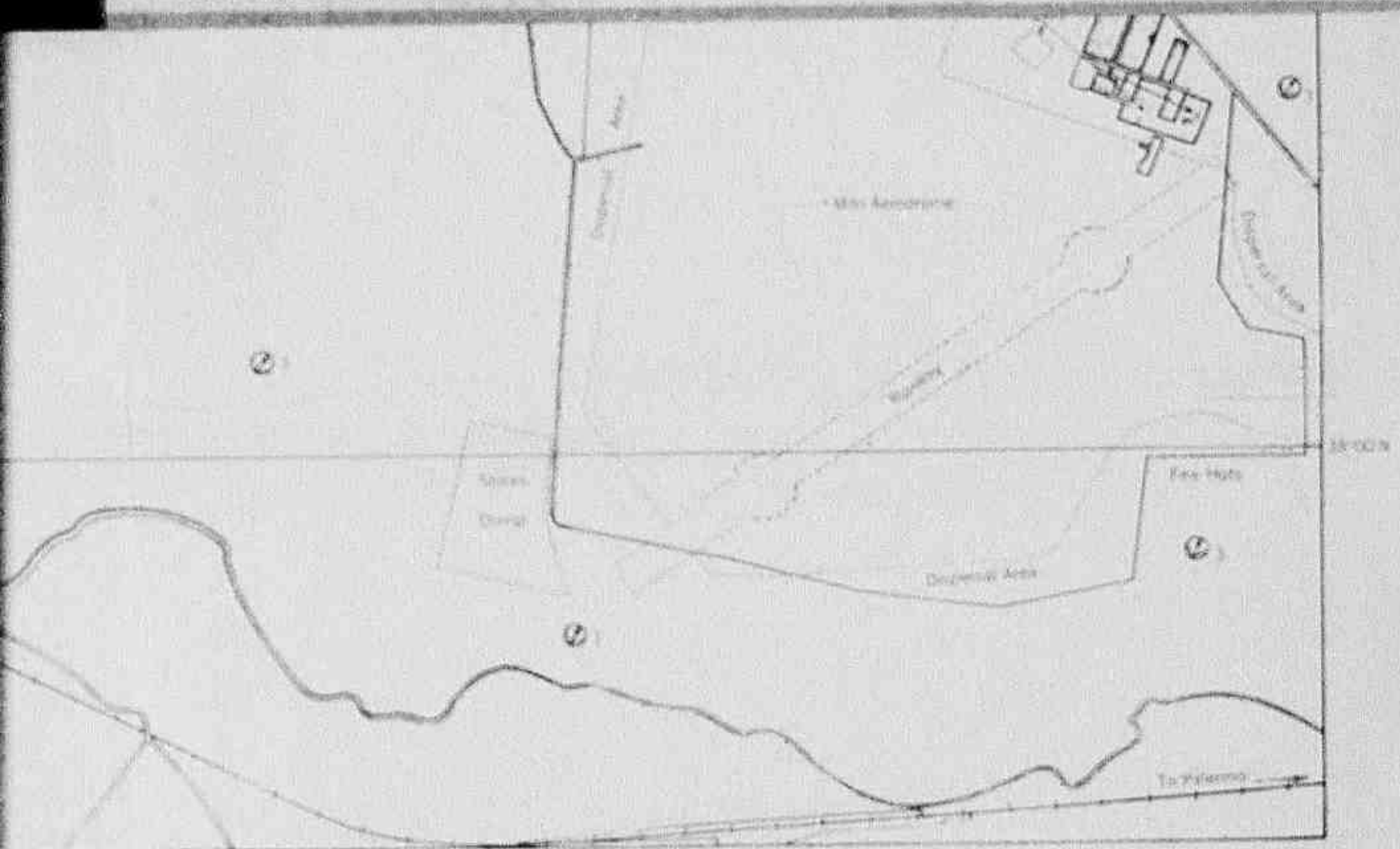


NOTE: SPECIAL AGENT WILL BE REQUIRED TO OBTAIN AND REVIEW ALL INFORMATION IN THIS MATTER AND TO REPORT TO THE CHIEF OF BUREAU, WASHINGTON, D. C.

Projections: Approximate

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





1879

1879