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Ports and Port Facilities

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139.	—	GENERAL ON PORT OF PIOMBINO. Arrangement	—	—
140.	FOOD S.E CASTELLAMMARE	ELEVATORS CASTELLAMMARE & TORRE ANNUNZIATA.	CAR/N2.	23 NOV HH.
141.	AC. ECONOMIC SECT.	PIOMBINO PORT Arrangement S/NO. RELATIVE.	ES/7.15.	23 NOV HH.

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118.	AC. SARDINIA REGION.	CIVILIAN SUPPLIES CAN BE ACCEPTED.	HEE 295.	13 NOV HH
119.	MWTR. CIVITAVECCHIA.	VESSEL "BARNHILL" CLEARED WAREHOUSE AT CIVITAVECCHIA.	—	12 NOV HH.
120.	AMG. HAZIO NMBRIA.	ELECTRIC POWER TO E. ARRI. & b. SALADINI FARM.	FN/ENG/700.2.	8 NOV HH.
121.	GH MOV & TN.	CHANNEL INTO PORTICHIONE HAS BEEN SWEPT. BIDS FOR PIRITES NOW SUBMIT.	S/86/FDM.	11 NOV HH.
122.	COMMAND GROUP P.B.S.	PART OF NIVORNO TO REMAIN UNDER ALLIED CONTROL.	PBS. FWD 1197.	12 NOV 44
123.	MINISTRY OF MARINE	BUILDING OF INSTALLATIONS AT CIVITAVECCHIA.	DAI NO 901/2.	6 NOV HH.
124.	GH MOV & TN.	CARGO HANDLING GEAR. REFRIGERATED COASTERS, TORRE A.	S/121/FDM.	13 NOV HH.
125. TO.	DQMG. MOV & TN. AFHQ.	NO PERSON OF AC. AT TORRE A. LOCAL AUTHORITIES CAN BE CONTACTED.	AC/TN/3/1/125.	17 NOV HH.
126.	DMWTR. R.V.	NOT SATISFIED MOORING ARRANGEMENTS NEW COAL BERTH.	161615 A.	16 NOV HH.
127.	AFHQ.	DISCHARGE OF COLLIERS AT CIVITAVECCHIA.	Fx 53612.	16 NOV HH.
128.	AFHQ.	REQUEST MAXIMUM LENGTH OF COLLIERS ACCEPTABLE AT CIVITAVECCHIA	Fx 52784.	15 NOV HH.
129.	AC. SARDINIA REG.	1400 TON BOMBS LEFT ON QUAY CAGLIARI. ALLIED AIR FORCE 15 NOV.	AC. 2HH.	12 NOV HH.
130. TO.	SARDINIA REGION.	BOMBS BEING LIFTED BY COASTER SCHAFFINO.	6538	16 NOV HH.
131. TO.	GH. MOV & TN.	WHAT PROGRESS HAS BEEN MADE IN CLEARANCE OF PORTICHIONE.	AC/TN/B/1.	6 NOV HH.
132. TO.	AFHQ.	CAN ACCEPT LIBERTY TYPE SHIPS AT CIVITAVECCHIA.	6535.	16 NOV HH.
133. TO.	AFHQ.	SARDINIA REPORT CAN ACCEPT	6565.	16 NOV HH.

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120.	AMG. HAZIO UMBRIA.	ELECTRIC POWER TO E. ARRI. & b. SALADINI FARM.	FAN/ENG/700.2.	8 NOV HH.
121.	GH NOV 6TH.	CHANNEL INTO PORTICHIONE HAS BEEN SWEPT. BIDS FOR PORTS NOW SUBMIT.	5/86/FDM.	11 NOV HH.
122.	COMMAND GROUP P.B.S.	PART OF NIVERNO TO REMAIN UNDER ALLIED CONTROL.	PBS. FMO 1197	12 NOV 44
123.	MINISTRY OF MARINE	BUILDING OF INSTALLATIONS AT CIVITAVECCHIA.	DMI No 901/2	6 NOV HH.
124.	GH NOV 11TH.	CARGO HANDLING GEAR. REFRIGERATED COASTERS. TORRE A.	5/121/FDM.	18 NOV HH.
125 TO.	DQMG. NOV 7TH. MINR.	NO PERSON OF AC. AT TORRE A. LOCAL AUTHORITIES CAN BE CONTACTED.	AC/FN/3/1/125.	17 NOV HH.
126.	DMWTR. BIV.	NOT SATISFIED) MOORING ARRANGEMENTS NEW COAL BERTH.	161615 A.	16 NOV HH.
127.	AFHQ.	DISCHARGE OF COLLIERS AT CIVITAVECCHIA.	FX 53612.	16 NOV HH.
128.	AFHQ.	REQUEST MAXIMUM LENGTH OF COLLIERS ACCEPTABLE AT CIVITAVECCHIA	FX 52784.	15 NOV HH.
129.	AC. SARDINIA REG.	1400 TON BOMBS NEXT ON DUTY CAGLIARI. ALLIED SHIPS LEAVE 15 NOV.	AC. 2HH.	12 NOV HH.
130. TO.	SARDINIA REGION.	BOMBS BEING LIFTED BY COASTER SCHAFFINO.	6538	16 NOV HH.
131. TO.	GH. NOV 7TH.	WHAT PROGRESS HAS BEEN MADE IN CLEARANCE OF PORTICHIONE.	AC/FN/3/1.	6 NOV HH.
132. TO.	AFHQ.	CAN ACCEPT LIBERTY TYPE SHIPS AT CIVITAVECCHIA.	6535.	16 NOV 44.
133. TO.	AFHQ.	SARDINIA REPORT CAN ACCEPT CIVILIAN SUPS AT CAGLIARI.	6568.	16 NOV HH.
134 TO.	N.O.I.C. LEGHORN.	SALVAGE OPERATIONS IN LEGHORN HARBOUR.	6587 AC/2/FN/3/134	19 NOV 44
135.	FOOD S.C CASTELNAMMARE.	REPORT BY MWT SURVEY ON GRAIN ELEVATORS CASTELNAMMARE.	CAC/21.	13 NOV 44
136. TO.	DEMG. 8TH. NOV 7TH.	RE.- GRAIN ELEVATOR CASTELNAMMARE.	AC/1/FN/3/136.	19 NOV 44
137	DMWTR CIVITAVECCHIA.	COAL BERTH AT CIVITAVECCHIA.		18 NOV 44

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96.	AFHQ.	DELIVERY OF EQUIP. TO L/B. CASTELLAMARE & TORRE ANNUNZIATA.	FX 4779 Q.	5 NOV 44.
97.	To. G4 AFHQ.	INFORMATION re PROGRESS IN CLEARING PORT OF PORT, GAIONE.	AE/IN/8/1.	6 NOV 44.
98.	G4 MOV & TN.	BERTHING - CASTELLAMARE.	8/AI/Copy.	5 NOV 44.
99.	To. AFHQ.	DEPARTURE OF AGS. PORT OF CORIGLIANO BEING SET UP UNDER ITALIAN PORT COMMANDER.	6090.	6 NOV 44.
100.	To. AFHQ.	IMPOSSIBLE TO OBTAIN L/B GEAR FROM CIVILIAN SOURCES before ARRIVAL BRITISH SHIP.	6107.	6 NOV 44.
101.	To AFHQ.	CAN ACCEPT PORT FREDERICK BRITISH TRADER AT CIVITAVECCHIA. DISCHARGE COMM.	6099.	6 NOV 44.
102.	To CAPT PALMER. AE. CASTELLAMARE	CERTAIN CREVATOR AT CASTELLAMARE. REPORT BY 9th W. TRANS. SURVEY.	AE/IN/8/1/102.	8 NOV 44
103.	AE. SARDINIA.	TRUCKS FOR PORT OF L/B. CAGLIARI.	ELTE ACC 162.	7 NOV 44.
104.	To AFHQ.	ADDITIONAL REQUIREMENTS L/B. GEAR	6227.	9 NOV 44
105.	AFHQ.	CROTONE. PRESUME CAN BERTH L/B. EFFICIENT HANDING & DISCHARGE.	FX 44391.	6 NOV 44.
106.	FOOD S.C.	REPAIR TO QUAY SIDE WAREHOUSE.	81-2/Cmd/Food	7 NOV 44.
107.	ZONE COMMISSIONER. To A.C. SALERNO.	FIRM DATE FOR COMPLETION OF REPAIR TO QUAY SIDE WAREHOUSE.	AE/IN/8/1/107.	10 NOV 44.
108.	To. FOOD S.C.	RE- REPAIRS TO W'HOUSE. SALERNO.	AE/IN/8/1/108.	10 NOV 44.
109.	AE. SARDINIA REGION.	SALT EXPORT POSITION.	ELTE ACC 178.	8 NOV 44.
110.	To MAJOR HANE. POOL SUPT. TARANTO.	PAYMENT of HIRE to L/B CARGO HANDLING GEAR.	AE/IN/	8 NOV 44
111.	To AFHQ.	INADEQUATE FACILITIES AT PORT OF CROTONE.	6211	11 NOV 44.
112.	NAVY. S.C.	MARITIME ADMINISTRATION ITALIAN PORTS.	NSC/11333.	6 NOV 44

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98.		6th Nov 44.	BERTHING - CAGLIARI.	5/41/Cgm.	5 Nov 44.
99.	To.	AFHQ.	DEPARTURE OF AGS. PORT OF CAGLIARI BEING SET UP UNDER ITALIAN PORT COMMANDER.	6090.	6 Nov 44.
100.	To.	AFHQ.	IMPOSSIBLE TO OBTAIN 1/B GEAR FROM CIVILIAN SOURCES BEFORE ARRIVAL GRAIN SHIP.	6107.	6 Nov 44.
101.	To	AFHQ.	CAN ACCEPT PORT FREDERICK or BERMUDA TRADER AT CIVITAVECCHIA. DISCHARGE COAL.	6099.	6 Nov 44.
102.	To	EAST PALMER. AR. CAGLIARI	GRAIN ELEVATOR AT CAGLIARI. REPORT BY M of W. IRNDS. SURVEY	AC/IN/3/1/102.	8 Nov 44
103.		AC. SARDINIA.	TRUCKS FOR PORT OF CAGLIARI.	BITE ACC 162.	7 Nov 44.
104.	To	AFHQ.	ADDITIONAL REQUIREMENTS GEAR	6227.	9 Nov 44
105.		AFHQ.	CROTONE. PRESUME CAN REPORT EFFICIENT LOADING & DISCHARGE.	FX 49391.	6 Nov 44
106.		FOOD S.C.	REPAIR TO QUAY SIDE WAREHOUSE.	21-2/200/FOOD	4 Nov 44.
107.	To	ZONE COMMISSIONER. A.C. SALERNO.	FIRM DATE FOR COMPLETION OF REPAIR TO QUAY SIDE WAREHOUSE.	AC/IN/8/1/107.	10 Nov 44.
108.	To.	FOOD S.C.	RE- REPAIRS TO W'HOUSE. SALERNO.	AC/IN/8/1/108.	10 Nov 44.
109.		AC. SARDINIA REGION.	SALT EXPORT POSITION.	BITE ACC 178.	8 Nov 44.
110.	To	MAJOR HANE. DOCK SUPT. TARANTO.	PAYMENT OF HOSE TO CARGO HANDLING GEAR.	AC/IN/	8 Nov 44
111.	To	AFHQ.	AVAILABILITY FACILITIES LOADING & DISCHARGE CROTONE.	6211	11 Nov 44.
112.		NAVY. S.C.	MARITIME ADMINISTRATION TO ITALIAN PORTS.	N3E/11555.	6 Nov 44
113.		INDUSTRY. S.C.	CIVITAVECCHIA. DISCHARGE OF COAL SHIPS.	AC/IND/CD/8/25.	6 Nov 44.
114.		AC. SARDINIA	RE- OPERATION OF CAGLIARI.	BITE ACC 211	10 Nov 44
115.		AFHQ.	PERSONNEL WITHDRAWN 30th NOV.	FX 50025.	8 Nov 44.
116.		[redacted]Q.	SUMMARY ON PORTS OF SICILY	—	—

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78.	F.C. NAVY S.C.	TURN OVER OF CIVITAVECCHIA changed to HARBOUR.	NSC/10748.	30 OCT 44.
79.	DMWTR. CIVITAVECCHIA.	TELEPHONE NUMBER MWT CIVITAVECCHIA.	—	—
80.	TO. AFHQ.	ACCEPTANCE OF CEREAL SHIP AT CIVITAVECCHIA FOR D'CHARGE	5807.	1 NOV 44.
81.	TO. AFHQ.	ESTIMATED CLEARANCE OF WARREN "LODE" changed to d. MANSFIELD.	5806	1 NOV 44
82.	TO. FOOD S.C.	PORT OF SALERNO.	AC/TN/5/1/82.	2 NOV 44.
83.	RE. SARDINIA.	AMERICAN PORT PERSONNEL R/B. RELEASE SARDINIA changed to NOV.	CITE AC 24	1 NOV.
84.	—	REPORT ON HANDING OVER PORT OF CIVITAVECCHIA TO CIVIN WEC.	—	3 NOV 44.
85.	AFHQ.	USE OF BARGES R/B. TAPES NOT AVAILABLE changed to	FX 47301	2 NOV 44
86.	NAV. S.C.	ITALIAN PORTS R/C. changed to REORGANIZATION.	NSC/1104 B.	2 NOV 44
87/A.	DMWTR. CIVITAVECCHIA.	PROPOSE DESPATCH "FORT FREDERICK" "BELGIAN TRADER" TO CIVITAVECCHIA.	031305 A.	3 NOV 44
87.	TO. REGIONAL COMM. SARDINIA REGION.	HANDING OVER PORT OF CAGLIARI. changed to	AC/TN/5/1/87.	4 NOV 44.
88.	TO. REGIONAL COMM. MARCHE UMBRIA.	PORT OF CIVITAVECCHIA. RESPONSIBILITY OF CLEARANCE OF SHIPS.	ACC/TN/5/1/84.	3 NOV 44
89.	AFHQ.	GEAR ADEQUATE FOR FUTURE USE AT CAGLIARI.	FX 48184	4 NOV 44.
90.	AFHQ.	GEAR. UNABLE TO PROVIDE R/B. FROM ARMY changed to	F 48712.	5 NOV 44.
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80.		10. AFHQ.	ACCEPTANCE OF CEREAL SHIP AT CIVITAVECCHIA FOR D'CHARGE.	5807.	1 NOV 44.
81.		10. AFHQ.	ESTIMATED CLEARANCE OF WARREN.	5806	1 NOV 44
82.	To.	FOOD S.C.	PORT OF SAMERNO.	AE/TN/S/1/82.	2 NOV 44.
83.		RE. SARDINIA.	AMERICAN PORT PERSONNEL B. LEAVE SARDINIA.	CINC AC 24	1 NOV.
84.		-	REPORT ON HARBOR OPER PORT OF CIVITAVECCHIA TO CIVIN WEC.	-	3 NOV 44.
85.		AFHQ.	USE OF BARGES B. APES NOT AVAILABLE.	FX 47801	2 NOV 44
86.		NAVY S.C.	ITALIAN PORTS B. ORGANIZATION.	NSC/1100 B.	2 NOV 44
87A.		DMWTR. CIVITAVECCHIA.	PROPOSE DESPATCH "FORT FREVERICK" "BELGIAN TRADER" TO CIVITAVECCIA.	03130S A.	3 NOV 44
87.	To.	REGIONAL COMM. SARDINIA REGION.	HANDING OVER PORTS B. OF CAGLIARI.	AE/TN/3/1/87.	4 NOV 44.
88.	To.	REGIONAL COMM. MARIO UMBRIA.	PORT OF CIVITAVECCHIA. RESPONSIBILITY OF CLEARANCE OF SHIPS.	AE/TN/3/1/84.	3 NOV 44
89.		AFHQ.	GEAR ADEQUATE FOR FUTURE USE AT CAGLIARI.	FX 48184	4 NOV 44.
90.		AFHQ.	GEAR. UNABLE TO PROVIDE B. FROM ARMY SOURCES.	F A8712.	5 NOV 44.
91.		9th NOV TN.	GRAIN ELEVATOR AT CAGLIARI.	S/NI/6174.	2 NOV 44.
92.	To.	SARDINIA REGION.	? REQUIREMENTS DISCUSSED B. BY YOU + HRC.	6084	6 NOV 44.
93.		MEMO.	REPORT PORT OF SAMERNO.	-	3 NOV 44.
94.		10. ECONOMIC SECT.	RE - HANDING OVER OF PORT OF CAGLIARI.	AGE/TN/S/1/876.	3 NOV 44.
95.	To	AFHQ.	MUST ACCEPT MINE B. CLEARANCE WILL CAUSE EXTRA ARMOURED VEHICLE IN ITALY.	5979.	4 NOV. 44

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61.	Acc. Reggio Calabria.	GIOIA TAURO. NO PORT.	—	—
62.	AFHQ. G4 Month	CEREAL SHIPS. - NAPLES AND SATELLITE PORTS.	3/41/Gen.	26 OCT HH.
63.	G3. AFHQ.	CEREAL SHIPS - NAPLES & SATELLITE PORTS REF G14 - 3/41/Gen. SUBMIT REQUIREMENTS.	C-4.	22 OCT HH.
64.	Lt. Col. Vining.	CIVITAVECCHIA DEVELOPMENT OF PORT (Name changed) 1/13.	Acc/TN/10/5.	27 OCT HH
65.	AFHQ.	DELIVERY OF GEAR TO CAPT PINNER CASTELLAMARE. FX 40882 (Name changed) 1/13.		28 OCT HH.
66.	To. SARDINIA REGION.	ROLLING STOCK. CONSIGNEE (Name changed) 1/13. ADMIT ANY ADD. EQUIP.	5567.	28 OCT HH.
67.	YMMT. CIVITAVECCHIA.	PROTEST BERTH NO 2. BEING BLOCKED B. 599 TON COAL FOR "BERKEL"	281840	28 OCT HH.
68.	AFHQ.	STATE WHEN YOU CAN ACCEPT (a) COLLIER (b) CEREAL SHIP FOR DISCHARGE.	281913 A.	29 OCT HH.
69.	AFHQ.	COLLIERS SARDINIA TO ITALY. LOAD MAXIMUM DECK SPACE WITH ITALIAN ARMY VEHICLES.	FX 40366	29 OCT HH.
70.	To DIV SUPT. REGGIO CALABRIA.	THANKS FOR INFO ON PORT OF VIBO VALENTIA.	Acc/TN/3/1.	30 OCT HH.
71.	CIVITAVECCHIA PORT CONTROL COMM.	MEETING OF PORT CONTROL COMMITTEE No 3.	No 3.	30 OCT HH.
72.	Acc SARDINIA	ADDITIONAL HOARDING (Name changed) 9/13. EQUIP. NOT REQUIRED.	7149.	30 OCT HH

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62.	AFHQ. G4 MOVTS	CEREAL SHIPS. - NAPLES AND SATELLITE PORTS.	5/41/GDM.	26 OCT HH.
63.	G5. AFHQ.	CEREAL SHIPS - NAPLES & SATELLITE PORTS REF G4 - 5/41/GDM. SUBMIT REQUIREMENTS.	C-4.	22 OCT HH.
64.	LT. COL. VININGT.	CIVITAVECCHIA DEVELOPMENT OF PORT. (change caused by 1/B.)	ACC/TN/10/5.	27 OCT HH
65.	AFHQ.	DELIVERY OF GEAR TO 1/B. (change caused by CAPT PINNEY CASTELLAMMARE. FX 44882		28 OCT HH.
66.	TO SARDINIA REGION.	ROLLING STOCK. CONSIGNED TO 1/B. (change caused by) PRINT ANY ADD. EQUIP.	5367.	28 OCT HH.
67.	VMHT. CIVITAVECHIA.	PROTEST BERTH NO 2. BEING BLOCKED B. 599 TON COAL EX "BERKEL"	281840	28 OCT HH.
68.	AFHQ.	STATE WHEN YOU CAN ACCEPT (a) COLLIER (b) CEREAL SHIP FOR DISCHARGE.	281913 A.	28 OCT HH.
69.	AFHQ.	COLLIERS SARDINIA TO ITALY. LOAD MAXIMUM DECK SPACE WITH ITALIAN ARMY VEHICLES.	FX 40366	29 OCT HH.
70.	TODIN SUPT. REGGIO CALABRIA.	THANKS FOR INFO ON PORT OF VIBO VALENTIA.	ACC/TN/5/1.	30 OCT HH.
71.	CIVITAVECCHIA PORT CONTROL COMM.	MEETING OF PORT CONTROL COMMITTEE Nº 3.	Nº 3.	30 OCT HH.
72.	ACC SARDINIA	ADDITIONAL MOORING EQUIP. NOT REQUIRED. (change caused by 1/B.)	7HQ.	30 OCT HH
73.	FOOD S.C.	STATE SALT MONOPOLY BOAT FOR UNLOADING SALT CONSIGNED (change caused by) AT CIVITAVECCHIA.	ACC/70-15/FOOD	28 OCT HH
74.	FOOD. S.C.	REPRESENTATIVES OF ITALIAN SALT MONOPOLY VARIOUS PORTS.	ACC/70-15/FOOD	28 OCT HH
75.	NATOUSA.	RE. CLOSING OF HQ. ARMY INSTALLATIONS IN SARDINIA (change caused by)	AG 370.43/198	D-O. 27 OCT HH.
76.	G4. AFHQ.	GEAR FOR PORT OF CIVITAVECCHIA. (change caused by 1/B.)	5/120/GDM.	28 OCT HH
77.	G4 AFHQ.	GEAR REQUIRED AT CASTELLAMMARE. (change caused by C to)	5/120/GDM.	27 OCT HH.

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43.	~~AFHQ. G-5.~~ Or ECONOMIC SECT.	CLOSING OF US ARMY INSTALLATIONS IN SARDINIA.	ES. 29.	18 OCT HH.
44.	MEMO.	REPORT ON HANDING FACILITIES OF IRON PYRITES AT PORTICHONE.	—	—
40.	TO. G-5.	EQUIPMENT change/cancel FOR. 1/B. TOSHITE ITE PORTS.	Acc/TN/3/1-40.	21 OCT HH.
41.	TO. G-5.	CLOSING OF change/cancel 1/B. INSTALLATIONS IN SARDINIA.	Acc/TN/3/1-41.	21 OCT HH.
42.	TO. G-5.	FACILITIES change/cancel FOR 1/B. CIVITAVECCHIA.	Acc/TN/3/1-42.	22 OCT HH.
4.	PMWTR. CIVITAVECCHIA.	E. ARCA & C. SALADINI ENG. FIRMS OPERATIC FOR MINOR REPAIRS TO HARBOR VESSELS. REQUIRE ELECTRIC POWER HARBOR.	—	18 OCT HH.
47.	ACC. SARDINIA.	PORT OF CAGLIARI. RECOMMEND THAT PORT NOT BE RESPONSIBILITY OF ACC.	AGC 271.	22 OCT HH.
48	ACC SARDINIA	RESPONSIBILITY OF CIVIL SUPPLIES. ACC. UNTIL WAREHOUSING — DISTRIBUTION ~~HAVE~~ BEEN HANDED OVER	5308.	23 OCT HH.
49.	F OD S.C.	PORT OF NAPLES WILL NOT PERMIT UNHOARDING OF "E.E. WARREN" - "NORDSTONE"	Acc/51-2/Food.	21 OCT HH.
50.	TO. RAIL SECT. TN S.C.	ERECTION OF change/cancel SHED 1/B. CIVITAVECCHIA.	Acc/TN/3/1.	23 OCT HH.
51	FOOD. S.C.	PORTS. HANDING OVER OF change/cancel TO 1/B. CASTELLAMMARE & TORRE ANNUNZIATA POINTS ARISING.	Acc/61-1/Food	—
52.	ACC. TN. S.C.	MINUTES OF CONFERENCE ON HANDING OVER CASTELLAMMARE & TORRE ANNUNZIATA.	Acc/TN/3/1.	24 OCT HH.
53.	FOOD. S.C.	SAKERNO. PLANNING TO UNHOARD 40,000 TON GRAIN.	Acc/51-2/Food	21 OCT HH.
54	ACC/FOOD/SEC.	FACILITIES AT PORT OF CIVITAVECCHIA. REQUEST FOR SAME.	Acc/TN/3/-1-43.	
54	MOWT. CIVITAVECCHIA.	DIFFICULTY IN CONNECTION WITH PORT OF CIVITAVECCHIA.	— 6	22 OCT HH
55.	TO. SARDINIA.	PORT FACILITIES AT change/cancel PORTICHIONE. 1/B. DELIVERY OF	2370	24 OCT HH

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40.	TO. G-5.	EQUIPMENT FOR TRANSHIPMENT OF 1/B. FOR JUGOSLAVIAN PORTS.	ACC/TN/S/1-40.	21 OCT HH.
41.	TO. G-5.	CLOSING OF U.S.R. INSTALLATIONS IN SARDINIA. TRANSFERRED TO 1/B.	ACC/TN/S/1-41.	21 OCT HH.
42.	TO. G-5.	FACILITIES FOR TRANSFERRED TO 1/B. CIVITAVECCHIA.	ACC/TN/S/1-42.	22 OCT HH.
43.	PMWT.R. CIVITAVECCHIA.	E. AREL a C. SALADINI ENG. FIRM OPERATE FOR MINOR REPAIRS TO NAVAL VESSEL. REQUIRE ELECTRIC POWER MAJOR.	—	18 OCT HH.
44.	ACC. SARDINIA.	PORT OF CAGLIARI. RECOMMEND THAT PORT NOT BE RESPONSIBILITY OF ACC.	AGC 571.	22 OCT HH.
45.	ACC SARDINIA	RESPONSIBILITY OF CIVIL SUPPLIES. ACC. UNTIL WAREHOUSING — DISTRIBUTION HAVE BEEN HANDED OVER	5308.	23 OCT HH.
46.	F OD S.C.	PORT OF NAPLES WILL NOT PERMIT UNLOADING OF "E.E. WARREN" & "NORDSTONE"	ACC/51-2/FOOD.	21 OCT HH.
50.	TO. RAIL SECT. IN S.C.	ERECTION OF SHEET TRANSFERRED TO 1/B. CIVITAVECCHIA.	ACC/TN/S/1.	23 OCT HH.
51	FOOD. S.C.	PORTS. HANDING OVER TRANSFERRED TO 1/B OSTIA-LAMARE & TORRE ANNUNZIATA POINTS ARISING.	ACC/61-1/FOOD	—
52.	ACC. IN. S.C.	MINUTES OF CONFERENCE ON HANDING OVER CASTELLAMARE & TORRE ANNUNZIATA.	ACC/IN/S/1.	24 OCT HH.
53.	FOOD. S.C.	SALERNO. PLANNING TO UNLOAD 45,000 TON GRAIN.	ACC/51-2/FOOD	21 OCT HH.
54A	ACC/SICILY SECT.	FACILITIES FOR REPAIR OF CIVILIAN CRAFT REQUEST ARA SAVOIA.	ACC/TN/S/1-43.	
54	M.O.W.T. CIVITAVECCHIA.	DIFFICULTY IN CONNECTION WITH PORT OF CIVITAVECCHIA.	—	22 OCT HH
55.	TO. SARDINIA.	PORT FACILITIES AT PORTICCIONE. DELIVERY OF PYRITES. TRANSFERRED TO 1/B.	370	24 OCT HH
56.	HQ. AMG 5TH ARMY	NAVIGATION IN PISA – LEGHORN CANAL.	14/3	21 OCT HH.
57.	ACC. SARDINIA.	PORT OF CAGLIARI. WHAT ITALIAN AUTHORITY RESPONSIBLE FOR ORDN. & CONTROL.	613.	24 OCT. HH.
58.	TO. FOOD S.C.	PROVIDING EQUIP. FOR DISCH. OF BAGGED GRAIN AT CASTELLAMARE. TRANSFERRED TO 1/B.	ACC/IN/S/1.	26 OCT HH.
59.		LIST OF GEAR FOR PORTS CASTELLAMARE & TORRE ANNUNZIATA. TRANSFERRED TO 1/B.	—	—
60.	ACC. REGGIO CALABRIA.	REPORT ON INSPECTION OF THE PORT OF VIBO VALENTIA.	REG 9.	20 OCT HH.

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ACC Tn File No Acc TN/3/1.

INDEX	TO OR FROM	SUBJECT OF LETTER	REFERENCE	DATED
21.	To HQ AAI. Treeum.	REF FX 35163. CAPT HOYLE ACCOMPANY REECE PARTY	4557.	9 Oct 44.
22.	To. A.A.I.	PORTICIAIONE. SURVEY OF PORT, MINES.	4595.	10 Oct 44.
23.	To. Mov, Tn. AFHQ G5.	ARRANGED FOR RAIL TO TRACH. CIVITAVECCHIA. (Draft letter attached) 1/B.	4677.	11 Oct 44.
24.	To. REQUISITION SECTION.	FACILITIES OF PORT - CIVITAVECCHIA. ITEMS NOT (Draft letter attached) REQUIRED. 1/B.	Acc TN/3/1.	12 Oct 44.
25.	AFHQ.	URGE REPLY (Draft letter attached) LETTER C 32, 30 SEPT. 1/B.	F 37998	12 Oct 44.
26.	To. AFHQ. G5.	CLOSING OF PORTS (Draft letter attached) 1/B. CASTELLAMARE, TORRE ANNUNZIATA, & SALERNO.	Acc TN/3/1-26.	13 Oct 44.
27.	-	REPORT ON PORT OF CASTELLAMARE BY LT WARLEY.	-	13 Oct 44.
28.	To. AFHQ.	REF C/32 of 30 SEPT. REPRESENTATIVE TO VISIT SARDINIA FOR SURVEY.	4870	14 Oct 44.
29.	To. REGIONAL COMM. Acc. SARDINIA REGION.	LT WARLEY VISIT TO CAGLIARI. LETTER OF INTRODUCTION.	Acc/TN.	16 Oct 44.
30.	To SARDINIA REGION.	LT WARLEY ARRIVING 1/B. FOR CONSULTATION ON (Draft letter attached) CAGLIARI	4918	15 Oct 44.
31.	To. SARDINIA REGION.	FURTHER SIGNAL (Draft letter attached) 4990 1/B. FOR CAGLIARI READ (Draft letter attached) PORTS. - LT WARLEY.	4990.	18 Oct 44.
32.	COGENA - ANZIO.	PERMISSION TO USE PHONE LINE ANZIO - NAPLES.	70H. SIG/	21 Sept 44.
33.	To. COMMUNICATION SUB - COMMISSION.	TELEPHONIC COMMUNICATION ANZIO - NAPLES. (Draft letter attached)	Acc TN/3/1.	15 Oct 44.
34.	To. [illegible]	THE [illegible] OF SHIPPING, FORCES [illegible] DEPT. [illegible]	- G 32	15 Oct 44.
34.	AFHQ. G5.	CLOSING OF U.S. ARMY INSTALLATIONS IN (Report sent) 1/B. SARDINIA RESPONSIBILITY OF A.C.C.	S - 3.	15 Oct 44.
35.	AF. A.Q.	CAPT HOYLE ACCOMPANY REECE PARTY	FX 37114.	10 Oct 44.
36.	CIVIL AFFAIRS SECT.	REF FX 37114. CAPT HOYLE. REECE. ARRANGE	DCCAO/7/5.4.	13 Oct 44.

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24.	TO. REQUISITION SECTION	FACILITIES OF PORT - CIVITAVECCHIA ITEMS NOT ~~WANT~~ REQUIRED	ACC TN/S/1.	12 OCT HH.
25.	AFHQ.	URGE REPLY ~~ENCYPHERED~~ LETTER C 32, 30 SEPT.	F 37998	12 OCT HH.
26.	TO. AFHQ G5.	CLOSING OF PORTS CASTELLAMMARE, TORRE ANNUNZIATA, & SALERNO	ACC TN/S/1-26	13 OCT HH.
27	-	REPORT ON PORT OF CASTELLAMMARE BY LT WARLEY.	-	13 OCT HH.
28.	TO. AFHQ.	REF C/32 of 30 SEPT. REPRESENTATIVE TO VISIT SARDINIA FOR SURVEY.	4870	14 OCT 44.
29.	TO. REGIONAL COMM. ACC. SARDINIA REGION.	LT WARLEY VISIT TO CAGLIARI LETTER OF INTRODUCTION.	ACC/TN.	16 OCT HH.
30.	TO. SARDINIA REGION.	LT WARLEY ~~ARRIVING~~ FOR CONSULTATION ON ~~PORT~~ CLOSING OF CAGLIARI.	4918	15 OCT HH.
31.	TO. SARDINIA REGION.	FURTHER SIGNAL ~~4918~~ RE CLOSING OF CAGLIARI READ ~~HEADQUARTERS~~ PORTS. - LT WARLEY.	4990.	18 OCT HH.
32.	COGENA - ANZIO.	PERMISSION TO USE PHONE LINE ANZIO - NAPLES	TOH 317	21 SEPT HH.
33.	TO. COMMUNICATION SUB - COMMISSION.	TELEPHONIC COMMUNICATION ANZIO - NAPLES.	ACC TN/S/1.	15 OCT HH.
34.	TO. ~~ACCRA~~ NAPLES.	~~THE REGION IN REGARDS TO DESTRUCTION~~ OF ENEMY PORTS IN SARDINIA DIV. ~~EXTRACT~~	- S.S.?	15 OCT HH.
34.	AFHQ. G5.	CLOSING OF U.S. ARMY INSTALLATIONS IN ~~SARDINIA~~ RESPONSIBILITY OF T.C.C.	S - 3.	15 OCT HH.
35.	A.F.H.Q.	CAPT HOYLE ACCOMPANY RECCE PARTY	EX 37114.	15 OCT HH.
36.	CIVIL AFFAIRS SECT. HQ. AAI.	REF EX 37114. CAPT HOYLE. RECCE. ARRANGE DIRECT WITH HQ AAI.	DCCAO/7/S.4.	13 OCT HH.
37.	TO. LT. COL. LEVINGER	THE POSITION IN REGARDS TO OFFICERS OF ~~SHIPPING~~ PORTS CLOSING DIV. OF T.C.C.	-	15 OCT HH.
38.	CIVITAVECCHIA PORT CONTROL COMM.	MINUTES OF MEETING NO. 1. HELD 17 OCT	-	17 OCT HH.
39.	TO. SARDINIA REG. COMM.	REF 4990. ~~CANCELLED~~ USE OF U.S. TROOPS IN SARDINIA.	507H	12 OCT HH.
40. A	A.C. SARDINIA.	HANDING OVER OF CAGLIARI.	MEMO.	19 OCT HH.
41. A	TO. REGION COMM. SARDINIA.	HANDING OVER PORT CAGLIARI. FROM MILITARY.	TN/S/1.	20 OCT HH.
42. A	TO. G5 AFHQ.	RECCE OF PORTICCIONE PORT FACILITIES.	TN/S/1.	21 OCT HH.

Miscellaneous

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INDEX	TO OR FROM	SUBJECT OF LETTER	REFERENCE	DATED
1.	AM G. Sicily Region.	INSTRUCTIONS issued to i/c. CAPITANERIE OF PORTS REGARDING SALVAGE	MEMO. No 5H.	21 DEC. 43.
2.	—	CODE DESIGNATIONS PORTS ETC.	—	—
3.	—	DIAGRAM PORT OF CIVITAVECCHIA.	—	—
4.	H.Q. ACC. SOUTHERN REGION.	FEDERAZIONE CONSORZI AGRARI to i/c. TAKING OVER cleared/discharged FOOD AT SHIP	RES 537/6.	12 SEPT. HH.
5.	PENBASE.	OPERATIONS PORT OF NAPLES DISCONTINUED. i/c.	PBS 27P23.	20 SEPT. HH.
6.	TO. ECONOMIC SECTION.	REPORT ON INSPECTION AT THE PORT OF ANZIO.	ACC TN/52/E/2.	30 SEPT. HH.
7.	AFHQ. Q 5.	WITHDRAWAL OF i/c. B. SANITARY FROM SARDINIAN PORTS cleared/cease OF PORT RESOURCES	C.32.	30 SEPT. HH.
8.	AFHQ. G4 MOV & TN.	SHIPMENT OF PYRITES EX PORT IGLESIAS AREA NOT CLEAR OF MINES.	5/86/4/GDM.	1 OCT HH.
9.	PENBASE.	CEASE OPERATIONS. PORTS. i/c. CASTELLAMMARE TORRE ANNUNZIATA cleared/closed TO - SALERNO.	PBS 28835.	2 OCT HH.
10.	ACC. FOOD J.C.	CEASE OPERATIONS i/c. CASTELLAMMARE EXCEPT FOR DISCHARGE cleared/closed OF WHEAT SHIPS.	ACC/70-15/FOOD	4 OCT HH.
11.	BLAIR REGGIO CALABRIA.	FERRY. MESSINA AND REGGIO CALABRIA TAKEN OFF FOR REPAIRS 9-15 OCT.	—	5 OCT. HH.
12.	A.F.H.Q.	RECCE OF MINES & PORT PORTIGHONI.	FX 38163.	6 OCT HH.
13.	AFHQ P.W. SECT.	DIFFICULTIES CAUSING cleared/closed OF i/c. PORTS. CASTELLAMMARE TORRE ANNUNZIATA, & SALERNO.	F.1.	7 OCT HH.
14.	MOVEMENTS REGGIO CALABRIA	FERRYBOAT - MESSINA to i/c. REGGIO CALABRIA. IMPERATIVE cleared/closed FROM SERVICE	MOVO/139	7 OCT HH.
15.	AFHQ. G4 MOV & TN.	STEVEDORE REAR (at i/c. CIVITAVECCHIA) LIST OF STEVEDORES cleared/closed AVAILABLE.	5/121/GDM.	7 OCT HH.

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3.	—	DIAGRAM. PORT OF CIVITAVECCHIA.		
4.	H.Q. AFF. SOUTHERN REGION.	FEDERAZIONE Confederazione Generale AGRARI. TAKING OVER (Licence) (Embarkation) FOOD AT SHIP.	RES 537/6.	12 SEPT. HH.
5.	PENBASE.	OPERATIONS PART OF (Charge) (Control) 1/C. JUGOVE DISCONTINUED.	PBS 27P23.	20 SEPT. HH.
6.	TO. ECONOMIE SECTION.	REPORT ON INSPECTION AT THE PORT OF ANZIO.	AFF TN/52/E/2.	30 SEPT. HH.
7.	AFHQ. G-5.	WITHDRAWAL OF 1/B. AUXILIARY FROM SARDINIAN PORTS (Change) (Source) OF PORT RESOURCES	C. 32.	30 SEPT. HH.
8.	AFHQ. G-4 MOVS TN.	SHIPMENT OF PYRITES EX PORTIGLIONI AREA NOT CLEAR OF MINES.	5/86/4/PDM	1 OCT HH.
9.	PENBASE.	CEASE OPERATIONS. PORTS. CASTELLAMMARE 1/C. TORRE (Anunziata) (Annexed) TO SALERNO.	PBS 28835.	2 OCT HH.
10.	ACC. FOOD S.C.	CEASE OPERATIONS CASTELLAMMARE 1/C. EXCEPT FOR DISCHARGE (Loading) OF WHEAT SHIPS.	ACC/70-15/FOOD.	4 OCT HH.
11.	BLAIR REGGIO CALABRIA.	FERRY - MESSINA AND REGGIO CALABRIA TAKEN OFF FOR REPAIRS 9-15 OCT.	—	5 OCT. HH.
12.	AFHQ.	RECCE OF MINES & PORT PORTIGLIONI.	FX 35763.	6 OCT HH.
13.	AFHQ G2 SECT.	DIFFICULTIES CLOSING (Closure) OF 1/B. PORTS. CASTELLAMMARE TORRE (Annunziata) & SALERNO.	F. 1.	7 OCT HH.
14.	MOVEMENTS REGGIO CALABRIA	FERRYBOAT - MESSINA (Ferry) TO 1/B. REGGIO CALABRIA. IMPERATIVE (Required) REMOVED FROM SERVICE	MOVO/139	7 OCT HH.
15.	AFHQ. G-4 MOVS TN.	STEVEDORE GEAR (CIVITAVECCHIA) TO 1/B. LIST OF (Stores Required) AVAILABLE.	S/121/GDM.	7 OCT HH.
16.	IRVIN & LYNCH REGGIO.	USE OF (Lighters) (Barges) FROM TO 1/B. NAVY.	—	8 OCT HH.
17.	P.B.S.	COMPLETION DISCHARGE (Unloading) VESSELS. CASTELLAMMARE, TORRE (Annunziata) (Annexed) & SALERNO. CLOSING. 1/C.	PBS 29279.	8 OCT HH.
18.		REPORT OF RECCE PORT OF CIVITAVECCHIA BY LT. COL. F.R.A. GRANVILLE.	—	9 OCT HH.
19.	HQ. AB RUZZI MARCHE REGION.	REPORT ON SURVEY OF PORTS ON ADRIATIC COAST.	RS/517/12.	9 OCT HH.
20.	G.A. MOV. TN AFHQ.	[redacted] RESPONSIBILITY DISCHARGE OF SHIPS CIVITAVECCHIA & PALERMO. SIGNAL	S/86/-GDM. FIMS 227.	9 OCT HH.

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(149)

MAGAZZINI GENERALI
CASTELLAMMARE 28-11-44

FOOD SUB-COMMISSION A.C.

SUBJECT : Elevators Castellammare and Torre Annunziata

TO : Hq. Southern Region (E & S)

(140)

1. Reference my letter of 22-11-44 Para 1 A should read as follows

"Bulk grain from ships hold to end of ships"
"Tachle, which is a point at the top of the "
"elevators before the grain is carried down to"
" the convoyer Belt - At the rate of 30 Lire"
" per Ton. This rate includes the cleaning"
" of the hold.

L F Palmer
Capt. R.A
Food Sub-Commission A.C.

Copy to : Food Sub-Commission
T/n Sub-Commission
Magazzini Generali
Federazione Italiana dei Consorzi Agrari

6 00

S/11

0020

PORTS of SICILY:

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PALERMO:

See plan to scale.

Liberty ships can discharge moored alongside quays in whole port, except Antemurale where draft 16 ft. now and in the Cala which is the sailing vessel port.

There are no cranes.

TRAPANI:

Not a single quay of over 200 ft. left. 98 wrecks in port.

Draft 20 ft.

A 2500 steamer could get in.

There is alleged to be a swept channel.

LICATA:

Ships drawing 17'6" can operate alongside quay. There is a bar.

MARSALA:

Partly smashed. 13 German craft sunk in port. No swept channel. Not recommended for ships, only for schooners.

PORTO EMPEDOCLE:

There is a bar on which depth of water now only 22[8] ft. 21' in inner harbour, 18 to 20' at quays.

6.79

CATANIA:

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There are no cranes.

TRAPANI:

Not a single quay of over 200 ft. left. 98 wrecks in port.

Draft 20 ft.

A 2500 steamer could get in.

There is alleged to be a swept channel.

LICATA:

Ships drawing 17'6" can operate alongside quay. There is a bar.

MARSALA:

Partly smashed. 13 German craft sunk in port. No swept channel. Not recommended for ships, only for schooners.

PORTO EMPEDOCLE:

There is a bar on which depth of water now only 22' ft. 21' in inner harbour, 18 to 20' at quays.

6 79

CATANIA:

Liberty ships discharge alongside quays.

GELA: Open beach. Pier running out from beach. There is a minefield. At 14' ships bump.

MILAZZO: About 18'. Schooners go there, but difficult for steamers owing to minefields. Ask Navy re/ sweeping.

TERMINI IMERESE : Draft now about 16' only. Schooners only.

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0022

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WAR SHIPPING ADMINISTRATION

147

Naples, November 8, 1944

Colonel D. S. Adams
Director, Transportation Commission
A.C.C. Headquarters Control
Rome, Italy

Dear Colonel Adams:

Following my talk with you in Rome, I have investigated the situation at Castellamare as it concerns grain ships. Actually, it would not appear to me that there would be any more difficulties at Castellamare than at Naples. In other words, non-working days at Castellamare would be non-working days at Naples also. I am, of course, speaking of vessels holding at the mole for lightening prior to going alongside to the elevator.

Both the Army and the Navy, however, have ruled that it is considered dangerous for vessels to be held at the mole, based upon the experience here last winter. The grain importations in this area are for distribution in the area only. Accordingly, I do not think we shall run into any additional delay by lightening the vessels at Naples and sending them to Castellamare and Torre Annunziata to complete. In line with the military and naval stand, this seems to be the best thing to do.

I am pressing with the Army to give these grain ships at Naples all the priority necessary in order to get them to a draft which will enable them to berth at Castellamare.

I am leaving tomorrow morning for Egypt, North Africa and thence to the United States, but will be back the first part of January. In the meantime, Mr. Robert Nicol is holding on here and will be coming to Rome periodically. He is in the picture to the same extent that I am and will be able to handle anything for you that you may wish him to handle.

With my very best wishes for the holidays, I am

Sincerely yours,

C W Kalloch

C. W. Kalloch
Regional Director, Mediterranean

cc-Mr. Nicol

6 78

S/1

0023

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HEADQUARTERS ALLIED COMMISSION
APO 394
Food Sub-Commission

Tw/S/1/44

JI/lc (145)

INTER-OFFICE MEMO

13 November 1944

Tel. 473-307

Ref. 71-1/129/FOOD

SUBJECT: Proposals for re-activating Wheat Silos

TO : Transportation Sub-Commission

1. Reference attached correspondence, it is not considered vital from a food point of view that these silos be re-activated at the moment. Sufficient facilities exist in Castellamare and Torre Annunziata to handle expected shipments of wheat into Naples, particularly as acceptance of ships there is very limited at present owing to port congestion.

2. This question might be raised later, or as part of plan now being prepared to use Allied credits for rehabilitation of Italian economy.

For the Chief Commissioner:

J. KERR
Major, RAEC
Acting Director, Food Sub-Commission

6 77

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CPF/is

IAH

HEADQUARTERS ALLIED COMMISSION
APO 394
Agriculture Sub-Commission

Tel: 262

15 November, 1944.

AGR/43

SUBJECT : Proposals for re-activating Wheat Sylos.

TO : Food and Warehousing Section - Transportation S/C.

1. Attached is original and translation of letter 748 P. dated 27th October, 1944, subject as above, from the Ministero della Marina.

2. This correspondence is forwarded to you for proper action as it appears to be a matter for disposition by your Section.

Leland G. Allbaugh,
LELAND G. ALLBAUGH
Director.

INCL. (2)
Original and translation of letter as above.

6 76

Send to Warehousing

TRANSLATION

FHQ No. 43 Dated 13 Nov '44

MINISTRY OF MARINE

Rome 27th October 1944

SUBJECT

Port of Naples - Proposals for Reactivating Wheat Sylos.

I. - The port of Naples was provided, before the destruction effected by the Germans, with a wheat sylos plant, with a working capacity of 400 tons per hour when landed, and 300 tons per hour at furnishing, and compartments holding 40,000 tons.

The said plant had a yearly turnover of 300,000 tons of wheat alone, to which important quantities of oats and maize were added.

II.- The Germans have severely damaged this plant, destroying it completely or rendering the entire mechanic outfit inefficient and causing the breakdown of the major part of the construction; consequently, these conditions render it impossible today to effect by means of the material over which the port of Naples disposes, to land any wheat cargo in bulk. In fact, the port being short of almost thirty mechanical installations over which the port of Naples disposed of, render it impossible today to substitute them in any satisfactory way by means of effecting the unloading with man power, either because the administration of the port not being any more efficiently equipped for that work, or because the entire shipping craft equipment (lighter and barges), which existed in times passed, has been completely destroyed through bombardments or by the Germans.

On the other hand, it is not possible to secure the population with a continuous supply of the daily bread ration if wheat import is not reactivated, at least within the minimum limit necessary.

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capacity of 400 tons per hour when landed, and 300 tons per hour at furnishing , and compartments holding 40,000 tons.

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On the other hand, it is not possible to secure the population with a continuous supply of the daily bread ration if wheat import is not reactivated, at least within the minimum limit necessary.

6875

III.- Given the fact that nearly the entire quantity of wheat will be brought to the port not packed in sacks, the port of Naples has to face the problem of providing for the unloading of that cargo and to provide that work should be effected with utmost speed in order to avoid any long delays of steamers in the ports, incompatible with the actual tonnage shortage.

With this end in view the Naples Sylos Company would like to propose, given the impossibility at the present moment to proceed with the construction of a new permanent plant which would

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replace the old one, to construct a temporary installation, utilizing as far as possible all the parts remaining from the old plant, providing the port, within the shortest time limit possible and at a minimum expense, means which would substitute manual labour or shipping craft, of which there is a shortage, and to dispatch the vessels with utmost speed commensurate with the actual tonnage shortage available for civilian traffic.

The said Company announces that in order to be in a position to secure the material required the specialized American workshops should furnish following material:

1.- two turbo-suction conveyors with a capacity of 100 tons per hour each one, mounted on a bogie-carriage intended to collect wheat from the hold of the steamers and to pour it into the respective cistern-lighters;

2°- six metal cistern-lighters holding 500 tons each, to be dispatched dismantled in order to be mounted in the port after arrival;

3°- a turbo-suction conveyor producing 100 tons per hour intended to deduct wheat from the cistern-lighters and further to the depot compartments, after having been weighted automatically.

The Company expresses its hope that it will be possible to gather together the still efficient parts of the old Sylos for the required scales, some parts of which will presumably be found among the ruins, and to reactivate with the salvaged material at least one of the interior elevators and the four distributing tapes on the top of the compartments.

The Company estimates that the time required for unloading a steamer of 10,000 tons by means of such a casual plant would take six days, whereas the emptying of the lighters would be effected within the interval of the new arrival of a cargo. During

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shortage available for civilian traffic.

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The Company expresses its hope that it will be possible to gather together the still efficient parts of the old Sylos for the required scales, some parts of which will presumably be found among the ruins, and to reactivate with the salvaged material at least one of the interior elevators and the four distributing tapes on the top of the compartments.

The Company estimates that the time required for unloading a steamer of 10,000 tons by means of such a casual plant would take six days, whereas the emptying of the lighters would be effected within the interval of the new arrival of a cargo. During the same time period the unloaded wheat would be gradually despatched from the sylos to the mills.

6374

IV.- The Company referred to should like to propose, moreover, as follows:

1- The management of the proposed temporary plant could be directly governed by the Allied Government, employing the staff of the said Society which has had a training in this branch of work or it could be entrusted to the said Society against a fixed annual rent, equivalent to an adequate interest on the capital

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expended in reactivating the plant, besides the quota of its gradual liquidation. The credit of the Allied Government would be guaranteed by the fact that the Allied Administration, for the quota not yet reimbursed by the company, would conserve the ownership of equipment furnished; moreover, the Company would hold the right to redeem at any moment the whole plant by means of paiment in advance in a lump sum, of all the shares still due.

2.- The Allied Authorities should provide for the import from America of the entire mechanical, electric and nautical outfit required for equipping the plant, after agreement with the Company regarding price and paying modalities on the part of the Azienda;

3.- The Allied Authority should recognize the right of the Company to dispose freely over all the salvaged material from the destroyed plant, permitting its collection and removal outside the zone of the port;

4.- Given the fact of the excessively high cost of effecting repair of damaged work as well as many years needed for its redemption, the Allied Authorities should guarantee the Society that, in the event that in peacetime the control of the port of Naples should be handed over to Allied Powers or to one or more of them for a determinate or indeterminate period of time, the controlling Power or Powers would maintain unchanged the concession at present inforce granted to the Company for the same period and under the terms as established by the Italian Government in the Agreement of July 13,1911, assuming the responsibility to substitute the area under State property,as mentioned in this agreement, with an equivalent or better property situated in another part of the port, should the area fixed ~~xxxx~~ under the terms of the agreement, be used for another scope .

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V.- This Ministry is fully aware of and is appreciating the keen

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paiment in advance in a lump sum, of all the shares still due.

2.- The Allied Authorities should provide for the import from America of the entire mechanical, electric and nautical outfit required for equipping the plant, after agreement with the Company regarding price and paying modalities on the part of the Azienda;

3.- The Allied Authority should recognize the right of the Company to dispose freely over all the salvaged material from the destroyed plant, permitting its collection and removal outside the zone of the port;

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V.- This Ministry is fully aware of and is appreciating the keen interest demonstrated always by the Allied Nations and the Hon. Commission concerning the food supply problems for the italian civil population, begs to submit abovementioned proposals for examination by the said Commission, drawing attention to the fact that the operation of the plants even if effected partially or taking resort to casual material, destined for warehousing of cereals, deserves attention, constituting a vital need for port traffic and, if reactivated, local economy would benefit largely

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by it, avoiding costly trnasports and the danger of goods getting damaged.

Any further explanation regarding the question may be found in the attached copy of a report from the direction of the Napoletan Sylos.

THE MINISTER

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

Ministero della MARINA

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma: 27 OTT. 1944 19 A.

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File No: 4[illegible] Date 31 Oct

Al L'ON. COMMISSIONE
ALLEATA DI CONTROLLO
R O M A

Divisione IV Sez. Risposta al f.to del
Prot. N.° 748 P. Allegati 3 Div. Sez. N.°

OGGETTO **Porto di Napoli - Proposte per il ripristino dei Sylos Granari.**

I - Il porto di Napoli, prima delle distruzioni operate dai tedeschi, era dotato di un impianto di sylos granari della portata di 400 tonnellate all'ora allo sbarco e di tonn. 300 all'ora alla riconsegna ed una capacità in celle di 40.000 tonnellate.

Detto impianto aveva un movimento annuo medio di 300.000 tonnellate di solo grano, cui si aggiungevano importanti quantitativi di avena e granturco.

II - I tedeschi hanno gravemente colpito questo impianto, distruggendone totalmente o rendendone inefficiente tutta l'attrezzatura meccanica e provocando il crollo di una larga parte del fabbricato, di modo che il porto di Napoli si presenta oggi nella condizione di non poter effettuare, con i mezzi di cui dispone, lo sbarco di alcun carico di grano alla rinfusa. Infatti, venuti meno i mezzi meccanici in uso nel porto da quasi un trentennio, non è attualmente possibile sostituirli in modo efficace con la discarica a mano di uomo, sia perchè difetta ormai nel porto una maestranza addestrata a tal genere di lavoro, sia perchè tutta l'attrezzatura galleggiante (chiatte e maone), di cui, un tempo, il porto disponeva, è stata totalmente distrutta dai bombardamenti e dai tedeschi.

D'altra parte non è possibile assicurare alla popolazione il rifornimento continuativo di una sufficiente razione quotidiana di pane se

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Ministero della Marina Mercantile

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

No.

All'ON. COMMISSIONE
ALLEATA DI CONTROLLO
ROMA

Divisione IV Sez. | Risposta all'f.° del
Prot. N.° 748 P. Allegati 3 | Div. Sez. N.°

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III - Poichè il grano, nella quasi totalità, arriverà non insaccato, si presenta ora, per il porto di Napoli, il problema di rendere possibi-

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le lo sbarco di tale tipo di carichi e di far sì che esso possa effettuarsi con la maggior sollecitudine, in modo da evitare alle navi lunghe soste portuali, incompatibili con l'attuale deficienza di tonnellaggio.

A tal fine la Società Sylos Napletani, considerata l'impossibilità di procedere, nell'attuale momento, alla costruzione di un nuovo definitivo impianto in luogo di quello distrutto, proporrebbe l'apprestamento di un impianto di fortuna che, utilizzando al massimo tutto ciò che resta del vecchio stabilimento, fornisca al porto, nel più breve tempo e con la minor spesa possibile, i mezzi per sostituire sia la mano d'opera sia i galleggianti, che ivi difettano, e per sbrigare le navi con la rapidità richiesta dall'attuale scarsezza di tonnellaggio disponibile per i traffici civili.

La predetta Società fa presente che per poter provvedere a ciò occorrerebbe che da parte delle officine specializzate americane venissero forniti i seguenti materiali:

1° - due turbo-aspiratori della portata oraria di tonn. 100 ciascuno montati su apposito carrello mobile e destinati a prelevare il grano dalle stive dei piroscafi e a versarlo in apposite chiatte-cisterna;

2° - sei chiatte-cisterne metalliche della capacità di tonn. 500 ciascuna, da spedirsi smontate per essere montate nel porto dopo il loro arrivo;

3°)- un turbo-aspiratore della portata oraria di tonn. 100 destinato al prelevamento del grano dalle chiatte-cisterne e al suo inoltro nelle celle di deposito, previa pesatura automatica.

La Società spera di poter mettere insieme le necessarie bilance con i pezzi ancora efficienti di quelle del vecchio Sylos, esistenti fra le macerie, e di poter ripristinare, con il materiale ricuperabile, almeno uno degli elevatori interni ed i quattro nastri distributori sopra le celle.

Con tale impianto di fortuna la Società stessa ritiene che il tempo medessario per il disbrigo di un piroscafo di 10.000 tonnellate sarebbe sei

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IV - La Società, di cui è cenno, proporrebbe inoltre quanto segue:

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Ministero delle ~~Comunicazioni~~ MARINA

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 27 OTT. 1944 (1944 F)

segue: Al LA ON. COMMISSIONE ALLEATA

ROMA

Divisione IV Sez.
Prot. N° 748-P Allegati 3

Risposta al f.° del
Div. Sez. N°

OGGETTO Porto di Napoli - Proposte per il ripristino dei Sylos Granari.

1° - La gestione del progettato impianto di fortuna potrebbe essere direttamente condotta dal Governo alleato, avvalendosi dell'opera del personale della Società stessa, da molti anni addestrato in questo ramo del traffico, oppure affidata a detta Società contro la corresponsione di un annuo canone fisso, equivalente ad un congruo interesse del capitale speso nell'apprestamento dell'impianto, oltre la quota del suo graduale ammortamento. Il credito del Governo alleato sarebbe garantito dal fatto che l'Amministrazione alleata, per la quota non ancora rimborsata dalla Società, conserverebbe la proprietà delle attrezzature fornite; alla Società potrebbe, per altro, essere consentita la facoltà di riscattare in qualsiasi momento l'interc impianto mediante il pagamento anticipato, in unica soluzione, di tutte le quote ancora dovute;

2° - Le Autorità Alleate dovrebbero procurare la importazione dall'America di tutto il corredo meccanico, elettrico e nautico necessario per l'attrezzatura dello stabilimento, previo accordo con la Società sul relativo prezzo, nonchè sui termini e sulle modalità del suo pagamento da parte dell'Azienda;

3° - Le Autorità Alleate dovrebbero riconoscere nella Società la libera disponibilità di tutti i materiali ricuperabili dalle rovine dello Stabilimento, permettendone la raccolta e l'asportazione fuori dell'area portuale;

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DIREZIONE GENERALE
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segue: Al LA ON. COMMISSIONE
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4° - Dato l'altissimo costo dei lavori di riparazione e i molti anni occorrenti per il suo ammortamento, le Autorità alleate dovrebbero

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dare assicurazione alla Società che, ove, in tempo di pace, il controllo del porto di Napoli passasse alle potenze alleate o ad una o più di esse per un determinato o indeterminato periodo di tempo, la Potenza e le Potenze controllanti manterranno invariate, a favore della Società, la concessione attualmente in vigore, per lo stesso termine e alle stesse condizioni stabilite dal Governo Italiano nell'atto 13 luglio 1911, impegnandosi a sostituire l'area demaniale formante oggetto di tale atto con altra equivalente o migliore, situata in altra parte del porto, qualora l'area contrattuale dovesse, per qualsiasi motivo, essere destinata ad altro uso.

V - Questo Ministero, ben conoscendo ed apprezzando il vivo interessamento che le Nazioni alleate e codesta On. Commissione hanno sempre dimostrato per i problemi relativi all'approvvigionamento dei viveri delle popolazioni civili italiane, sottopone le suaccennate proposte all'esame di codesta On. Commissione, ritenendo che esse siano meritevoli di considerazione in quanto il funzionamento, sia pure parziale e con mezzi di fortuna, di impianti idonei per l'immagazzinamento dei cereali risponde ad una vitale esigenza dei traffici portuali e, se attuato, sarebbe di grande vantaggio alla economia locale, eliminando la necessità di onerosi trasporti ed il pericolo di deterioramento della merce.

A maggior chiarimento della questione si trasmettono, uniti alla presente, copia di un rapporto della direzione dei Silos Granari Napoletani e due allegati al rapporto stesso.

IL MINISTRO

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Società Silos Napoletani

ALLEGATO N. I

Napoli, lì 22 Novembre 1943

A L C O M A N D O A L L E A T O

N A P O L I

L'impianto dei Silos granari nel porto di Napoli, installato sulla banchina di Villa del Popolo, aveva una portata di 400 Tonn. all'ora allo sbarco e di Tonn. 300 all'ora alla riconsegna, ed una capacità in celle di 40.000 Tonn. =

Il suo entroterra si estendeva, oltrecchè a tutta la Campania, anche ad alcune delle regioni finitime, sia per lo approvvigionamento di grano tenero f da pane sia per quello di grano duro da pasta, con un movimento annuo medio di 300.000 Tonn. di solo grano, cui si aggiungevano annualmente importanti quantitativi di altri cereali, specialmente di avena e granturco, destinati principalmente allo allevamento del bestiame.

Le mine tedesche hanno duramente colpito questo impianto, distruggendone totalmente o rendendone inefficiente tutta la attrezzatura meccanica e provocando il crollo di una larga parte del fabbricato.

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ALLEGATO N. I

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AL COMANDO ALLEATO

NAPOLI

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In conseguenza della quasi completa distruzione dei Silos, il porto di Napoli si presenta ora nella condizione di non poter ef-

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fettuare, con i mezzi di cui dispone, lo sbarco di alcun carico di grano sfuso. = Infatti, venuti meno i mezzi meccanici, in uso nel porto da quasi un trentennio, non è attualmente possibile sostituirli in modo efficace con la discarica a mano di uomo, sia perchè difetta ormai nel porto una mano d'opera addestrata a questo genere di lavoro, sia perchè è stata distrutta dai bombardamenti e dal sabotaggio tedesco tutta la attrezzatura galleggiante (chiatte e maone) di ~~xix~~ cui un tempo il porto disponeva.

D'altra parte è noto che non è possibile assicurare alla popolazione il continuativo rifornimento di una sufficiente razione quotidiana di pane e stroncare con ciò, alla radice, il così detto mercato nero dei principali generi alimentari, se non riattivando, almeno nella misura minima indispensabile, la importazione granaria.

Poichè, come esigono le moderne attrezzature portuali di imbarco, il grano, nella quasi totalità, arriverà in carichi sfusi e cioè non insaccato, si presenta ora per il porto di Napoli lo urgente problema: innanzi tutto di rendere possibile in questo scalo lo sbarco di tale tipo di carichi e, in secondo luogo, di far sì che lo sbarco stesso possa effettuarsi con la maggiore sollecitudine, in modo che i piroscafi vengano sbrigati nel minor tempo possibile, e sieno per tanto evitate alle navi lunghe soste portuali incompatibili con l'attuale scarsità di tonnellaggio.

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A raggiungere tale intento è nostra opinione non possa attualmente pensarsi alla costruzione di un nuovo definitivo impianto di Silos granari in sostituzione di quello distrutto.

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In primo luogo tale costruzione richiederebbe troppo lungo tempo per essere realizzata, mentre la necessità dello approvvigionamento è, può dirsi, immediata.

In secondo luogo un impianto del genere esige, onde adeguarlo in tutto ai progressi della moderna tecnica, una maturità di concepimento e di studio che non può conseguirsi se non nella tranquillità e nel libero scambio del tempo di pace. Un impianto costruito adesso, con tutte le limitazioni ed agitazioni imposte dal tempo di guerra, oltrecchè riuscire costosissimo, rischierebbe di palesarsi, alla ripresa dei normali traffici della pace, errato e difettoso o non adeguato ai tempi.

In terzo luogo la ubicazione nel porto, il tipo, la disposizione di un impianto del genere non possono essere decise se non in base ad un piano regolatore generale del porto, il cui apprestamento, nello incalzare delle esigenze belliche e dei bisogni cittadini, non è possibile. = Un impianto definitivo che sorgesse ora, oltrecchè difettoso in sè stesso, potrebbe anche in un secondo tempo mostrarsi errato nella sua ubicazione o nella sua disposizione, riuscendo di ostacolo alla applicazione di quel più razionale piano regolatore dello scalo che in tempo di pace si riconoscesse opportuno realizzare.

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Scartata così, come inopportuna, l'idea di un impianto definitivo, non vi è che appigliarsi all'unica soluzione possibile: quella di realizzare un impianto di fortuna che, approfittando, nella più larga misura possibile, di tutto ciò che resta del vecchio impianto, fornisca al porto, nel più breve tempo e con la minor spesa possibile, i mezzi per sostituire sia la mano d'opera sia i galleggianti che ivi difettano e mettano il porto stesso in condizione di

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allestire le navi con la sollecitudine imposta dalla attuale deficienza di naviglio disponibile per i traffici civili.

A tal uopo occorre innanzi tutto fissare i termini del problema. Quale è la entità del movimento di grano per la quale dovrebbe approntarsi lo impianto di fortuna ? In base alla nostra esperienza crediamo di non errare limitando questa entità a Tonn.I5.000 mensili, corrispondenti a tre piroscafi al mese da 5.000 Tonn. ciascuno, da inoltrarsi nel porto di Napoli uno ad ogni decade. = Riteniamo che con tale quantitativo, convenientemente distribuito, la attuale razione di pane della popolazione del capoluogo e dei comuni viciniori potrebbe essere garantita ed anche migliorata, salvo aumentare ed estendere in seguito, se le circostanze lo permetteranno.

L'impianto di fortuna da realizzarsi dovrebbe pertanto rendere possibile il disbrigo, nel minor tempo possibile, di vapori della portata media di 5.000 Tonn. di carico, in arrivo in porto nella ragione di uno ad ogni decade. 6266

A tal uopo, sarebbe, a nostro avviso, sufficiente la fornitura da parte delle attrezzatissime officine specializzate americane di:

I°) Due turbo-aspiratori della portata oraria di Tonn. I00 caduno, montati ciascuno su apposito carrello mobile, destinati alla discarica del cereale dalle navi. Questi due turbo-aspiratori dovrebbero essere installati sul superstite pontile dei vecchi Silos, previo esame delle sue condizioni statiche da parte dei tecnici.

I due turbo-aspiratori preleverebbero il cereale dalle ~~xxx~~ stive dei piroscafi ormeggiati da una parte del pontile e lo verserebbero in apposite maone ormeggiate dalla parte opposta.

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2°) Sei maone (chiatte-cisterne) metalliche della capacità di Tonn. 500 caduna, che potrebbero essere spedite dall'America smontate e venir montate nel porto, dopo il loro arrivo.

3°) Un turbo-aspiratore della portata oraria di Tonn. 100 da installarsi sulla banchina o nell'interno del superstite corpo centrale dei vecchi Silos, destinato al prelevamento del grano dalle maone e al suo inoltro nelle celle di deposito, previa pesatura automatica.

Occorrerebbe inoltre:

4°) Ripristinare e riattrezzare, nei limiti dello strettamente necessario, lo attuale superstite troncone dei Silos. = Le celle ancora efficenti o quasi efficenti comprese in questo troncone hanno una capacità complessiva di oltre 30.000 Tonn. = Anche se parecchie dovessero essere scartate per ragioni statiche o ~~xxx~~ tecniche, ne avanzerebbero pur sempre in quantità più che sufficente per i bisogni immediati dello approvvigionamento.

Per tale ripristino occorrerebbe innanzi tutto rimuovere il cumulo di macerie che attualmente ingombra l'interno dei Silos; far esaminare dai tecnici, dopo effettuata tale rimozione, le condizioni statiche dell'edificio, effettuando quei lavori di consolidamento delle strutture che da costoro venissero ritenuti necessari, ed infine sostituire con un nuovo piano, magari in semplice tavolato, la parte demolita dei solai e delle scale.

Per la pesatura del cereale alla introduzione nelle celle e per la pesatura ed insaccatura alla riconsegna è sperabile di poter mettere insieme le necessarie bilance automatiche con i pezzi ancora efficenti di quelle del vecchio Silos esistenti fra le macerie.

Per la immissione del grano nelle celle dopo la pesatura

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occorrerebbe ripristinare almeno uno degli elevatori interni ed i quattro nastri distributori sopra le celle. Ed anche per questi organi è sperabile che il materiale possa recuperarsi fra le rovine dello stabilimento.

Con questo apprestamento il piroscafo di 5.000 Tonn. potrebbe essere sbrigato in non più di tre giornate di lavoro, mentre lo svuotamento delle maone si completerebbe con tutto agio nello intervallo di tempo corrente sino allo arrivo del nuovo carico. Durante lo stesso periodo il grano sbarcato verrebbe mano mano inoltrato dai Silos ai mulini.

La spesa del progettato impianto di fortuna non andrebbe se non in piccola parte perduta con la costruzione del nuovo impianto definitivo. Infatti i tre turbo-aspiratori, l'elevatore interno, i nastri distributori, le bilance automatiche potrebbero essere adattati nel nuovo impianto, mentre le sei maone potrebbero essere adibite ad altri usi o trasportate altrove.

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La gestione del progettato impianto di fortuna potrebbe essere condotta direttamente dal Governo Alleato, avvalendosi dell'opera del nostro personale direttivo, tecnico ed amministrativo, da molti anni addestrato in questo ramo del traffico; ovvero tale gestione potrebbe dal Governo Alleato venire affidata alla nostra Società, contro la corresponsione di un canone annuo fisso equivalente ad un congruo interesse del capitale speso nello apprestamento dell'impianto, oltre la quota del suo graduale ammortamento.

SOCIETA' SILOS NAPOLETANI
IL DIRETTORE
F.to: Mario Bagnasco

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ALLEGATO N. 2

Napoli, 3I Maggio I944

Poichè sono ormai trascorsi circa sei mesi dalla redazione del pro-memoria che precede e la situazione di fatto ha subito nel frattempo variazioni più o meno sensibili ovvero nuovi elementi sono sopravvenuti che permettono di meglio precisarla, si ritiene opportuno far seguire al pro-memoria alcune brevi note di aggiornamento.

I°) L'esperienza di questi sei mesi e le notizie pervenute circa le nuove costruzioni navali americane fanno ritenere che nel prossimo futuro la portata media dei piroscafi mercantili disponibili per carico di cereali si aggirerà piuttosto sulle I0.000 Tonn. che non sulle 5.000 Tonn. come previsto nel pro- memoria.

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D'altra parte, in conseguenza dello sviluppo assunto dallo approvvigionamento granario irradiante dal golfo di Napoli verso la provincia di Napoli e le province finitime, il quantitativo mensile di I5.000 Tonn. di grano, che nel pro-memoria è stato previsto come la quota di importazione granaria da attuarsi attraverso il porto di Napoli, appare insufficente e deve essere portato ad almeno 20.000 Tonn. mensili, da integrarsi, ben si intende, con gli altri arrivi nei finitimi porti di Torre Annunziata e Castellammare.

Il calcolo della portata dell'impianto di fortuna progettato nel pro-memoria deve quindi basarsi su una discarica mensile di almeno 20.000 Tonn. di grano corrispondenti a due piro-

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scafi al mese della portata media di Tonn. 10.000 ciascuno, in arrivo a Napoli uno per ogni quindicina.

Il tempo occorrente per il disbrigo di ciascuno di questi piroscafi mediante la installazione di fortuna progettata nel promemoria sarebbe di giorni 6

2°) Qualora la importazione dall'America delle 6 maone metalliche si dimostrasse inattuabile, potrebbe studiarsi la possibilità di sostituirle con maone in legno di costruzione locale; si fa per altro presente che, data la scarsità di materiale anche lignea che attualmente affligge l'Italia, il costo di queste maone costruite localmente sarebbe altissimo e forse sproporzionato al possibile loro rendimento economico.

3°) Il pro-memoria, per quanto riguarda le attrezzature interne, rispecchia la situazione del materiale recuperabile fra le rovine dei Silos, quale si presentava nel Novembre scorso. Occorrerebbe ora il rilascio alla Società del permesso di entrata in porto onde accertare sopraluogo se e quali di tali materiali sieno ancora disponibili e quali nel frattempo sieno andati dispersi, saccheggiati o distrutti.

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4°) Il credito del Governo Alleato, costituito dalla spesa erogata nell'impianto, sarebbe garantito dal fatto che la Amministrazione Alleata, per la quota non ancora dalla Società rimborsata, conserverebbe la proprietà delle attrezzature fornite. Potrebbe per altro essere consentita alla Società la facoltà di riscattare in qualsiasi momento lo intero impianto mediante il pagamento anticipato in unica soluzione di tutte le quote ancora dovute.

SOCIETA' SILOS NAPOLETANI.

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ALLEGATO N. 3

Napoli, I7 Agosto I944

A L C O M A N D O A L L E A T O

N A P O L I

Con riferimento alle precedenti nostre 22 Novembre I943 e 3I Maggio I944 riteniamo opportuno precisare le condizioni subordinatamente alle quali questa Società potrebbe intraprendere i lavori di ripristino della parte non demolita del suo Stabilimento dei Silos granari nel porto di Napoli.

I°) Le Autorità Alleate dovrebbero procurare la importazione dall'America di tutto il corredo meccanico, elettrico e nautico necessario per la attrezzatura dello Stabilimento, previo accordo con la Società sul relativo prezzo e sui termini e modalità del suo pagamento da parte dell'azienda. 6361

2°) Le Autorità Alleate dovrebbero riconoscere nella Società la libera disponibilità di tutti i materiali recuperabili dalle rovine dello Stabilimento permettendone la raccolta, e la asportazione fuori dell'area portuale.

3°) Dato lo altissimo costo dei lavori di riparazione che questa Società andrebbe ad assumere, ed i molti anni occorrenti per la sua ammortizzazione, le Autorità Alleate dovrebbero dare alla Società la assicurazione che, ove, in tempo di pace, il controllo del porto di Napoli passasse alle Potenze Alleate o ad una o più di esse

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per un determinato o indeterminato periodo di tempo, la Potenza o le Potenze controllanti manterranno invariata a favore della Società la concessione attualmente in vigore, per lo stesso termine e alle stesse condizioni stabilite dal Governo Italiano con il contratto concessionale D'Henry del I3 Luglio I9II, impegnandosi a sostituire l'area demaniale formante oggetto di tale contratto con altra equivalente o migliore, situata in altra parte del porto, qualora la suddetta area contrattuale, in dipendenza di un eventuale nuovo piano regolatore generale del porto o per qualsiasi altro motivo,dovesse essere destinata ad uso diverso.

SOCIETA SILOS NAPOLETANI

Il Direttore

Bagnasco

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S O C I E T A' S I L O S N A P O L E T A N I

Sede di N A P O L I

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Napoli, II Settembre 1944

ON. ENTE AUTONOMO DEL PORTO

N A P O L I

SILOS GRANARI

Ci pregiamo rimettere a cotesto On. Ente copia dei pro-memoria da noi inviati in diversi tempi al Comando Alleato in Napoli relativamente al ripristino dell'impianto dei Silos portuali.

Aggiungiamo una breve cronaca delle trattative intercorse.

Da un sommario esame delle rovine dello Stabilimento, fatto poco dopo l'arrivo a Napoli degli Alleati, questa Società trasse la convinzione che la parte di esso che si presentava danneggiata ma non demolita, e cioé il corpo centrale e due tronconi laterali delle ali a celle per una complessiva capacità di deposito di circa 30.000 Tonn. di cereale, nonché il pontile a mare, fossero ancora, almeno dal punto di vista statico, utilizzabili sia pure per lo apprestamento di un semplice impianto provvisorio e di fortuna.

La Società si affrettò pertanto a far presente questa circostanza al Comando Alleato elencando per sommi capi le attrezzature che essa riteneva necessarie al fine di tale ripristino e di

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Altri organi elettro-meccanici, attinenti specialmente alle attrezzature interne, (elevatori, nastri trasportatori, bilance automatiche, ecc.) la Società esprimeva la speranza di poterli ricomporre avvalendosi degli elementi ancora utilizzabili esistenti fra i rottami sparsi in tutta l'area dello Stabilimento.

(Pro-memoria 22 Novembre 1943 - Allegato N.1)

Il pro-memoria venne preso in un primo tempo in seria considerazione dal Comando Alleato. = Ma venne in seguito disatteso non appena il Comando Alleato si persuase che i bisogni immediati dell'approvvigionamento granario attraverso il golfo di Napoli potevano essere fronteggiati col solo impianto dei Silos di Castellammare, scampato quasi integro sia ai bombardamenti alleati sia alle rappresaglie tedesche, anche se lo sbarco del grano in quel porto implicava in un secondo tempo la necessità del lungo e costoso trasporto via terra dello stesso grano da Castellammare ai molini della zona di Napoli e delle zone finitime.

Neppure venne concesso alla Società dal Comando Alleato il permesso di recuperare, riparare e mettere al sicuro i preziosi materiali elettro-meccanici esistenti fra le rovine dello Stabilimento e di cui sopra si é fatto cenno. Che anzi vennero revocati anche i permessi di entrata nell'area portuale in un primo tempo concessi al personale della Società cosicché ogni cosa restò per molti mesi (ed é tuttora) completamente abbandonata alle intemperie ed al saccheggio, ed é ormai da scartarsi la possibilità di un qualsiasi efficente recupero.

Comunque la Società non mancò di continuare ad insistere presso gli Uffici Alleati perché la sua proposta fosse ripresa in

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Comunque la Società non mancò di continuare ad insistere presso gli Uffici Alleati perché la sua proposta fosse ripresa in esame. = Nello scorso maggio, non appena gli impegni militari nell'ambito portuale cominciarono ad attenuarsi, si ebbero indizi di nuovo interessamento da parte delle Autorità Alleate.

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Nel riannodare le trattative la Società credette opportuno far seguire al suo primo pro-memoria, un secondo pro-memoria di aggiornamento.

(Pro-memoria 31 Maggio 1944 - Allegato N°2)

Nel luglio scorso gli Uffici Alleati disposero un sopraluogo ai Silos da parte di un perito di loro fiducia (Ing.Della Valle) allo scopo di accertare la attuabilità delle proposte avanzate dalla Società.

Il sopraluogo ebbe luogo ai primi di agosto con l'intervento di un rappresentante della Società, ed ebbe esito pienamente favorevole in quanto le proposte della Società, dal punto di vista delle condizioni statiche, vennero tutte convalidate dal perito.

A seguito delle risultanze della ricognizione peritale la Società, con un terzo pro-memoria, precisò agli Uffici Alleati le condizioni alle quali essa, per quanto la riguardava, e, naturalmente, salve le necessarie preliminari intese con il Governo Italiano, avrebbe potuto intraprendere l'opera di ripristino dell'impianto.

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(Pro-memoria 17 agosto 1944 - Allegato N° 3)

Senonché in questi ultimi giorni i locali Uffici Alleati hanno dichiarato che, per disposizioni superiori, non potevano ulteriormente interessarsi in linea particolare di questioni attinenti la ricostruzione industriale e che ogni ulteriore trattativa in proposito doveva essere condotta in Roma presso la Commissione Centrale di Controllo tramite il Governo Italiano.

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Questa Socieà si permette pertanto di sottoporre a cotesto On. Ente le proposte a suo tempo avanzate al Comando Alleato affinché, ove l'On. Ente ritenga le proposte stesse meritevoli di appoggio, possa farsene promotore presso l'On. Ministero nell'in-

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tento di ottenere che sieno dal Governo Nazionale iniziate le necessarie trattative con le competenti Autorità Alleate.

Con osservanza.

SOCIETA' SILOS NAPOLETANI
IL DIRETTORE
F/to Mario Bagnasco

P. c. c.

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SUBJECT: - PORT MEETING.+

To: TK. SUB- COMMISSION
S.P.W. Div.
H.Q. ALLIED COMMISSION
A.P.O. 394.

1). A copy of the meeting held on 20 Nov. 1944 is forwarded for information.

2). Action has been taken on all matters refered to the P.L.O.

3). The tarpaulins refered to in Para 23 have not yet arrived, by Lieut. Warley has this matter in hand.

J.N. Bowes capt

J.N. BOWES CAPT.

A.C. PORT LIAISON OFFICER

23 Nov. 1944
Civitavecchia.

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No 5.

CIVITAVECCHIA PORT CONTROL COMMITTEE.

MINUTES OF MEETING HELD 20th NOVEMBER 1944

PRESENT:-

Mr.R.Fleming Fairley, D.M.W.T.R.....	In the Chair
Colonel Arnold,Rome Regional Commissioner.....	Allied Commission
Major Wharton,.....Rome Region,	Allied Commission
Captain Bowes,.....Transportation S/C	"
Capitano di Fregata Vocaturo	N.O.I.C.
Capitano Giacometti Angelo	Capitano di Porto
Tenente di Vascello Pietro Dordoni	Asst.N.O.I.C.
Mr.E.V.Taylor	M.O.W.T.
Capitano Abriani Mario	CO.GE.NA.
Signor Pacchierotti Umberto	W.S.A.,Agents
Signor La Rosa Alberto	M.W.T.,Agents.

IN ATTENDANCE :-

Representatives of Civic Authorities.

ACTION BY:-

I6). Referring to Minute N°2 of previous meeting, Chairman enquired whether any agreement had been reached as to proposed tonnage rate for discharge of Wine, based on experience of "Empire Summer". Signor La Rosa putting in an agreed schedule of proposed rates for a number of commodities, Chairman said he would submit for approval the rate suggested for Wine but could only do so with the others when experience of discharge of those classes of traffic had been obtained.
Parties to the schedule agreed.

6354

CHAIRMAN.

I7). Referring to Minute N°3 of previous meeting, Captain Bowes,replying to Chairman,said he had ascertained that the scales of wages laid down by Allied Commission for civilians employed by Allied Forces and Organisations were applicable as maxima to civilians employed by civilians,e.g., dock workers employed by Master Stevedores.
In regard to increased scales announced in the press of I6/II/44,Captain Bowes undertook to secure copies of new schedule.
N.O.I.C.,indicated that he also would take the matter up with his H.Q.

CAPTAIN BOWES.
N.O.I.C.

I8). Referring to Minute 4 of the previous meeting

Capitano di Fregata Vocaturo ..... N.O.I.C.
Capitano Giacometti Angelo ..... Capitano di Porto
Tenente di Vascello Pietro Dordoni ..... Asst.N.O.I.C.
Mr.E.V.Taylor ..... M.O.W.T.
Capitano Abriani Mario ..... CO.GE.NA.
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In regard to increased scales announced in the press of I6/II/44,Captain Bowes undertook to secure copies of new schedule.
N.O.I.C.,indicated that he also would take the matter up with his H.Q. CAPTAIN BOWES. N.O.I.C.

I8). Referring to Minute 4 of the previous meeting, Assistant N.O.I.C.,in reply to Chairman, said that repairs to the quay-wall at N°I berth had been completed.

I9). Referring to Minute N°5 of the previous meeting, N.O.I.C. said that all the pylons required for lighting had now been transported to the port. N.O.I.C.,required assistance in securing reflectors and bulbs.Captain Bowes undertook to take the matter up. CAPTAIN BOWES.

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ACTION BY

20). Referring to Minute N°8 of the previous meeting, N.O.I.C.,in reply to Chairman,said his request to the Civic Authorities to take action in the matter of clearing and rendering safe of habitations for dock workers and their families now living in outlying villages had been successful to the extent that within a week accommodation would be available for 30/40 families. Release of some Cement would however be necessary.
Captain Bowes undertook to take the matter up.

CAPTAIN BOWES.

21). Referring to minute 9 of the previous meeting, N.O.I.C.,in reply to Chairman,said he had arranged to receive into his store sufficient mid-day meal rations for 350 dock-workers for 15 days. Issue to the workers'representatives would be arranged by his department which would submit a statement,and if necessary an indent, to S.E.P.R.A.L.,every 15 days.
Chairman suggested that the number of men employed in the port at one time might well reach 600 or more and suggested a larger stock.
N.O.I.C.replied that further supplies could be obtained at short notice.

22). Referring to minute 10 of the previous meeting, Chairman requested that N.W.T. & W.S.A.,Agents should arrange for Stevedores' gear lent by Allied Authorities to be taken over by N.O.I.C., immediately, N.O.I.C.,to give a receipt to the Port Committee.
Agreed.

6353

N.O.I.C.
Sgr.PACCHIEROTTI
Sgr.LA ROSA

23). Chairman said he understood that Transportation S/C had acquired in Rome thirty tarpaulins for back-piled cargo and that these would be sent to Civitavecchia immediately.
Captain Bowes replied that the tarpaulins had not come forward as agreement could not be reached as to who should bear the cost of transport Rome/Civitavecchia.

24). Referring to minute 13 of previous meeting, Captain Bowes said he was in touch with A.C., & Region 4 regarding food for crews of schooners; that the principal difficulty was avoidance of abuse

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Chairman suggested that if and when supplies became available it should be incumbent upon the crews to obtain the endorsement of the Capitano di Porto on their applications.

25). N.O.I.C., asked whether any progress had been made in the matter of obtaining permission for dock-workers to travel on certain trains Santa Marinella/Civitavecchia and vice versa.
Captain Bowes said there were some difficulties to be overcome but that the matter was being pursued.

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ACTION BY

26). Captain Bowes pointed out that some minor repairs to Wards 5 & 6 would save more work later.
N.O.I.C.,replied that the repairs were in hand.

27). Assistant N.O.I.C.,raised the question of responsibility for payment of pilots and boatmen in cases of vessels carrying commercial cargoes, e.g.,"RINUCCI"with onions and "EMPIRE SUMMER" with wine.
Chairman stated that he had already taken this up with the appropriate authorities and would communicate ruling when received. In the meantime he noted that the pilots and boatmen for these two vessels had not been paid. CHAIRMAN

28). N.O.I.C.,referred to the work now in hand on repairs to mole,quays,roads etc.,in the port and asked the assistance of the Committee in securing the release of necessary Cement.
Captain Bowes said that if N.O.I.C.,would supply details of requirements he would take up the question of release. CAPTAIN BOWES. N.O.I.C.

29). N.O.I.C.,reported that the lighthouse at harbour entrance had ceased to function for lack of Carbide of Calcium. Application had been made to Rome but no supplies were forthcoming.
He understood that there was a general shortage and that in consequence many lighthouses were out of commission.
Captain Bowes undertook to enquire whether any supplies were available. CAPTAIN BOWES.

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30). Captain Abriani asked whether the Committee could take any action to stop illegal fishing in the area by explosive charges as this was destroying young fish and eggs to the detriment of future fishing.
Chairman having suggested that this was hardly a matter for the Port Control Committee,N.O.I.C., replied that fishing with explosives was actually going on inside the harbour at nights but he had not taken any action as the culprits were the American Engineers working on the new coal wharf.
Regional Commissioner said that he could have some measures taken on a high level but Chairman pointed out that these Engineers had been very helpful in many ways to the port,were probably unaware of

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CHAIRMAN

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Regional Commissioner said that he could have some measures taken on a high level but Chairman pointed out that these Engineers had been very helpful in many ways to the port, were probably unaware of regulations and that he felt that an unofficial word to their Officers would put a stop to the practice.
Agreed.

CHAIRMAN.

31). N.O.I.C., reported that a pilot-boat for use of the port had arrived.

32). Next Meeting = Monday 27th November 1944 = 10.00 hours.

H. Hailey

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PORTS SUITABLE FOR SCHOOL TRAFFIC
IN REGIONS 2, 3, and 5.

142

(Excluding the following ports; NAPLES and adjacent ports, TORRE ANNUNZIATA, CASTELLAMARE STABIA, SALERNO, REGGIO CALABRIA, CROTONE, TARANTO, BRINDISI, AND BARI.)

LEGEND.

P.....Pier where ships can unload. (Ital. Pontile;)
Q.....Quay " " " " (Ital; Banchina.)
M.....Mole, quayed (Ital Molo Banchinato.)
B.....Protective mole or breakwater. (Ital. Diga;)

Figures following each symbol indicate actual useable quayed space, in meters.

A .....Anchorage (good, fair, bad.) (Ital. Ancoraggio.)
D .....Depth of water in meters at pier or quay side.
(Ital. Fondaggio in m.)

FORMIA. A good. (Port under construction in 1941. If now completed will be able to accomodate small ships.

CAPO SELE (Formia) A fair. 5 Ps, 105. D 2-5.

SCAURI. (Minturno) A fair. 2 Ps(wood.)

TORRE ALTA. A fair. M (small) D 1.

MONTE DI PROCIDA. 3 Ps. 30, 80, 40, D 3.

VICO EQUENSE. A good. P 20; D 4.

PIANO DI SORRENTO. M 70. D 3.8 at head of M.

SORRENTO. A good. M 60. D 4.

MARINA DI MASSALUBRENSE. M (no figure given) A poor.

AMALFI M., Q., (no figures) D 8.

VIETRI. A bad

AGROPOLI. A fair. P 20. D L-1.5.

PISCIOTTA. A fair.

PALINURO. A fair. (for small boats)

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P....Pier where ships can unload. (Ital. Pontile;)
Q.....Quay " " " " (Ital; Banchina.)
M.....Mole, quayed (Ital Molo Banchinato.)
B.....Protective mole or breakwater. (Ital. Diga;)

Figures following each symbol indicate actual useable quayed space, in meters.

A ....Anchorage (good, fair, bad.) (Ital. Ancoraggio.)
D ....Depth of water in meters at pier or quay side.
(Ital. Fondaggio in m.)

FORMIA. A good. (Port under construction in 1941. If now completed will be able to accomodate small ships.

CAPO SELE (Formia) A fair. 5 Ps, 105. D 2-5.

SCAURI. (Minturno) A fair. 2 Ps(wood.)

TORRE ALTA. A fair. M (small) D 1.

MONTE DI PROCIDA. 3 Ps. 30, 80, 40, D 3.

VICO EQUENSE. A good. P 20; D 4.

6954

PIANO DI SORRENTO. M 70. D 3.8 at head of M.

SORRENTO. A good. M 60. D 4.

MARINA DI MASSALUBRENSE. M (no figure given) A poor.

AMALFI M., Q;, (no figures) D 8.

VIETRI. A bad

AGROPOLI. A fair. P 20. D 1-1.5.

PISCIOTTA. A fair.

PALINURO. A fair. (for small boats)

CAMEROTA. P small. A fair.

SAPRI. A fair.

MARATEA. A fair. (small lading Q)

PAOLA. A fair.

AMANTEA. A fair.

MARINA DI SANTA EUFEMIA. P 15 (actual length is 50, but it is silted up for 35 M. D 3. A fair.

PIZZO. A fair.

0065
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VIBO VALENTIA MARINA. M 500 w/rail connection. New works, said now to be completed consist of 2 Ms 360 & 590.

TROPEA. A bad.

GIOIA TAURO. A good. Mooring buoy.

PALMI. A bad and dangerous.

VILLA SAN GIOVANNI. M 500. Q w/rail connection.D 6-12. May be somewhat damaged by war action.

SIDERNO. P 34 D 1. A fair.

MARINA DI GIOIOSA. A fair. It appears to be possible to tie up at stakes very close to the shore, since the water here is very deep.

SOVERATO. A good. Mooring buoy. P completely silted up, but work was in progress to remedy this in 1941 and may now be completed.

CATANZARO MARINA. A fair.

ROSSANO. P (small) D 4. A fair.

CROTONE. P 50 D 3.5 (at head of P) A good.

GALLIPOLI. M 500 Several Qs. Rail connections.

LEUCA. P 25. D 1.6. (can only be used in calm weather) A fair.

TRICASE. M 90. D 1.6

OTRANTO. M 70. P 60. D 6.

MONOPOLI. M 200; M 600. Q. D 6.

MOLA DI BARI. M 160. M 460. Q.

S. SPIRITO. M 180.

MOLFETTA. M 800. Q 300. D 6.5

BISCEGLIE. M 165. M 300. D 2.5.

TRANI. PQ 183. D 3.5. A fair.

BARLETTA. M 450 x 200 x 475. w/rail connection.

MARGHERITA DI SAVOIA. B. used for loading salt from nearby salt pans.

MANFREDONIA. W 970. P 150. Q 500. D 6.

6359

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

MARINA DI GIOIOSA. A fair. It appears to be possible to tie up at stakes very close to the shore, since the water here is very deep.

SOVERATO. A good. Mooring buoy. P completely silted up, but work was in progress to remedy this in 1941 and may now be completed.

CATANZARO MARINA. A fair.

ROSSANO. P (small) D 4. A fair.

TREBISACE. P 50 D 3.5 (at head of P) A good.

GALLIPOLI. M 500 Several Qs. Rail connections.

LEUCA. P 25. D 1;6. (can only be used in calm weather) A fair.

TRICASE. M 90. D 1.6

OTRANTO. M 70. P 60. D 6.

MONOPOLI. M 200; M 600. Q. D 6.

MOLA DI BARI. M 160. M 460. Q.

S. SPIRITO. M 180.

MOLFETTA. M 800. Q 300. D 6.5

BISCEGLIE. M 165. M 300. D 2.5.

TRANI. Q 183. D 3.5. A fair.

BARLETTA. M 450 x 200 x 475. w/rail connection.

MARGHERITA DI SAVOIA. B. used for loading salt from nearby salt pans.

MANFREDONIA. W 970. P 150. Q 500. D 6.

PESCHICI. Q 100. D 3. (small ships only.)

TERMOLI. M 180. M 100. D 5.

6359

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

PORTS SUITABLE FOR SCHOONER TRAFFIC
REGION 1. (SICILY.)

MESSINA. Q 1000, Q 300, Q 152. Numerous other Qs. 5 Qs w/ rail connections. 2 Ms. A good. (Much war damage.) Military.

GIARDINI. (TAORMINA) 2 Ps 30. These are removable in winter, and in heavy seas. A fair. D 1.5-1.8.

RIPOSTO. M 180 A fair. 2 barges available for loading and unloading.

ACI CASTELLO. P (small). A fair.

BRUCOLI. Q (small). A fair.

AVOLA. M 50 D shallow. A fair.

MARZAMEMI. B 60 D 5.5 A fair.

POZZALLO. P 40. 3 wooden Ps. A good.

GELA. P 340. D 6. A fair.

LICATA. M 500. P 30 5 small Ps. for loading sulphur. D variable. B. A fair.

PORTO EMPEDOCLE. M 170 M 300 w/rail connection. Q. D 6.5 A good.

SCIACCA. M 110. Qs. A good.

PORTO PALA DI MENFI. M (small) D 4-6 A fair. Dangerous reefs.

MAZARA DEL VALLO. M 280 w/rail connection. Canal with Qs. No Ds given, but apparently schooners can berth.

MARSALA. M 200. M 50. Q 150. P 100. D 2-5.5. A good. War damage may be fairly extensive.

TRAPANI. M 240. P 110. Q 500. Q 200. Q 45. D 3-8. A fair.

CASTELLAMMARE DEL GOLFO. M 50. D 3.6. A fair.

MONDELLO. P (small) A fair.

TRABIA.? A fair.

TERMINI IMERESE. M (small) P 50. Q (small) D variable A fair.

CEFALU. M 40. D 2. A good.

S. AGATA. A fair.

GIOIOSA MAREA. A fair.

MARINA DI PATTI. A fair.

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BRUCOLI. Q (small). A fair.

AVOLA. M 50 D shallow. A fair.

MARSAMENI. B 30 D 5.5 A fair.

POZZALLO. P 40. 3 wooden Pa. A good.

GELA. P 340. D 6. A fair.

LICATA. M 300. P 30 5 small Pe. for loading sulphur. D variable. B. A fair.

PORTO EMPEDOCLE. M 170 M 300 w/rail connection. Q. D 6.5 A good.

SCIACCA. M 110. Qs. A good.

PORTO PALO DI MAZARI. M (small) D 4=6 A fair. Dangerous reefs.

MAZARA DEL VALLO. M 260 w/rail connection. Canal with Qs. No Ds given, but apparently schooners can berth.

MARSALA. M 200. M 50. Q 150. P 100. D 2=5.5. A good. War damage may be fairly extensive.

TRAPANI. M 240. P 110. Q 300. Q 200. Q 45. D 3=8. A fair.

CASTELLAMMARE DEL GOLFO. M 50. D 3.8. A fair.

MONDELLO. P (small) A fair.

TRABIA. ? A fair.

TERMINI IMERESE. M (small) P 50. Q (small) D variable A fair.

CEFALU. M 40. D 2. A good.

S. AGATA. A fair.

GIOIOSA MAREA. A fair.

MARINA DI PATTI. A fair.

MILAZZO. M 340. M 110. Q 170. Q 200. A good.

NOTE. the ports of CATANIA, AUGUSTA, SIRACUSA and PALERMO are classed as military ports, and are not included in this list. MESSINA also falls into this category.

6349

0069

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

MAGAZZINI GENERALI

CASTELLAMMARE

FOOD SUB-COMMISSION A.C. 23-11-44

140

SUBJECT:- Elevators Castellammare and Torre Annunziata

TO:- H.Q. Southern Region. (Mech. & Supply)

REF:- CAR/42

1. As a result of a conference held yesterday between Enrietti and Cozzolino, who operates the discharge of grain ships for the Magazzini Generali and the agent for the American Shipping Export Lines, the following contracts are being drawn up:

See letter 149 28/11/44

(a) Bulk grain from ship to mechanical weight recorder in silos at 30 Lire per Ton.

(b) Bagged grain from ship to lighter at 23 Lire per Ton plus 50% overtime.

(c) Bulk grain bagged in hold to lighter at 27 Lire per Ton plus 50% for overtime.

2. The agents wish these contracts to come into force from the commencement of discharge of the "Mansfield" which is due at Castellammare on 22nd - 23rd November 1944.

6348

3. Now that Federazione Italiana dei Consorzi Agrari are not responsible for this payment to Enrietti and Cozzolino, the agents of the Shipping Lines have asked if the Allied Commission will accept the responsibility for payment, since the port was handed over at 0600hrs on the 18th of October to the commencement of discharge of the "Mansfield" at the rates fixed in Para. 1.

4. Federazione Italiana dei Consorzi Agrari are now being approached to make contracts with the Magazzini Generali for:

(a) Storing of grain in silos.

(b) Loading and dispatching of grain from silos.

(c) Discharge of bagged grain from lighter at ships side to quay and then to lorries or rail cars.

(d) Loading of grain to schooners.

(e) Loading of flour to schooners and rail cars from lorries.

Copy to:- Food Sub-Commission

To. Sub-Commission

0070

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

— See letter 149 28/11/44

(a) Bulk grain from ship to mechanical weight recorder in silos at 30 Lire per Ton.

(b) Bagged grain from ship to lighter at 23 Lire per Ton plus 50% overtime.

(c) Bulk grain bagged in hold to lighter at 27 Lire per Ton plus 50% for overtime.

2. The agents wish these contracts to come into force from the commencement of discharge of the "Mansfield" which is due at Castellammare on 22nd - 23rd November 1944.

6345

3. Now that Federazione Italiana dei Consorzi Agrari are not responsible for this payment to Enrietti and Cozzolino, the agents of the Shipping Lines have asked if the Allied Commission will accept the responsibility for payment, since the port was handed over at 0600hrs on the 18th of October to the commencement of discharge of the "Mansfield" at the rates fixed in Para. 1.

4. Federazione Italiana dei Consorzi Agrari are now being approached to make contracts with the Magazzini Generali for:

(a) Storing of grain in silos.

(b) Loading and dispatching of grain from silos.

(c) Discharge of bagged grain from lighter at ships side to quay and then to lorries or rail cars.

(d) Loading of grain to schooners.

(e) Loading of flour to schooners and rail cars from lorries.

Copy to:- Food Sub-Commission

Tn. Sub-Commission ✓

Magazzini Generali

Federazione Italiana dei Consorzi Agrari

P.J. Palmer
Capt. R.A.
Food Sub-Commission
A.C.
5/1

0071
Declassified E.O. 12356 Section 3.3/NND No. 785021

0072

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

TN S/C

ALLIED CONTROL COMMISSION

SALERNO PROVINCE

Lyons Sub Comm

138

AC/SP/6/8

Subject :- Salerno Port

To :- H.Q., A.C.(Tn.Sub-Commission)

Reference your A.C., Tn/S/1/107, dated 10 November 1944.

Please be informed that the repairs to the quay-side Warehouse will be completed by 20 November 1944.

P.F. Barnes Major
Zone Commissioner
Salerno

16th November 1944

HEADQUARTERS
18 NOV 1944
1630

S/1

0075

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BEST COPY POSSIBLE

FILMED AS FOUND

IN COLLECTION

0074

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

137

14th November

Coal Berth at Sivit veeshi

Please place on record the following data in regard to the Coal Wharf now nearing completion in this port :-

1) LENGTH OF WHARF AT WHICH A VESSEL CAN APPROACH AND BE BERTHED = 24 FEET.

2) Length of staging bearing railway track, measured from concrete abutment on land n°8. = 511 FEET.

3) Number of bents in water supporting the staging. = 31

4) Distance between each set of bents. = 9-1/2 FEET.

5) Depths of water at bents, commencing from first bent in water off land n°8.
(Depths measured by diver with tape):-

8346

Bent	1.	=	3 FEET
"	2.	=	8 "
"	3.	=	14 "
"	4.	=	23 "
"	5.	=	27 "
"	6.	=	27 "
"	7.	=	27 "
"	8.	=	25 "
"	9/54	=	28/30 "

From these figures it will be observed that a vessel drawing 24 feet can come as far forward as bent 3 and have available to it some 475 feet of the staging.

To protect the staging from damage by vessels, clusters of piles have been driven at an appropriate distance of six feet,

0075

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

A.F.C.2.B.(2nd)
A.F.C.2., C.M.F.

Coal North at Divisvrooliz

Please place on record the following data in regard to the Coal Chart now nearing completion in this port :-

1) CAIRO CHART 2 MILES A VESSEL CAN APPROACH COAL CHART = 24 FEET.

2) Length of staging bearing railway track, measured from concrete abutment on berd n°8. = 31) FEET.

3) Number of bents in water supporting the staging.= 71

4) Distance between each set of bents. = 9-1/2 FEET.

5) Depths of water at bents, commencing from first bent in water off berd n°8.
(Depths measured by diver with tape):-

Bent 1. = 3 FEET
" 2. = 6 "
" 3. = 14 "
" 4. = 23 "
" 5. = 27 "
" 6. = 27 "
" 7. = 26 "
" 8/71 = 20/30 "

From these figures it will be observed that a vessel drawing 24 feet can come as far forward as bent 5 and have available to it some 475 feet of the staging.

To protect the staging from damage by vessels, clusters of piles have been driven at an approximate distance of six feet, necessitating ship's derricks to plumb the centre line of the railway at a distance of about ten feet beyond ship's rail.

Mooring presents a difficulty as neither can vessels be tied up to the staging nor can the mooring ropes pass over it to the wrecks beyond because of the rail track. Neither, so far as I can see, is it practicable to pass the ropes under the staging to the wrecks. The advice of Marine Superintendent on this would be helpful and I hope that, following my signal of yesterday, he will be able to examine the problem on the spot before the lighters move off, which they will within the next few days.

H.H. Hawley

S/L

/

0076

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

GWE/hl

136

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 November 1944

Tel: 478704
Our Ref: AC/1/Tn/S/136

TO : D.Q.M.G. (Mov & Tn)
AFHQ

SUBJECT: Grain Elevator at Castellamare

1. References your G-4 (Mov & Tn) 5/41/GRK of the 2nd.

2. The five mechanics for each shift are employed solely on the elevators. The elevators consist, not only of the installation for bulk discharge, but the machines for driving the conveyor belts and the recording plant for measuring the weight of the grain. Possibly the MWT Survey Representative was unfamiliar with the lay-out of the plant, as normally the mechanics can be located as required. The recommendation that a R.O.R. should be placed in charge of maintenance is a good one and the extra assistance would be welcomed by the Magazzini Generali.

We should be glad if you would make the necessary arrangements and if possible, supplying the R.O.R. with the RASC mobile work-shop as recommended.

3. The present practice of sending ships to Torre Annunziata for final discharge is working satisfactorily, but the method suggested for the remaining 20% to be also discharged at Castellamare will be considered should the present arrangement not continue to be practical.

4. With the assistance of the R.O.R. it is estimated that 12/1400 tons per day could be discharged, during a working period of 16 hours. This would allow a period to be set aside for a supervised maintenance programme.

For the Chief Commissioner

D.S. ADAMS
Colonel, C.E.
Director, T

Copy to: G-5 AFHQ
MWTR
WSA

Visit to
Visit I

137

CIVIL SERVICE

11th November

A.W.T.T.(HMS)
A.F.Tews, D.S.O.

Coal Berth at Civitavecchia

Please place on record the following data in regard to the Coal Wharf now nearing completion in this port :-

1) LENGTH OF WHARF AT WHICH A VESSEL CAN APPROACH THE WHARF = = 14 FEET.

2) Length of staging bearing railway track, measured from concrete abutment on head n°8. = 713 FEET.

3) Number of bents in water supporting the staging. = 54

4) Distance between each set of bents. = 3-1/2 FEET.

5) Depths of water at bents, commencing from first bent in water off head n°8.
(Depths measured by diver with tape):-

Bent 1.	=	3	FEET
" 2.	=	8	"
" 3.	=	14	"
" 4.	=	23	"
" 5.	=	27	"
" 6.	=	27	"
" 7.	=	27	"
" 8.	=	26	"
"9/54	=	28/35	"

6346

From these figures it will be observed that a vessel drawing 25 feet mean can come as far forward as bent 5 and have available to it some 475 feet of the staging.

To protect the staging from damage by vessels, clusters

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

A.F.A. 3.3. G.H.Q.

Coal Berth at Civit Vecchia

Please place on record the following data in regard to the Coal Berth now nearing completion in this port :-

I) Length of Staging ~~bearing railway track~~ = 24 feet.
~~This Staging~~

a) Length of staging bearing railway track, measured from concrete abutment on land side. = 213 feet.

b) Number of Bents in water supporting the staging. = 54

c) Distance between each set of Bents. = 3-1/4 feet.

d) Depths of water at Bents, commencing from first bent in water off land side.
(Depths measured by diver with tape):-

Bent 1.	=	3	feet
" 2.	=	0	"
" 3.	=	14	"
" 4.	=	22	"
" 5.	=	27	"
" 6.	=	27	"
" 7.	=	27	"
" 8.	=	25	"
"9/54	=	25/30	"

From these figures it will be observed that a vessel drawing 24 feet mean can come as far forward as bent 5 and have available to it some 475 feet of the staging.

To protect the staging from damage by vessels, clusters of piles have been driven at an approximate distance of six feet, necessitating ship's derricks to plumb the centre line of the railway at a distance of about ten feet beyond ship's rail.

Mooring presents a difficulty as neither can vessels be tied up to the staging nor can the mooring ropes pass over it to the wrecks beyond because of the rail track. Neither, so far as I can see, is it practicable to pass the ropes under the staging to the wrecks. The advice of Marine Superintendent on this would be helpful and I hope that, following my signal of yesterday, he will be able to examine the problem on the spot before the Mariners move off, which they will within the next few days.

H.N. Auley

Lt.

BRITISH MINISTRY OF WAR REPRESENTATIVE

S/1

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0079

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

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GWE/hl

136

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 November 1944

Tel: 470704
Our Ref: AC/1/Tn/S/136.

TO : 1 D.C.O.M.G. (Mov & Tn)
AFHQ

SUBJECT: Grain Elevator at Castellamare

1. Reference your C-4 (Mov & Tn) 3/41/GEN of the 2nd.

2. The five mechanics for each shift are employed solely on the elevators. The elevators consist, not only of the installation for bulk discharge, but the machines for driving the conveyor belts and the recording plant for measuring the weight of the grain. Possibly the MWT Survey Representative was unfamiliar with the lay-out of the plant, as normally the mechanics can be located as required. The recommendation that a R.C.R. should be placed in charge of maintenance is a good one and the extra assistance would be welcomed by the Magazzini Generali.

We should be glad if you would make the necessary arrangements and if possible, supplying the R.O.R. with the RASC mobile work-shop as recommended.

3. The present practice of sending ships to Torre Annunziata for final discharge is working satisfactorily, but the method suggested for the remaining 20% to be also discharged at Castellamare will be considered should the present arrangement not continue to be practical.

4. With the assistance of the R.O.R. it is estimated that 12/1400 tons per day could be discharged, during a working period of 16 hours. This would allow a period to be set aside for a supervised maintenance programme.

For the Chief Commissioner

D.S. ADAMS
Colonel, C.E.
Director, T

Copy to: G-5 AFHQ
NWTR
WSA

0081

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

Magazzini Generali
Castellammare
Food Sub-Commission A.C.

13-11-44

135

SUBJECT:- Grain Elevators. Castellammare

TO:- Director. Tn. Sub-Commission

REF:- CAR/21

1. Ref. your letter AC TN/9/1/102 dated 8th November 1944. The observations on the report made by M.W.T. Survey representative are as follows.

2. Para's 1, 2, & 3 of the report. No remarks.

3. Para. 4. The mechanics for each shift are solely employed on the elevators. The elevators not only consist of the installation for bulk discharge, but the machines for driving the conveyor belts and the recording plant for measuring the weight of grain. I cannot credit that one and a half hours failed to produce a mechanic. Had the right person been asked or the Survey representative known where to look a mechanic would have been found in much less time.

4. Para. 5. It is considered essential, especially if grain intake has to be increased, that a B.C.R. is placed in charge of maintenance. Magazzini Generali have asked for this help on several occasions.

5. Para. 6. This suggestion is not considered necessary as most of the ships go to Torre Annunziata for final discharge. As this is done by suction plant time is saved on the remaining 20% of the cargo.

6. It is considered that if the suggestion in Para. 5. was put into effect, the elevators at Castellammare, subject to weather conditions, could discharge 1200 to 1400 Tons per day, working on a 16 hour day, leaving the remaining four hours for a supervised maintenance programme.

6384

Copy to; Food Sub-Commission
Magazzini Generali

P.F. Palmer
Capt. R.A.
Food Sub-Commission
A.C.

S/1

0082

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

GWE/hl

(134)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 November 1944

Tel: 478704
Our Ref: AC/1/Tn/S/134

TO : N.O.I.C.
Leghorn

SUBJECT: Salvage Operations

This Sub-Commission has been advised by Fratelli SCOTTI SOIANA (TERRICCIOLA) of Pisa that they have a considerable amount of floating material sunk in the Pisa-Leghorn Canal between Darsena Porta a Mare and the Cateratta Sostegna Arno.

The estimated recoverable tonnage is 2,500 tons, including two tow boats, 7 Boats 35/50 tons.

We should be pleased if you could advise us if salvage is a practical operation.

6343

By Command of Commodore Stone

D.S. ADAMS
Colonel, T.E.
Director, Tn.Sub.Comm.

0083

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

(133)

AFHQ CITE FHGDM FHGEG FRSUP SOUTHERN REGION

ALCOM FROM ADAMS

6565

16 NOV 44

PRIORITY

TTTN SC

SECRET PD

PARA ONE PD SARDINIA REPORTS THEY CAN ACCEPT CIVILIAN SUPPLIES

IMMEDIATELY AT CAGLIARI PD

PAREN TO AFHQ CITE FHGEM FHGEG FRSUP TO SOUTHERN REGION FOR SMITH

FROM ALCOM PAREN

6252

NICHOLAS PIOMBINO
CPO. U.S.A.
Asst. Adjutant

0084

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

132

AFHQ CITE FHGDM FHGEG

ALCOE FROM ADAMS
6535
16 NOV 44

ROUTINE
TPTN 5C

128

RESTRICTED PD

PARA ONE PD REF YOUR FOX XRAY FIVE TWO SEVEN EIGHT FOUR OF ONE FIVE NOV PD

PAREN TO AFHQ CITE FHGDM FHGEG FROM ALCOM PAREN

COAL EAST BERTH IS FOUR FIVE ZERO FT LONG CMA DRAFT TWO FOUR FT CMA CAN ACCEPT LIBERTY TYPE VESSELS PD

6334

NICHOLAS PIOMBINO
CWO. U.S.A.
Asst. Adjutant

9/1

0085

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

TN S/C 3264 (131)

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

6 November 1944

Tel: 478704
Our Ref: AC.Tn/S/1

SUBJECT: Port facilities Portiglione

TO : G-4 AFHQ M+Tn

May this office please be informed what progress has been made in clearing the Port of Portiglione, as a large number of bids for Pyrites have been held up on this account.

/s/ A.M. McClure, Major, R.A.
for D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

JTD/hop

1st Ind.

AFHQ, Office of Chief of Transportation, APO 512, U. S. Army, 11 November 1944.

TO: Headquarters, Allied Commission, Transportation Sub-Commission, APO 394, U. S. Army.

1. C-in-C Med. advises that the Port of Portiglione has been opened. However, movement of cargo into Port Portiglione should be bid through SOLOC, APO #39.

2. Until 20 November radiograms may be sent to COMZONE MTOUSA ADVANCE.

For the Chief of Transportation:

HEADQUARTERS 1 NOV 1944 A C

K. D. MC KENZIE,
Colonel, T. C.,
Executive Officer.

S/1

0086

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

130

SARDINIA REGION

ALCOM FROM ADAMS

6538

16 NOV 44

ROUTINE

TPTN SC

CONFIDENTIAL PD

BOMBS ARE BEING LIFTED BY COASTER SCHIAFFINO PD

PAREN TO SARDINIA REGION FROM ALCOM PAREN

6239

NICHOLAS PISCHINO
CWO. U.S.A.
Asst. Adjutant

5/1

0087

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

ALLIED SECRET COMMISSION

INCOMING MESSAGE

TM SC

129 C/729

TO: HQ AC.

SIGNAL MESSAGE CENTER No: 101/12

FROM: AC SARDINIA REGION

CLASSIFICATION:

REFERENCE No:

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: NOV 121501A

OFFICE OF ORIGIN: CITE AC 244

SECRET.

Allied Garrison Staff and port unit leave CAGLIARI 15 Nov. 1400 tons bombs being left on quayside: available facilities regarding loading and guarding not satisfactory may shipping be expedited?

ACTION

Dist

Action - Tn SC
Info - A/CC
Econ Sec
File

6338

Freedom maj Barnish.

290

794 "Cmdr"

Bombs are being left by SCHIFFINO

HEADQUARTERS 17 NOV 1944 G-

SECRET

DATE and Time of RECEIPT NOV 122050A

S/1

Distribution:

0088

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

RESTRICTED

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TN Sk

C/905 128

TO: ALCOM ROME, INFO: DMWTR CIVITAVECCHIA, ALCOM CIVITAVECCHIA.

SIGNAL MESSAGE CENTER No: N2/15

FROM: AFHQ SIGNED SACMED

CLASSIFICATION:

REFERENCE No: FX 52784

PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: NOV 150029A

OFFICE OF ORIGIN: CITE FHGDM

RESTRICTED.

Request you obtain from port committee CIVITAVECCHIA maximum size and length of COLLIERS acceptable.

Mediterranean Base Sec
USO
Red Cross

PC Dist

Admin. TN Sk 6376
Info: Chief Commissioner
Econ. Sec.
Shipping Sk
Commerce
File

HEADQUARTERS
15 NOV 1944
A. C.

ACTION

RESTRICTED

DATE and Time of RECEIPT NOV 15/0850

Distribution:

S/1

0089

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

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TN S/C

C/1090 (127)

TO: ACTION ROME INFO DMWTR CIVITAVECCHIA: AICOM CIVITAVECCHIA: MOVWIT: MCV NAPLES

SIGNAL MESSAGE CENTER No: 24/17

FROM: AFHQ SIGNED SACMED

CLASSIFICATION:

REFERENCE No: FX53612

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: NOV 162140A

OFFICE OF ORIGIN: CITE: FHGDM, FBSUP

SECRET.

ACTION

Reference DMWTR CIVITAVECCHIA 151830A of 15 November.

1. FORT FREDERICK will discharge completely at NAPLES.

2. COLLIER OMEGA loaded 4800 tons Sardinian coal due CIVITAVECCHIA 22 November approximately.

3. Please notify average rate of discharge based on working OMEGA and state when you can accept next COLLIER. Agreed MWTR.

6135

DIST

ACTION: Tn S/C 2 ✓
INFO: Chief Commissioner
Econ Sec
Industry
MWTR
File

HEADQUARTERS
17 NOV 1944

SECRET

DATE and Time of RECEIPT NOV 170800A

Distribution:

S/1

0090

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

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TN S/C

C/1080

120

TO: (1) MEDBO (2) M.W.T.R. (MED) (3) ALCOM FOR ADAMS (

SIGNAL MESSAGE CENTER No:

FROM: D.M.W.T.R. C/V

CLASSIFICATION:

REFERENCE No:

PRECEDENCE: OP PRIORITY

DATE AND TIME OF ORIGIN: NOV 161615A

OFFICE OF ORIGIN:

ACTION

CONFIDENTIAL.

Not satisfied mooring (mooring ?) arrangements new coal wharf. Request technical advice urgently.

DIST

ACTION: Tn S/C 2
INFO: Chief Commissioner
Econ Sec
MWTR
File 2
Float

HEADQUARTERS
17 NOV 1944
A. S. C.

6334

Tech Rep's - calling
ear Norfolk

DATE and Time of RECEIPT NOV 170015A

Distribution:

S/1

CONFIDENTIAL

0091

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

/nf

125

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

17 November 1944

Tel; 478704

Our Ref. AC/TN/S/1/125

TO : D.Q.M.G. (Mov. & Tn.)
AFHQ

SUBJECT : Cargo Handling Gear - Refrigeriated Coasters.

(124

1 Reference your G-4 (Mov. & Tn.) 5/121/GDM of the 13th.

2 There is no Allied Commission Representative at Torre Annunziata. Subject to your approval, local authorities could be contacted, wiew to holding handing gear, but we would not accept any responsibility as regards safe keeping.

6332

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

0092

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

124

AIJLIED FORCE HEADQUARTERS

G-4 (Mov & Tn) 5/121/GDM

13 Nov 44

Tel: FREEDOM 443

Subject : Cargo Handling Gear-
Refrigerated Coasters

To : Allied Commission
Transportation Sub Com.
ROME

Confirming telephone conversation (Capt. Sweet - J/C Fearnsides).

1. The Military Authorities are continuing the occasional use of TORRE ANNUNZIATA for the discharge of refrigerated coasters, for which purpose a small amount of handling gear, consisting of 4 slings and nets etc. is required.

2. It is suggested that sufficient gear be loaded on the first coaster to arrive for retention at TORRE ANNUNZIATA by the Allied Commission Representative.

3. It would be appreciated if you will agree to your rep. being made responsible for maintenance and its general safety. Application for replacement material could be made to Transportation British at this HQ as and when required.

4. Local arrangements have been made for discharge of the coasters.

5. Will you please consider the suggestion and say whether you agree or otherwise.

G.Sweet Capt

G.SWEET, Capt.
for Brigadier,
D.Q.M.G(Mov&Tn)

GS/hj.

6331

S/1

123 /fd

T R A N S L A T I O N

MINISTRY OF MARINE
General Direction of Merchant Marine

Rome, 6 November 1944

Ref. Div. 1 No. 901/P; 1 Encl.

To : Col. Glanville
Tn. S/C. AC.HQ.
Shipping Section.

Subject : Harbour of Civitavecchia - Rehabilitation of the installations of Società Sili e Magazzini Generali of Civitavecchia.

The Società Sili e Magazzini Generali of Civitavecchia which has main office at Rome, 12 Gregoriana str., operated till May 1943, in the harbour of Civitavecchia, a Silo for grain, a Silo for Salt, a Refrigerator, as well as General Warehouses and Sheds constructed since 1925 on molo del Bicchiere in said Port.

Above installations do not exist any longer as they have been completely destroyed by air-bombardments and by the Germans. And besides, part of wreckage and wrecked machinery have been interned by Allied Authorities.

As it would not be possible, pending present circumstances, to re-build new installations in replacement of those which have been destroyed, the Company would construct on said Molo del Bicchiere a shed covering abt. 900 m_q. area, wherein to shelter salt of the State's Monopoly Administration and foodstuffs (corn, meat, fruits, etc ex Sardinia and Southern Italy, destined to Rome and nearby Regions.

According to the verbal agreements with you and while awaiting that the Committee, which has been established at this purpose attached to this General Direction, lays down an organical program of works for the rehabilitation of the most important Ports, this Ministry has authorized a/m Company to construct said shed, having considered that this initiative aims to facilitate the food supply for the civil population.

We beg to send, herewith enclosed, copy of the letter which has been sent to the Company on this subject.

for the Minister
sgd. Matteini

0093
Declassified E.O. 12356 Section 3.3/NND No. 785021

123A/fd

TRANSLATION

MINISTRY OF MARINE
General Direction of merchant Marine

Rome, Nov. 6,1944

Ref. Div. IV- No. 901/P

TO : Soc. Sili e Magazzini Generali di
Civitavecchia - Sede Centrale
Via Gregoriana 12 - Rome

Subject : Harbour of Civitavecchia - ReHabilitation of the installations of the Società Sili e Magazzini Generali of Civitavecchia; re-construction of a shed on Molo del Bicchiere.

~~That Company~~ You communicated to this Ministry with letter dated 6 Septeber the design to re-construct, as soon as possible, the installations already existing in the port of Civitavecchia, which have been completely destroyed by air-bombardments and by the Germans.

~~That same Company~~ You pointed-out verbally, through ~~its~~ your own representatives, that, while awaiting the opportunity to rehabilitate above installations, it was Company's intention to construct on Molo del Bicchiere, a shed covering abt. 900 sq.mt. area, wherein to shelter the commodities (salt, foodstuffs, corn, etc.) ex Sardinia and Southern Italy destined to the foodsupply of Rome and nearby Regions.

Having considered that above initiative aims to facilitate the foodsupply for the civil population, this Ministry authorizes above Company to carry out above construction: this Ministry shall be kept duly informed as to the starting and the devolopment of the construction works-

The Harbour Master's office, whom copy of this letter is sant to, shall render above Company every assistance as to despatch all business concerning said construction so that the construction itself may be carried out with the max. promptness.

Instructions have been given to the Salvage Committee as to the clearing of the wreckage from the water in the area facing the south-western side of a/m Molo del Bicchiere.

6329

for the Minister

sgd. Matteini

0094
Declassified E.O. 12356 Section 3.3/NND No. 785021

123B

Roma -6 NOV. 1944 19 1

MARINA

Ministero delle ~~Comunicazioni~~

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Al COLONNELLO GLANVILLE
Sub-Commission Shipping presso
la Commissione Alleata di Con-
trollo
ROMA

Divisione IV Sez.
Prot N.° 901 P Allegati 1

Rispostaal f.° del
Div. Sez. N.°

OGGETTO Porto di Civitavecchia - Ripristino degli impianti della Società Sili e Magazzini Generali di Civitavecchia.

La Società Sili e Magazzini Generali di Civitavecchia, con sede in Roma - Via Gregoriana n.12 - fino al maggio 1943 gestì, nel porto di Civitavecchia, un sylos da grano, un sylos da sale, un frigorifero, nonchè magazzini generali e capannoni, costruiti, fin dal 1926, nel porto stesso sul cosidetto "Molo del Bicchiere".

Tali impianti oggi non esistono più perchè sono stati completamente distrutti dai bombardamenti aerei e dai tedeschi. Inoltre le locali Autorità Alleate, per inderogabili esigenze belliche, hanno dovuto interrare parte delle macerie e i rottami dei macchinari distrutti.

6228

La predetta Società, non potendo, nelle presenti circostanze, procedere alla costruzione di un nuovo impianto in luogo di quello distrutto, si proporrebbe, intanto, di approntare subito sul Molo del Bicchiere" un capannone di mq. 900 circa di superficie per il ricovero del sale dell'Amministrazione dei Monopoli di Stato e delle derrate (cereali, carne, frutta, ecc.), provenienti dalla Sardegna e dall'Italia meridionale e destinate all'alimentazione di Roma e delle regioni limitrofe.

Giusta le intese verbali intervenute con la S.V. e in attesa che il Comitato appositamente costituito presso questa Direzione Generale

0095
Declassified E.O. 12356 Section 3.3/NND No. 785021

la Commissione Alleata di Controllo
ROMA

Divisione IV Sez.
Prot. N° 901 P Allegati 1

Risposta al f.° del
Div. Sez. N°

OGGETTO **Porto di Civitavecchia - Ripristino degli impianti della Società Sili e Magazzini Generali di Civitavecchia.**

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6929

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Giusta le intese verbali intervenute con la S.V. e in attesa che il Comitato appositamente costituito presso questa Direzione Generale concreti un piano organico di lavori per il ripristino di quei porti, di cui la Nazione ha maggiormente bisogno nell'attuale momento, que-

./.

C.C

0096

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

sto Ministero ha autorizzato la suddetta Società a costruire il suddetto capannone, tenendo principalmente conto che tale iniziativa tende ad agevolare l'approvvigionamento dei viveri occorrenti per la popolazione civile.

Per opportuna conoscenza si unisce alla presente una copia della lettera inviata alla predetta Società in merito all'argomento di cui sopra è cenno.

IL MINISTRO

P. Mak Kenz

0097

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

MARINA

Ministero della ~~Marina Mercantile~~

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 6 NOV. 1944 123 C. *19* A

Divisione IV *Sez.* *Prot. N.°* 901 P *Allegati*

Risposta al f.° del *Div.* *Sez.* *N.°*

ALLA SOCIETA' SILI E MAGAZZINI GENERALI di Civitavecchia
Sede Centrale
ROMA
Via Gregoriana n.12

OGGETTO Porto di Civitavecchia - Ripristino degli impianti della Società Sili e Magazzini Generali di Civitavecchia - Costruzione di un capannone sul molo del Bicchiere.

e, per conoscenza:

ALLA R. CAPITANERIA DI PORTO di
CIVITAVECCHIA

Codesta Società, con lettera in data 6 settembre c.a., ha fatto presente a questo Ministero che sarebbe suo intendimento procedere, non appena le circostanze lo consentiranno, alla ricostruzione degli impianti, già esistenti nel porto di Civitavecchia e completamente distrutti dai bombardamenti aerei e dai tedeschi.

Codesta stessa Società, a mezzo di propri^ rappresentanti, ha inoltre verbalmente dichiarato che, nell'attesa di poter ripristinare detti impianti, vorrebbe, intanto, costruire subito, sulla banchina del Molo del Bicchiere, un capannone di mq. 900 circa di superficie per il ricovero e lo smistamento delle derrate (sale, cereali, carne, ecc.) provenienti dalla Sardegna e dall'Italia meridionale e destinate all'alimentazione di Roma e delle regioni limitrofe.

Questo Ministero, considerato che tale iniziativa tende ad agevolare l'approvvigionamento dei viveri per la popolazione civile, autorizza codesta Società a provvedere in tal senso e resta in attesa di essere informato dell'inizio e dello sviluppo dei lavori che saranno

0098
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Ministero delle [illegible]

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ALLA SOCIETA' SILI E MAGAZZINI GENERALI di Civitavecchia
Sede Centrale ROMA
Via Gregoriana n.12

Divisione IV Sez. Risposta al f.° del
Prot. N.° 901 P Allegati Div. Sez. N.°

OGGETTO Porto di Civitavecchia - Ripristino degli impianti della Società Sili e Magazzini Generali di Civitavecchia - Costruzione di un capannone sul molo del Bicchiere.

e, per conoscenza:

ALLA R. CAPITANERIA DI PORTO di
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Questo Ministero, considerato che tale iniziativa tende ad agevolare l'approvvigionamento dei viveri per la popolazione civile, autorizza codesta Società a provvedere in tal senso e resta in attesa di essere informato dell'inizio e dello sviluppo dei lavori che saranno all'uopo intrapresi.

La Capitaneria di Civitavecchia, alla quale la presente viene inviata per conoscenza, agevolerà la suddetta Società nel disbrigo del-

./.

C.C.

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

le pratiche occorrenti per la costruzione dell'opera, di cui sopra è cenno, in modo che i relativi lavori abbiano corso con la maggior possibile celerità.

Frattanto si è provveduto ad interessare il Comitato recuperi per il sollecito sgombero dei relitti esistenti nello spazio acqueo antistante il lato sud ovest del suddetto molo.

IL MINISTRO

f.to Malleini

Per copia conforme
IL CAPO DIVISIONE

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

0101

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

CONFIDENTIAL TWX 122

C/728

HQ AC INFO PENSAUK MAIN

FOR INFORMATION ONLY

100/12

COMGEN CBCOT FBS FWD

FBS FWD 1497

NOV 1217COA

ROUTINE

CONFIDENTIAL.

Ref request for visit to LIVORNO of Under Secretary of State for the Merchant Marine Signor CORBI. Reconstruction and operation of the port of LIVORNO has been in the hands of Allied Military and Naval Forces and full use of such facilities must remain under such control come. Further development of the port of PIOMBINO by the AC for unload- ing, storing and shipping by rail of civilian supplies would do much to relieve the load on LIVORNO and such action is recommended at this time. Agreed with NOIC Leghorn that a visit at this time is undesirable from a military standpoint.

Dist

Action - Econ Sec (3)
Info - A/CC
Land Forces
Navy
Tn
File

6326

HEADQUARTERS
13 NOV 1944
A C

CONFIDENTIAL

NOV 1219254

5/1

0102

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

3083

Tn S/C SECRET

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN) 5/86/GDM

11 Nov 44

Tel: FREEDOM 443.

121

Subject : Pyrites ex PORTIGLIONE

To : Allied Commission
for Sub Commission
ROME.

1. Reference your letter AC.Tn/S/1 dated 6 Nov.

2. The C in C Med now advises that the channel into PORTIGLIONE has been swept.

3. Subject to Allied Commission having the necessary facilities to load, bids for the shipment of Pyrites from this port may be submitted.

GS/EW

Industry informed.

G. SWEET, Capt.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

14/C

HEADQUARTERS
6 NOV 1944
C.

811

DB/ph

6 1495

D-315[illegible] (120)

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

8th November 1944

TO : Commanding General : P.B.S.
(Attention E. & M. Officer)

SUBJECT : Electric power to E. Arci & C. Saladini Firm.

IN REPLY QUOTE : R4/ENG/700.2

1. Request that a load of 23 KW be made available to : E. Arci & C. Saladini, engineering firm in Civitavecchia, at the earliest possible date.

2. As it is stated in attached basic communications, this firm is the only available source of minor repairs to Allied Merchant Vessels and their help is urgently needed in the interests of Allied Shipping.

3. Considering this request of Military nature, this office has authorised the supply of power.pending your final approval.

4. Please give instruction this office on the matter.

Lt.Col.R.E.
Regional Engineer
Lazio-Umbria Region AMG.

Enclosures :
a) - Letter ACC/060/PWU dated 24 Oct.
b) - Copy of letter Chairman Port Control Committee dated 18 Oct.

Copy to :
- Chairman Port Control Committee.
- Provincial Commissioner of Rome

6124

0103
Declassified E.O. 12356 Section 3.3/NND No. 785021

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

D-315 (120)

8th November 1944

TO : Commanding General : P.B.S.
(Attention E. & M. Officer)

SUBJECT : Electric power to E. Arci & C. Saladini Firm.

IN REPLY QUOTE : R4/ENG/700.2

1. Request that a load of 23 KW be made available to : E. Arci & C. Saladini, engineering firm in Civitavecchia, at the earliest possible date.

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4. Please give instruction this office on the matter.

Lt.Col.R.E.
Regional Engineer
Lazio-Umbria Region AMG.

Enclosures :
a) - Letter ACC/060/PWU dated 24 Oct.
b) - Copy of letter Chairman Port Control Committee dated 18 Oct.

Copy to :
- Chairman Port Control Committee.
- Provincial Commissioner of Rome

6124

S/1

0104
Declassified E.O. 12356 Section 3.3/NND No. 785021

0105

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

VITAL I
VITAL ...
119

CIVITAVECCHIA

12th November

The Secretary,
The Mediterranean Shipping Board,
A.F.H.Q., C.M.F.

CIVITAVECCHIA - COAL BERTH.

With reference to Minute E360 of Meeting n°34 held 24th October 1944, I have to advise that H.M.S.Salvage vessel "BRISKLI" has been engaged for the last few days lifting wreckage of Mine-sweeper lying off the new coal berth (n°3) and that under date of 11th November the Italian Naval Officer in charge now writes as follows :-

"We beg to inform you that the M.I.17's wreck has been removed and that the depth of water is now 24 feet".

DEPUTY MINISTRY OF WAR TRANSPORT REPRESENTATIVE CIVITAVECCHIA

Distribution:
Allied Commission(Transportation) ~~Lt.Col.Sherville~~ per Coster. (1)
Allied Commission(Coal Division) Lt.Col.Orley (1)

6223

S/1

1158

AC SARDINIA REGION

AC FROM ADAMS

6407

PRIORITY

13 NOV 44

TPTN SC

CONFIDENTIAL PD

PARA ONE PD PLEASE ADVISE WHEN CAGLIARI PORT WILL BE ABLE TO ACCEPT

CIVIL SUPPLIES PD

PAREN TO AC SARDINIA REGION FROM ALCOM FROM ADAMS SIGNED STONE PAREN

NICHOLAS PIOMBINO
CWO. U.S.A.
Asst. Adjutant

6322

S/1

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

0107

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

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

Tn S/C
O/949 118

TO: HEADQUARTERS ALLIED COMMISSION FOR AUSTRIA SIGNAL MESSAGE CENTER No: 68/15

FROM: ALLIED COMMISSION SARDINIA REGION CLASSIFICATION:

REFERENCE No: PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: NOV 151037A OFFICE OF ORIGIN: CITE: ACC 295

CONFIDENTIAL. (1180)

Your 6407 dated 13. Civilian supplies can be accepted immediately.

DIST

ACTION: Tn S/C 2 ✓
INFO: Chief Commissioner
Econ Sec
File

ACTION COPY

6321

HEADQUARTERS
15 NOV 1944
A. C.

DATE and Time of RECEIPT NOV 151420A

Distribution:

S/1

CONFIDENTIAL

0108

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

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

(117)

NSC/1140W
10 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - Rome.

Subject: Port of Civitavecchia. (115)

1. The Navy Sub-Commission is in receipt of information which indicates that no coal laden vessel can reach the new coal berth in the Port of Civitavecchia as a result of a sunken mine-sweeper which is blocking the channel. It is reported that the vessel is within fifteen feet of the surface of the water.

2. It would be appreciated if the Ministry of Marine could furnish this office with any information which is available from recent Italian surveys of the Port of Civitavecchia regarding the sunken mine-sweeper and the degree to which it is hindering the use of the new coal berth. In addition, information is desired regarding salvage operations which have been planned or have already undertaken to clear the channel.

R. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy for:
Transp. S/C - Lt.Col. Glanville ✓
Shipping S/C - Mr. Bell.

6320

Reported to be cleared . 16 Nov. 44

S/1

PORTS of SICILY:

(116)

PALERMO:

See plan to scale.

Liberty ships can discharge moored alongside quays in whole port, except Antemurale where draft 16 ft. now and in the Cala which is the sailing vessel port.

There are no cranes.

TRAPANI:

Not a single quay of over 200 ft. left. 98 wrecks in port.

Draft 20 ft.

A 2500 steamer could get in.

There is alleged to be a swept channel.

LICATA:

Ships drawing 17'6" can operate alongside quay. There is a bar.

MARSALA:

Partly smashed. 13 German craft sunk in port. No swept channel. Not recommended for ships, only for schooners.

PORTO EMPEDOCLE:

6?19

There is a bar on which depth of water now only 20* ft. 21' in inner harbour, 18 to 20' at quays.

CATANIA:

Liberty ships discharge alongside quays.

0109

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

There are no cranes.

TRAPANI:

Not a single quay of over 200 ft. left. 98 wrecks in port.

Draft 20 ft.

A 2500 steamer could get in.

There is alleged to be a swept channel.

LICATA:

Ships drawing 17'6" can operate alongside quay. There is a bar.

MARSALA:

Partly smashed. 13 German craft sunk in port. No swept channel. Not recommended for ships, only for schooners.

PORTO EMPEDOCLE:

6719

There is a bar on which depth of water now only 22' ft. 21' in inner harbour, 18 to 20' at quays.

CATANIA:

Liberty ships discharge alongside quays.

GELA: Open beach. Pier running out from beach. There is a minefield. At 14' ships bump.

MILAZZO: About 18'. Schooners go there, but difficult for steamers owing to minefields. Ask Navy re/ sweeping.

TERMINI IMERESE : Draft now about 16' only. Schooners only.

TN/S/1

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

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

CONFIDENTIAL

ALLIED CONTROL COMMISSION

Tn SC (115)

INCOMING MESSAGE
INFO - ACTION

C/326

TO: DEPDOCKS, DISTWO INFO: HQ AC ROME, NOV NAPLES

SIGNAL MESSAGE CENTER No: 105/8

FROM: AFHQ SIGNED SACMED

CLASSIFICATION:

REFERENCE No: FX 50025

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: NOV 081907A

OFFICE OF ORIGIN: CITE FHTNB

CONFIDENTIAL.

Your TN 708 of 5th. Agreed with G4 (M & TN) AFHQ these personnel withdraw Nov 30th. Allied Commission are being so advised. Arrange accordingly with 3 District.

Dist

Info-Action - Tn SC (2)
Info - A/CC
Econ Sec
File

Spoolace being forward with cable under ref.

HEADQUARTERS
9 NOV 1944
A.

INFO - ACTION

6218

CONFIDENTIAL

DATE and Time of RECEIPT NOV 082100A

Distribution:

0 1 1 2

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

(113)

CWO/gv

Coal Division

Tel: 478489 Date 6 Nov. 44

Ref: AC/IND/CD/8/25

SUBJECT: Civitavecchia.

TO : Coal Section, Adv. A.F.H.Q.
c/o M.R.S. - APO 400

1. Following telegram has been received from the CWTR Civitavecchia :

" Reference proposal despatch FORT FREDERICK and BAGHIAN TRADER to CIVITAVECCHIA with coal request you obtain from Royal Navy report of Hydrographical Department now charting here. Have reason to believe no vessel can reach new coal berth until wreckage lifted. SACMED 022039 A not to all refers. ".

on receipt of which contact by telephone was made with Mr. R.F. Fairley, M.M.P. Representative, Civitavecchia. He verbally reported that he had been in touch with an officer of the hydrographical Department who had informed him that the sunken mine-sweeper in the harbor would prevent coal laden vessel from reaching the new coal berth. The sunken vessel ~~restricted~~ was blocking the channel and was only within 15 feet on the surface of the water. He also reported that the depth of water at the entrance of the harbor and the new coal berth were 24 ft.

2. Mr. Fairley recommended that immediate action be taken to remove the sunken mine-sweeper and suggest that the pile-driver which was in fact a converted floating-~~driver~~, crane could be used for this purpose and stated that it was capable of lifting up to 50 tons. It was also stated that divers were available at Civitavecchia.

3. Could this report please be investigated with the view of immediate action. Please.

For the Chief Acting Commissioner:

6317

Copy to: Navy Sub-Commission
Transp, S/C -Lt.Col.Glenville
Shipping S/C - Mr.Bell

W.3. VAUGHAN
Director,
Industry Sub-Commission

0 1 1 3

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

CONFIDENTIAL

FOR INFORMATION ONLY

HEADQUARTERS NOV 1944

HQ AC FOR LEGG

AC SARDINIA REGION

122/08

NOV C81742A

ROUTINE

CITE ACC 178

CONFIDENTIAL.

Salt export po ition subject. Ref your 5804 dated 1st and 6016 dated 4th. Salt MONOPOLA have 200000 tons kitchen salt immediately available for shipment. Firm CONTI VECCHI have immediately available 160000 tons kitchen salt, available in 60 days further 300000 tons (of this 20 tons daily table salt could be produced) facilities for loading from barges available at both firms. Limiting factor monthly export is loading facilities Port of CAGLIARI: estimated monthly loading capacity 6000 tons.

AC Dist
Area - Food Sec (2)
Info - Alec
Econ Sec
Tn Sec
Commerce
File

Foodcon please tie up with cable under ref.

6316

CONFIDENTIAL

NOV 090900A

0114

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

FRAG/h1

(108)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel:478704
Our Ref: AC.tn/S/1/108

10 November 1944

INTER-OFFICE MEMO

TO : Food Sub-Commission

SUBJECT: Salerno Port

1. Your memo 51-2/200 Food of the 4th Nov. refers.

2. Repairs to the quay-side Warehouse will be completed on the 17th inst.

F.R.A.GLANVILLE
Lt.Colonel
Shipping, Ports and
Warehousing Division
Tn.Sub.Comm.

6315

0115

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

FRAG/h1

(107)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

10 November 1944

Tel: 478704
Our Ref: AC.Tn/S/1/107

TO : Zone Commissioner
Allied Commission
Salerno

SUBJECT: Salerno Port

Please furnish this office by return a firm date for completion of repairs to the quay-side Warehouse.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

1 Passed 10/11/44 to Maj. Barr. Will be completed by 17/11/44

See (106) (108)

6714

0116

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

INTER OFFICE MEMO

KJC/sl

Ser: 408

4 November 1944

Ref: 51-2/200/FOOD

SUBJECT: Salerno Port

TO : Transportation Sub-Commission, Shipments, Ports & Warehouse Division

1. Your letter AC TN/S/1/82 of 2 November refers.

2. Please notify us when the repairs to the key-side warehouse have been completed.

W. J. LEGG
Colonel
Director, Food Sub-Commission

6213

S/1

0117

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

FRAG/h1

102.

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

8 November 1944

Tel: 478704
Our Ref: AC.Tn/S/1/102

TO : Capt.Palmer
AC. Castellamare

SUBJECT: Grain Elevator at Castellamare

1. Attached hereto is a copy of a report submitted by the Ministry of War Transport Survey representative of an inspection made 28.10.44 and agreed by a Movements Representative who was present.

2. Kindly let this H.Q. have your observations on the recommendations made and say whether they can be fulfilled.

for W.W. Mackay
Lt. Col.
B.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Enclosure: 1.
(Report)

6212

0118

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

A. Cmdr. Francisco:

Is this for dispatch - found with other out-going correspondence?

Lt. Gardner

S NOV 1944

File S/1

X VISIT TO CASTELLAMARE

Movements HQ.

GRAIN ELEVATOR 25-10-44.

1. At the request of the ACC, I visited the Grain Elevator plant with the object of offering an opinion as to whether this plant could be depended upon to deal with the prospective programme of importing 25,000 tons per month through this Port.

2. The plant was built in 1923 and with four elevators working, designed to discharge 3,000 tons per 24 hours. From the records kept it is seen that this figure has been bettered s several times. There are now only three elevators working, one having been destroyed during 1943.

3. From the design of the equipment, I am of the opinion that there is unlikely to occur any major breakdown requiring a spare part which could not be manufactured locally.

4. The standard of maintenance I observed was not high, nor did the staff appear adequate. I formed the impression that there was not routine maintenance being done, merely repair of any part which caused stoppage. There is a small workshop within the premises, but from inspection of this, it appeared not tohave been used for a considerable time. My reasons for stating that the staff did not seem adequate is that though informed there were five mechanics employed on each shift, I required one and a half hours to trace any one of them. There must be attendants solely employed on elevators.

5. I would recommend that during the period of A.C.C.'s responsibility for or dependance upon the plant, there should be a B.O.R. placed in charge of the maintenance. He would require to be given a more modern lathe, shaper and drill, than those available in the present workshop. The type of mobile workshop used by the R.A.S.C. would be eminently suitable.

6. It is the practice now to discharge the entire cargo with the elevators, trimming the hold when nearly empty in quite a primitive way. This causes the plant to be operated longer per ship than need be, and I would further recommend that when ships are to be wholly discharged at this port, they be lightened to, say, 80%, then finished after removal to next berth to the north, by using winches operating continously and whipping, on a loose lead, two buckets [illegible]

0119
Declassified E.O. 12356 Section 3.3/NND No. 785021

this Port.

2. The plant was built in 1923 and with four elevators working, designed to discharge 3,000 tons per 24 hours. From the records kept it is seen that this figure has been bettered s several times. There are now only three elevators working, one having been destroyed during 1943.

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6. It is the practice now to discharge the entire cargo with the elevators, trimming the hold when nearly empty in quite a primitive way. This causes the plant to be operated longer per ship than need be, and I would further recommend that when ships are to be wholly discharged at this port, they be lightened to, say, 80%, then finished after removal to next berth to the north, by using winches operating continously and whipping, on a loose lead, two buckets tipping into chutes, discharging into bagging platform on the quay. 6511

7. If the above recommendations be given effect, I would have no hesitation in considering the plant adequate to deal with quantities up to those anticipated.

X Accompanied by Lieut. Wright, Movements H.Q.

Sgd.....
M.W.T. Survey.
Sgd. Lt.Wright. R.A. 5/1

0120
Declassified E.O. 12356 Section 3.3/NND No. 785021

0121

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

(101)

AFHQ CITE FHGDM PESUP

AC FROM ADAMS
6099

6 NOV 44

ROUTINE

TPTN SC

CONFIDENTIAL PD

PARA ONE PD REF YOUR SIGNAL RECEIVED NOV FOUR PROPOSALS FOR DESPATCH COAL SHIPS TO CIVITAVECCHIA PD

PAREN TO AFHQ CITE FHGDM FHSUP FROM AC FROM ADAMS SIGNED STONE PAREN

SUBJECT /COMPLETION OF QUAY AND SUFFICIENT DEPTH TO GET ALONGSIDE CAN ACCEPT

FORT FREDERICK NOV ONE EIGHT AND BELGIAN TRADER DEC ONE PD FORT FREDERICK EXPECTED RATE DISCHARGE THREE FIVE ZERO TONS PER DAY PD NO QUAY OR ANCHORAGE AVAILABLE IN BAD WEATHER FOR BELGIAN TRADER UNTIL FORT FREDERICK CLEARED PD AGREED COAL DIVISION PD

6310

NICHOLAS PIOMBINO
CWO. U.S.A.
ASST. ADJUTANT

S/1

0122

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

APHQ CITE FHGDM FHGEG FHTFN FHAIR FHGDS

AC FROM ADAMS
6090

ROUTINE
TPTN SC
6 NOV 44

CONFIDENTIAL FD

PARA ONE FD REFERENCE YOUR FOX XRAY FOUR EIGHT ONE EIGHT FOUR FD

PAREN TO APHQ CITE FHGDM FHGEG FHTFN FHAIR FHGDS FROM AC FROM ADAMS

SIGNED STONE PAREN

PARA TWO FD REF YOUR PARA ONE FD THIS IS REQUIREMENT SIGNALED BY MIKE WILLIAM/AFTER TARE AGREEMENT BY ABLE CHARLIE FD

PARA THREE FD REF YOUR PARA TWO FD THIS IS BEING TAKEN UP WITH REGIONAL COMMISSIONER SARDINIA FD

PARA FOUR FD REF YOUR PARA FOUR FD ON DEPARTURE ABLE GEORGE SARDINIA CMA PORT BEING SET UP UNDER ITALIAN PORT COMMANDER WITH PORT COMMITTEE FD STEVEDORES AND GEAR ADEQUATE FOR KNOWN COMMITMENTS FD PAREN ABLE PAREN ABLE CHARLIE CHARLIE ARMY SUB COMMISSION FD MOVEMENT CONTROL OFFICER CARRYING OUT THIS OPERATION FD PAREN BAKER PAREN THIS IS ROGER FOX 6309 AND ROGER ABLE SUGAR CHARLIE RESPONSIBILITY AS CONSIGNORS TO MAKE ARRANGEMENTS FOR USE OF PORT FACILITIES FD PAREN CHARLIE PAREN YES CMA PAREN DOG PAREN YES FD

NICHOLAS PIOMBINO
CWO. U.S.A.
Asst. Adjutant

0123

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

SECRET

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/41-GEM

5 Nov 44

Tel:FREEDOM 443

Subject:- Berthing - CASTELLAMMARE

To :- M.W.T.R. Med.

1. As you are aware from the LAC-CAL correspondence, heavy cereal tonnages have been planned to arrive in ITALY during Dec and Jan. Average arrivals will be,1ship every 2½ days in Dec and 1 every 1½ days in Jan.

2. The military programme envisages the greater portion being discharged on the West Coast. To ensure a quick turn-round of shipping and the maximum use of existing harbour facilities, it is requested that permission be granted for cereal vessels to be berthed "stern-to" at CASTELLAMMARE as was the practice last year.

3. This method would permit the discharge of two vessels simultaneously one with bagged (top cargo) and the other with bulk (bottom cargo) and would materially reduce the present heavy delays which are occurring to cereal ships in this area.

M.J. SIEFF, Lt. Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

VK/DMC

Copy to : Allied Commission, RCME.
G-5.
Mov., West ITALY.

6208

5/11

0124

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

AMMcL/hl

(97)

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

6 November 1944

Tel: 478704
Our Ref: AC.Tn/S/1

SUBJECT: Port facilities Portiglione

TO : G - 4 AFHQ

May this office please be informed what progress has been made in clearing the Port of Portiglione, as a large number of bids for Pyrites have been held up on this account.

for D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Copy to : G - 5

83107

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

(94)

Tel: 478704
Our Ref: AC.Tn/8/1/187B

3 November 1944

Lu (87)

MEMO to Economic Section

Reference attached letter from Regional Commissioner, Sardinia.

1. Lt.Warley reported to Regional Commissioner (who had been advised of his coming on the 17th) and was passed to Capt. Turner. The Regional Commissioner left on the 18th.

Lt.Warley was in liaison during all his stay with Capt.Turner who acquiesced on his departure saying the Regional Commissioner would not be back for some time.

2. The date of withdrawal of American installations in Cagliari has been constantly changed and information received on the 29th from the Navy Sub-Commission was that Naval Authorities said their arrangements were held up till further orders. We were unable to get a statement that the hand-over when made would be definitely to the Italian Navy.

3. Lt.Warley inspected the Port to make sure that sufficient gear would be available for civil use after the Americans left and a list of agreed equipment by MWT was sent to AFHQ.

As will be seen in his Memo, Lt.Warley advised the setting up of a Port Committee in order to cooperate with the Italian Port Authorities.

4. We had sent a signal on October 16th, an extract to the Region from the forecast of Natousa letter of 27 October which read as follows: -

Responsibility for securing Warehousing and distribution civil supplies will be ACC.

Ships with goods from outside MED, discharge of ship's

0123
Declassified E.O. 12356 Section 3.3/NND No. 785021

MEMO to Economic Section

Reference attached letter from Regional Commissioner, Sardinia.

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4. We had sent a signal on October 16th, an extract to the Region from the forecast of Natousa letter of 07 October which read as follows: -

Responsibility for securing Warehousing and distribution civil supplies will be ACC.

Ships with goods from outside MED discharge of ship's rail will be arranged by MWT/WSA.

Reception and quay clearance by consignee.

For other ships both discharge and quay clearance, responsibility of consignee.

From signal received since the ~~arrival~~ of this report, it would appear that the Regional Commissioner has not taken any initiative pending further instructions.

0126

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

(41A

5. There is an Italian Port organisation under a Port Commander, sufficient quays and equipments, and names available for a Port Committee.

It is recommended that pending the Navy's decision on hand-over, the Regional Commissioner be instructed to assume that the Port will be handed through the Italian Minister of ~~Mercantile~~ Marine to operation under the Port Commander, - that a Port Committee be formed to advise and assist and ensure the necessary quick turn round of ships required by AFHQ, that the Italian authorities through the High Commissioner be advised to ensure the supply of labour, trucks, etc. necessary for Port clearance and for setting up of the usual system of stevedorage for Port labour in order that they may be available to consignees requiring ship's discharge.

JMatowell

for B H Adam

6205

0127

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

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION

23rd October 1944

To : Headquarters, Allied Control Commission,
(Office of the Chief of Staff)

Subject : Port of Cagliari.

Reference: Tptn/1605

1 I attach a brief memorandum put in by Lieut. WARLEY, who was sent over to this Headquarters on the 17th October 1944. He reported on arrival and then left suddenly without again reporting to Region HQ and is no longer in SARDINIA.

2 In the attached memorandum the Officer starts with a statement that the Port of CAGLIARI will be handed over on the 1st of November 1944 and I infer from Para. 5 that it is to be handed over to the Italian authorities but am not clear who is to have the actual responsibility.

3 I understand that the Allied Garrison Commander has the question of the hand over of the Port in hand and has gone to AFHQ for instructions.

In view, however,, of the imminence of the departure of Allied Garrison H.Q. I feel it should be made clear that the operation of the Port is now in the hands of an efficiently organised American Unit, including a Dock Operating Co, Police and a fleet of trucks.

Goods for shipment are taken over at Depots by this Unit and transported to the Quays and loaded - Goods arriving are dealt with similarly, being cleared by this Unit from the Port area to depots.

4 When Allied Garrison Sardinia and this Unit leave it is presumed that the Italian Navy will see to arrangements for berthing ships - but some agency, or the Italian Army, under the High Commissioner, will require to be made responsible for unloading the ships and loading them and clearing goods from the Port area and for policing the dock area.

This agency will require sufficient trucks to clear about 400 tons a day, off loaded, and to bring in goods for loading.

0128
Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject : Port of Cagliari.

Reference: Tptn/1605

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This agency will require sufficient trucks to clear about 400 tons a day, off loaded, and to bring in goods for loading. It will also require skilled loading personnel and Police.

5 The greater part of the cargo in the Port will be owned by the Italians as A.C.C. cargo is being paid for by the Italians before it arrives in Cagliari. The Military Cargo will be very small.

6 My staff is considerably reduced and it would be impracticable for A.C.C. to accept responsibility. A representative of A.C.C. could attend the Meetings of the Italian Port Authorities in

/./

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

order to pass on any information from your Headquarters.

7 I doubt whether the hand over can be undertaken by the 7th of November and feel that the most urgent problem is the constitution of a definite port or dock unit to take the place of the American Dock Operating Company.

J.A.C. PENNYCUICK.
Colonel.
Regional Commissioner.

JRBT/ajs.

0130

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

0131

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

/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478704
Our Ref:

3 November 1944

MEMORANDUM

PORT OF SALERNO

1) Two quays:-
East quay, Length 110m, Depth 21'
West quay, Length 140m, Depth 24'

Note:- Entry of vessels is governed by
Bar - Depth 22 ft.

2) Railway runs along East Quay and is equipped with Warehouse with a capacity of 3/4000 Tons. (At present the Warehouse leaks, but the Italian Navy have this in hand and will have it repaired within the next two or three days.

3. The Italian Navy is ready to accept responsibility of bringing ships alongside and stated that under normal conditions can bring ships alongside using only ships steam.

It does sometimes happen (may be four or five times a year) that in very rough weather a tug would be necessary.

4. The stevedore contractors are ready to work ships. They have ample equipment and personnel available. They estimate that 1000 tons of bagged grain could be unloaded per day working in 3 shifts of 8 hours. No delay would occur in handling bulk grain except in the initial stage of getting the first slings of bagged grain ready. Additional gangs would be sent on board to bag grain.

5. The grain would be dispatched from quayside to mills by lorry. The lorries could only work in the hours of daylight as the lorries are not equipped with lights. It is estimated that 500 tons would be cleared per day.

6. The Consorzio would tally and despatch cargo and sign for shortages etc.

7. The wheat requirements for the Salerno Zone is 5,200 tons and if all this could be shipped to Port, much work would be saved. Reference is made to the purposed allotments of 4000 tons per month by sea.

U.R.A.

0132

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

Subject : GRAIN ELEVATOR AT CASTELLAMMARE

ALLIED FORCE HEADQUARTERS (41)

G-4(MOV & TN) 5/41/GDM

2 Nov 44

Tel : FREEDOM 443

To : Allied Commission,
Tn Sub Commission
A.P.O. 394.

1. Attached hereto is a copy of a report submitted by the Ministry of War Transport Survey representative of an inspection made 28.10.44 and agreed by a Movements Representative who was present.

2. Paras 4, 5 and 6 are worthy of your special consideration and attention, particularly para 5.

3. Kindly let this H.Q. have your observations on the recommendations made and say whether they can be fulfilled.

M.J. SIEFF, Lt. Col.
for Brigadier,
D.Q.M.G. (Mov & Tn).

GS/KFS.

Copy to : G-5
M.W.T.R.
W.S.A.

10/5

6301

COPY

MOVEMENTS H.Q.

91A

X VISIT TO CASTELLAMMARE

GRAIN ELEVATOR 25-10-44.

1. At the request of the A.C.C., I visited the Grain Elevator plant with the object of offering an opinion as to whether this plant could be depended upon to deal with the prospective programme of importing 25,000 tons per month through this port.

2. The plant was built in 1923, and with four elevators working, designed to discharge 3,000 tons per 24 hours. From the records kept it is seen that this figure has been bettered several times. There are now only three elevators working, one having been destroyed during 1943.

3. From the design of the equipment, I am of the opinion that there is unlikely to occur any major breakdown requiring a spare part which could not be manufactured locally.

4. The standard of maintenance I observed was not high, nor did the staff appear adequate. I formed the impression that there was not routine maintenance being done, merely repair of any part which caused stoppage. There is a small workshop within the premises, but from inspection of this, it appeared not to have been used for a considerable time. My reasons for stating that the staff did not seem adequate is that though informed there were five mechanics employed on each shift, I required one and a half hours to trace any one of them. There must be attendants solely employed on elevators.

5. I would recommend that during the period of A.C.C's responsibility for or dependance upon the plant, there should be a B.O.R. placed in charge of the maintenance. He would require to be given a more modern lathe, shaper and drill, than those available in the present workshop. The type of mobile work-shop used by the R.A.S.C. would be eminently suitable.

6. It is the practice now to discharge the entire cargo with the elevators, trimming the hold when nearly empty in quite a primitive way. This causes the plant to be operated longer per ship than need be, and I would further recommend that when ships are to be wholly discharged at this port, they be lightened to, say, 80%, then finished after removal to next berth to the north, by using winches operating continously and whipping, on a loose lead, two buckets tipping into chutes discharging onto bagging platform on the quay.

7. If the above recommendations be given effect, I would have no hesitation in considering the plant adequate to deal with quantities up to those anticipated.

X Accompanied by Lieut. Wright, Movements H.Q.

Sgd .??.....

M.W.T. Survey.

0133

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

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X Accompanied by Lieut. Wright, Movements H.Q.

Sgd .??.....

M.W.T. Survey.

Sgd. Lt. Wright. R.A.

6

8/1.

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

0135

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

RESTRICTED

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

FOR ADAMS

TO: ACTION AC MAIN/CG COMZONE NATOUSA INFO TO HQ MBIA: DMWTR CAGLIARI: AC SARDINIAN REGION: AGC SARDINIA SIGNAL MESSAGE CENTER No: 107/04

FROM: AFHQ SIGNED SACMED CLASSIFICATION:

REFERENCE No: FX 48184 PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: NOV 041802A OFFICE OF ORIGIN: CITE: FHGDM, FHGEG, FHTPT, FBAIR, FHGDS.

ACTION

RESTRICTED.

1. Your Memo 21 Oct considered following gear adequate for future use of CAGLIARI. 20 sets can hooks. 10 cargo nets. 4 wire slings 10 tarpaulins.

2. Presume these are in addition to requirements discussed by AGC SARDINIA and Regional Commissioner Allied Commission. AGC SARDINIA'S AGS-4769 of 31 Oct not to all refers. Confirm.

3. AGC SARDINIA is requested to deliver these items to AC SARDINIA REGION. Equipment to be handed over to AC on memorandum receipt.

4. Are AC personnel and resources at SARDINIA adequate to cope with (a) Italian MT commitment outlined in my FX 45366 of 29 Oct 44 (b) approx 4000 tons military clearance to NAPLES including 1000 tons RAF 1400 tons RASC sups 1500 pigment ore for RE and ORD. (c) 206 railway wagons for Allied Commission NAPLES (d) Approx 1500 monthly imports and exports thereafter for services.

DIST
ACTION: Tn S/C 2
INFO: A/CC
C.o.S.
Land Forces
Econ Sec
File

6299

DATE and Time of RECEIPT NOV 042125A

Distribution:

RESTRICTED

HEADQUARTERS 5 NOV 1944 A.C.S.

88/1
3lo

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our Ref : AC/TN/S/I/84

3 November 1944

TO : Regional Commissioner
Lazio-Umbria Region

See 84

SUBJECT : Port of Civitavecchia.

1. With the turn-over of Civitavecchia to a civil port and prospective arrival of civil supplies in Civitavecchia, it is necessary to delineate the responsibility in regard to their reception.

2. In all Italian ports turned over to civil use, it has been agreed that for Ocean-going ships (not coasters and schooners) carrying civil supplies, the arrangements for discharge over ship's rail of the supplies will be carried out on behalf of AC by the Minister of War Transport or War Shipping Administration. Reception of the goods on the quay and quay clearance are responsibilities of the consignees, the consignees being an AC Region or a Sub-Commission or such Italian authority as has been nominated as consignee of the goods.

3. For Ocean-going vessels on coastwise voyages, and coasters and schooners transporting goods from one part of Italy to another, no part of the arrangements for discharge is the responsibility of MWT/WSA. The entire responsibility for discharge and quay clearance rests with the consignee who must make all the arrangements.

4. The consignee must, in all cases, make arrangements to insure that ships are released in the quickest possible time and goods cleared immediately from the quays.

5. The quick turn-round of ships is required by AFHQ and AC. is held generally responsible in this matter at civil ports. Regions therefore have a general responsibility to see that the necessary priority is given for all arrangements, including supplies of labor and trucks, necessary to enable the consignees to get their goods to and from ports.

6. The Transportation Sub-Commission is the liaison with AFHQ on all Shipment matters, and will appoint port liaison officers in such ports as is considered necessary. These officers will be required to carry out general liaison duties between the Region and Port Authorities and the Transportation Sub-Commission.

7. Capt. Bowes is being nominated Port Liaison Officer at Civitavecchia.

6200

By command of Commodore Stone

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

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6088

By command of Commodore Stone

D.S. ADAMS
Colonel C.E.
Director Tn. Sub-Comm.

Copies to : Economic Section
Agricultur Sub-Commission
Commerce Sub-Commission
Food Sub-Commission
Industry Sub-Commission
Labor Sub-Commission
Public Works Sub-Commission
Public Safety Sub-Commission
Shipping Sub-Commission

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

0138

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

TN SC

8YA
9921 S-7

MSTE (SECD) INFO SACMED. AC ROME. FOR ADAMS COAL DIVISION.

FOR INFORMATION ONLY 98/03

DEWTR CIVITAVECCHIA

IN CLEAR
OF PRIORITY

NOV 031305A

Reference proposal despatch FORT FREDERICK and BELGIAN TRADER to CIVITAVECCHIA with coal request you obtain from Royal Navy report of Hydrographics Department now charting here. Have reason to believe no vessel can reach new coal berth until wreckage lifted. SACMED 022039A not to all refers.

DIST

ACTION - MWTR REP (2)
(AIR BELL)
INFO A/EC
INDUSTRY
TN SC
FILE

6297

HEADQUARTERS
A MOVSHA
Aug 30

TN/S/1.

NOV 032200A

Harold to Col Adams

3 November 1944

(84)

Handing over of Port to civil use.

Port of CIVITAVECCHIA

See 83

Since the Port of Civitavecchia was handed over for civil use, it is working at least as effectively for the quantities of civil cargoes required, as when Military were in control.

There is an efficient Italian Port Captain with a Port Committee including USA/MWT, ACC and COGENA.

There is an Italian harbour pilot with trained personnel.

Two new standard gauge railway lines are being laid down and expected to be completed by November 16. One line leads along-side the newly constructed coal-berth and one 800 yards along-side the Liberty ship berth.

A Warehouse for 100 tons is being erected on the quay of this berth. There is a Port machine shop repair of minor ship repairs and making special cargo gear. There is an Italian tug of sufficient power to dock a Liberty ship.

At present a 10,000 ton Liberty type ship SS/EMPIRE SUMMER, and 5000 ton coal vessel are discharging, - also a schooner with civil supplies.

There is a Port Agent and ample Port labour is available together with competent stevedores.

Cargo is moving from dock to rail by lorry and rail trucks are laid on at satisfactory intervals. The docking and moving of the SS/EMPIRE SUMMER to a fresh berth owing to weather conditions, were carried out as a normal procedure.

All gear for the discharge of above mentioned vessels has been procured by ACC and further requirements and handling grain ships have been indented for from AFHQ.

The Italian Port Captain is efficient and diligent [illegible]

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

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All gear for the discharge of above mentioned vessels has been procured by ACC and further requirements and handling grain ships have been indented for from AFHQ.

The Italian Port Captain is efficient and diligent and appears to take a pride in his job.

Port of CASTELLAMARE.

The use of the Port of Castellamare, that is to say, for that part not retained by the Navy is for the discharge of grain ships.

This has required the presence of a dock operating Company who moved out at short notice taking all gear, although AFHQ had been advised by ACC of the necessity of leaving gear and had endeavoured to post-pone for a short time the departure of this Dock's Company.

0140

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

It is required that two grain ships at a time shall be discharged having both bulk and bag cargoes. For this purpose all arrangements have been made by indent on AFHQ for the necessary equipment, - barges, tarpaulins, hoses, lighting sets, tractor etc;, most of this equipment has arrived. One ship is now being discharged.

All arrangements are ready for the discharge of the other when weather conditions allow it to move from Naples.

There are some articles of requested equipment not yet arrived, but an efficient civil firm with trained labour is being employed and will be able effectively and efficiently to discharge the ships of the Castellamare programme.

6295

0141

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

All arrangements are ready for the discharge of the other when weather conditions allow it to move from Naples.

There are some articles of requested equipment not yet arrived, but an efficient civil firm with trained labour is being employed and will be able effectively and efficiently to discharge the ships of the Castellamare programme.

6295

0142

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

(82)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

2 November 1944

Tel:478704
Our Ref: AC.Tn/S/1/82

INTER-OFFICE MEMO.

FROM : Shipments, Ports, Warehouse Div.
Transportation Sub-Commission

SUBJECT: Salerno Port

TO : Food Sub-Commission

With reference your ACC/51-2 Food of the 21st ult.

1. The Port of Salerno is ready to receive ships alongside quay with a draught up to 21'. The Bar at the harbour entrance is 22'.

2. The local firm of stevedores is ready with equipment and labour, and estimate that they can discharge at the rate of 1000 tons per day.

3. Salerno Zone state that by using all available transport, they can clear the quay at the rate of 500 tons per day.

4. On the quay-side there is a warehouse with a storage capacity of 3/4000 tons. When visited, the warehouse was leaking badly, but the Italian Authorities say that they will take this in hand immediately and that the store will be ready for use in 2/3 days' time.

5. In your letter of the 21st ult. it is stated that it is proposed to send 4000 tons of bagged grain. In a letter from the Regional Economics and Supply Officer addressed to Salerno Zone, it refers to 4000 tons of bulk grain.

6. Bulked grain would have to be bagged on ship and there

0143
Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER-OFFICE MEMO.

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5. In your letter of the 21st ult. it is stated that it is proposed to send 4000 tons of bagged grain. In a letter from the Regional Economics and Supply Officer addressed to Salerno Zone, it refers to 4000 tons of bulk grain.

6. Bulked grain would have to be bagged on ship and there would be an initial delay whilst the first slings were being prepared.

6. Salerno Zone has advised this department that their monthly requirement is 5.200 and asked that shipments be increased to cover all their requirements, instead of having to call for the balance from Castellamare.

F.R.A.Glanville

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

0144

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

0145

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

(80)

APHC CITE FHGDM FHGEG

AC FROM ADAMS

5807

I NOV 44

~~SECRET~~ PRIORITY

TRANSPORTATION SC

(68)

SECRET PD

PARA ONE PD PORT ACCEPTANCE CIVITAVECCHIA YOUR SIGNAL OF OCTOBER TWO

EIGHT PD

PARA TWO PD INFORMATION COLLIER NOT YET AVAILABLE PD

6293

S/1

NICHOLAS PICCIRINO,
CWO, USA,
Assistant Adjutant.

0140

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

(79)

To:- See Distribution list:

Please note that the telephone numbers of the British Ministry of War Transport at Civitavecchia are as follows:-

VITAL 22
VITAL 21

Distribution:-

M.W.T.H.Q.,(A.D.)., A.M.H.Q., C.M.F.	(6)
M.O.W.T., 9 Via del Chiostro, Naples	(4)
M.T.O.R.O. " "	(2)
D.M.W.T.R. Piazza Borsa, Naples	(2)
S.T.L.O., Leghorn	(1)
B.M.L.O., Civitavecchia	(1)
M.S.A., Civitavecchia	(1)
G.A.R.H.Q.	
LIAISON, SHIPPING SUB-COMMISSION ROME	(1)
H.Q., A.C.C., ROME	
H.Q., A.C.C., TRANSPORTATION SUB-COMMISSION ROME	(3)

6292

H Stanley

S/1

0147

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

(7)

CIVITAVECCHIA PORT CONTROL COMMITTEE MEETING N°3
HELD 09.00 HOURS 26th OCTOBER 1944

Owing to absence of members held up by road obstructions and for other reasons, no business was done.

Next meeting 09.00 hours, Monday 30th October.

Distribution:
Captain Degovic, W.S.A., Civitavecchia
Lieut. Anderson, R.N.V.R. B.M.L.O. "
Capitano di Fregata Vocaturo= N.O.I.C. Civitavecchia
Tenente di Vascello Pietro Dordoni. Asst. N.O.I.C. "
Maggiore Guarino=Il Maggiore di Porto Comandante "
Capitano Mario Abriani...CO.GE.MA. "
Signor Lanosa Alberto...M.W.T. Agents Rep. "
Dott. Sergio Rotti Parsani..*W.S.A. Agents Rep. "
M.W.T.O.(MED) A.F.H.Q., C.M.F.
A.C.C. TE. ✓

A Hanley

DEPUTY MINISTER OF WAR TRANSPORT REPRESENTATIVE CIVITAVECCHIA

S/t

0148

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

70

EF/fd

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
APO 394

30 October 1944

AC Tn/S/1

TO : Div. Supt. Tn. Sub-Comm.
(Attn. Major Blair)
Province of Reggio Calabria

SUBJECT : Port of Vibo Valentia

60

Reference your Reg. 9/ dated 20 Oct..

Many thanks for the information you give and the map of the above port, which are most useful.

EF

D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

6291

S/1

0149

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

SECRET

TN S/C (69) 9427

AGS SARDINIA INFO TO ACC SARDINIA REGION, ARMY SUB COMMISSION ACC HQ, MMIA 53/29

AFHQ SIGNED CYPHER
FX 45366

OCT 291041

CITE FHDDM FHTPN FHSUP FHCR

HEADQUARTERS 29 OCT 1944 A. C. C.

SECRET.

Request all colliers SARDINIA to ITALY load maximum deck space with Italian Army vehicles subject to master's agreement and satisfaction as to ~~loading~~ Lashing by shippers. Vehs to loaded will not prejudice discharging programme of vessels. Vehs will be moved overland to ultimate destination. Please confirm that this loading will continue to be undertaken by ACC after withdrawal American forces. Agreed MTB

(89) TN S/C

Army Sub-Com have this in hand - going to Sardinia to this when matter ups with Naval L.O. Formerly

FOR INFORMATION ONLY 6293

DIST

INFO-ACTION ARMY SC (2)
INFO A/CC
C.O.S.
ECON SEC
TN SC
FILE

SECRET

S/1

OCT 291400

0150

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

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TNSIC 68

9377

TO: ACTION ALLIED COMMISSION FOR ADAMS

SIGNAL MESSAGE CENTER No: 70/28

FROM: AFHQ SIGNED SACMED

CLASSIFICATION: IN CLEAR

REFERENCE No: PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: OCT 281913A OFFICE OF ORIGIN: CITE FHGDM FHGEG

---

1. DMRS estimates rail served berth will be completed at CIVITAVECCHIA by approx Nov 15.

2. Request you state earliest date by which you can accept (A) COLLIER (B) Bagged cereal ship for discharge.

Answered at 80

Dist

Action - Tn SC (2)
Info - A/CC
Econ Sec
File

HEADQUARTERS
29 OCT 1944
A. C. C.

ACTION

6289

DATE and Time of RECEIPT OCT 282125A

Distribution:

S/1

0151

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

RESTRICTED

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TN 9429 (69)

TO: MTR MED AFHQ CMF INFO NOIC CIVITAVECCHIA, HQ ACC TRANSPORTATION ROME AND TSA 54/29

CIVITAVECCHIA SIGNAL MESSAGE CENTER No:

FROM: DEPT CIVITAVECCHIA CLASSIFICATION:

REFERENCE No: PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: OCT 281840 OFFICE OF ORIGIN:

INFO - ACTION

RESTRICTED.

Protest vehemently against berth No 2 being blocked even temporarily by 599 tons coal dump Ex BERKEL. Request removal at once.

Flora Tuesday for Wellington.

HEADQUARTERS 29 OCT 1944 C. C.

DIST

INFO-ACTION TN SC (2)
INFO A/CC
ECON SEC
INDUSTRY SC
FILE

6288

OCT 291450

DATE and Time of RECEIPT .....

Distribution:

RESTRICTED

3/16

0152

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

SECRET

TM S/C (63) 1733

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

MJG/em

C-4

22 October 1944

SUBJECT: Cereal Ships - NAPLES and Satellite Ports

TO : Headquarters, Allied Control Commission, APO 394.
(Attn: Transportation Sub-Commission) (62)

Reference AFHQ letter G-4(Mov & Tn) 5/41/GDM dated 20 Oct 44, of which you have a copy.

It is requested that you submit modified requirements in conformity with the policy expressed.

For the Assistant Chief of Staff, G-5:

M.J. GLENN, Major
Econ. & Supply Division.

HEADQUARTERS
23 OCT 1944
A. C. C.

See (81)

Copy to MoTn

6287

S/25

SECRET

S/1

0153

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

SECRET
COPY

(62)

SECRET

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/41/GDM

Subject: Cereal Ships - NAPLES and Satellite Ports.

20 Oct 44

To: G-5

Tele : FREEDOM 229

1. Reference para 3 of the attached copy of letter, QMS/24 of the 17 Oct, from H.Q. Movements, WEST ITALY, the discharge of bagged wheat at NAPLES is satisfactory only if such ships have been agreed for acceptance at the Shipping Diversions Meeting.

2. In view of the future shipping programme for,NAPLES and Satellite ports, and the probable increase in the import of cereals, it will be the policy for both bagged and bulk wheat to be discharged at CASTELLAMMARE, and the A.C.C. requirement for gear should be based on a minimum of one bulk and one bagged grain ship discharging simultaneously at CASTELLAMMARE. If such a policy is not carried out there will be considerable delay to the discharge of cereal ships; this is already occurring in NAPLES, where the SAMNETHY has been awaiting berth since the 15th and is unlikely to berth for several more days.

2. It is therefore requested that a revised demand for gear, especially harbour craft, is submitted at the earliest opportunity, based on the above policy. (Conversation COOPER - SIEFF refers).

/s/
M.J. SIEFF, Lt-Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

Lee (63)

MJS/rbe

Copy to: C.O.T.
M.W.T.R. (Med)
W.S.A.
A.C.C. Main (for Lt-Col. COOPER)
H.Q. Movements, WEST ITALY.

6286

SECRET

0154

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

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

(61)

SUBJECT: Gioia Tauro

TO: REF:

There is no port at Gioia Tauro — only a sandy beach.

W. F. B.

6285

71

0155

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

TRANSPORTATION SUB=COMMISSION

(60)

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: PORT OF VIBO VALENTIA

REF: REG 9/
REGGIO CAL.
20 OCT 44

TO: H.Q. A.C.C.
TN SUB=COMM
A.P.O. 394

1. As a result of your request, an inspection was made of the Port of Vibo Valentia. A sketch is attached showing layout and depths.
2. The deep part of the quay is blocked by a wreck (2000 tons).
3. Beyond this the quay extends for about ~~300~~ 450 meters and beyond that the breakwater for another ~~300~~ 200 meters.
4. The ~~300~~ 450 meter stretch of quay has only 2 meters depth at quay side. This part is used by schooners. About 6 meters from the quay the depth is 6 meters and the bottom slopes to 10 meters out in the centre.
5. A 2000 ton coaster could berth at quay using a barge between it and the quay.
6. There are two standard gauge tracks in good condition connected from the main line which runs along quay one is 100 meters long the other runs the full length of the quay.
7. The electric power line has not been repaired from the main line down to the Port. Until such time as this is repaired a steam loco could be used coming from San Eufemia. There is no water tank at Vibo and a cistern tank car would have to accompany the steam loco.

Acknowledged at (70)

6284

W. F. Blair

W.F.BLAIR,MAJOR
DIV.SUPT.TN SUB=COMM

Plan at S/1 (A)

S/1

0156

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

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

(37)

TnSC 9089

TO: HQ ACC FOR ADAMS

SIGNAL MESSAGE CENTER No: 45/25

FROM: ACC SARDINIA REGION

CLASSIFICATION:

REFERENCE No: 613

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: OCT 241649A

OFFICE OF ORIGIN:

Port of Cagliari:

SECRET. Excepting specified stocks mostly food awaiting export to Mainland, warehousing and distribution supplies (see 43) became responsibility of High Hing Commissioner on 1st October. Refers your 5308 (42) dated 23 Oct. Please say what Italian authority will be responsible for organization and control of port and from what date.

ACTION

Dist

Action - Tn SC (2)
Info - A/CC
Econ Sec
Food SC (2)
File (2)
Float

SECRET

HEADQUARTERS
25 OCT 1944
A. C. C.
6283

DATE and Time of RECEIPT OCT 252035A

Distribution:

0157

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

(56)

HEADQUARTERS
AMG FIFTH ARMY
A.P.O. 464 U.S. ARMY

21st October 1944.

14/3

Subject: Navigation in Pisa-Leghron Canal.

To : Transportation Subcommission,
H.Q., A.C.C.

---

1. Attached letter has been forwarded through P.C. Pisa Province to this Headquarters and it is passed to you for necessary action.

For the Commanding General:

W.D.HAYNE,
Major, RA,
Admin.Staff Officer.
AMG FIFTH ARMY.

Copy to: P.C. Pisa.
(your 9585/U dated 18 Oct refers).

:kr

8259
S/1

0158

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

20 Sept. 1944 - Terricciola

56A

SUBJECT : Recovering of boats.

TO : AMG, Pisa Province

The undersigned firm informs you as follows:

A great amount of floating material (steam-boats and tow-boats ect.) has been sunk in the navigable canal Pisa-Leghorn, exactly in that part of the canal whichruns between Darsena Porta a Mare and the Cateratta Sostegno Arno.

A great part of it can be recovered and if duly repaired it might be used for navigation transport between the harbour of Leghorn and Pisa and Viceversa.

The Tonnage is of about 2.000/2.500 tons, including the two towboats. This firm will be glad to put its floating material (i.e. 7 big boats 35/50 tons, and steam towboats"G. Galilei")at disposal of that Command for military purposes, if helped by it in the recovering and repairing of this material.

If you think it convenient to have this work done, we'll be glad to supply you with all the informations on the functions of this service. We would cooperate in this manner for the final victory of the Allied Forces.

FRATELLI SCOTTI
SOIANA (Terricciola) Pisa

6251

S/1

TELEPHONE N.

THE MINISTRY OF WAR TRANSPORT

~~LEGHORN~~.
CIVITAVECCHIA

54

22nd October 1944

To:Lieut.Colonel Glanville,
Transportation Sub Commission,
H.Q.,A.C.C.
ROME

Dear Colonel Glanville,

In connection with the Port of Civitavecchia I am experiencing a difficulty in connection with which I should be glad to have your guidance.

From attached copy of the Minutes of Meeting nº2 of the Port Control Committee you will observe that the port is in need of :-

(a)Use of a steam-roller.
(b) Transport for lighting pylons.
(c) Source of supply of electric bulbs.
(d) Authority to use for lifting wreckage a crane being used by American Engineers building coal wharf (When available.)
(e) Source of food for civilians.

All of these matters appear to be the concern of the Italian Authorities but it is patent that without assistance they cannot deal with them. The Committee as such cannot,however,assist as it has no executive power except that vested in its Members and of these, so far as I can see, the only body concerned which can help is the Allied Control Commission which has not yet sent a Representative to the Meetings of the Committee.

It therefore falls on me to try to bring these needs to the notice of the departments concerned but I have not the slightest idea which deals with steam-rollers,bulbs,food and special transport.Hence my appeal for your guidance.

I appreciate that not all,if any, of these

0159
Declassified E.O. 12356 Section 3.3/NND No. 785021

To:Lieut.Colonel Glanville,
Transportation Sub Commission,
H.Q.,A.C.C.

RO E

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It therefore falls on me to try to bring these needs to the notice of the departments concerned but I have not the slightest idea which deals with steam-rollers,bulbs,food and special transport.Hence my appeal for your guidance.

I appreciate that not all,if any, of these matters may concern your department but I should be glad if you would advise me how I can go about arranging for an A.C.C. Representative to attend the Meetings (which will be regularly on Mondays and Thursdays at 09.00 hours at M.W.T.Office) and how in the meantime these needs can best be brought to the notice of the departments concerned.

Yours sincerely,

Distribution:
M.W.T.R.(MED).

S/1

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

0161

SECRET

CIVITAVECCHIA PORT CONTROL COMMITTEE

MINUTES OF MEETING Nº2 HELD 09.00 hrs. 21st October 1944

54A

Mr.R.WILKING FAIRLEY, D.S.O.,R.N. ..... Chairman

Members:-

Captain Degovic ..... U.S.A.
Lieut.Anderson,R.N.V.R. ..... B.N.C.O.
Capitano di Fregata Vecchiarino ..... M.C.I.C.
Tenente di Vascello Pietro Bordoni.. Asst.M.C.I.C.
Maggiore Guarino = Il Maggiore di Porto Commandante
Capitano Mario Abriani ..... C.C.C.M.M.A.
Signor La Rosa Alberto ..... B.M.F. Agents Rep.
Dott.Sergio Retti Marzani ..... U.S.A.Agents Rep.

1. The Chairman welcomed Capitano Abriani and expressed regret that Allied Control Commission had been unable to send a Representative.

2. M.C.I.C., reported that fortyfive men were working continuously on the roads in the port but that work was hampered for lack of a steam-roller. Chairman undertook to make enquiries as to whether one could be made available.

3. M.C.I.C., reported that arrangements had been made for port lighting and that work would take about 20 days. Pylons would have to be transported 25 miles, however, and owing to length and weight special vehicles would be required. Chairman asked for weights number and dimensions and undertook to enquire where suitable transport could be obtained. Chairman also undertook to assist in finding a source from which bulbs could be obtained.

4. M.C.I.C., reported that water supply connections at berth nº4 would be made in a few days.

5. Chairman said that while M.M.I.C., had ascertained that the depth of water at the new coal berth (nº3) was about 30 feet, he would be glad to have confirmation that the maximum safe draft for vessels entering the port was still 24 ft. 6 ins. After examination of chart this was confirmed.

6279

6. M.C.I.C., reported that salvage party would arrive in about one months' time to clear remains of mine-sweeper wreck, stating that, according to divers report the principal obstruction was a piece of wreckage approximately 10-12-12 feet.
Chairman suggest that this obstruction could probably be moved earlier if the floating pile-driver being used by the American

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

Tenente di Vascello Pietro Cordoni.. Asst.N.O.I.C.
Maggiore Guarino - Il Maggiore di Porto Commandante
Capitano Mario Abriani ..... C.O.S.....
Signor La Rosa Alberto ..... N.W.T. Agents Rep.
Dott.Sergio Rotti Marsoni ..... U.S.A.Agents Rep.

1. The Chairman welcomed Capitano Abriani and expressed regret that Allied Control Commission had been unable to send a Representative.

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Chairman suggest that this obstruction could probably be moved earlier if the floating pile-driver being used by the American Engineers in the port is convertible to a crane and its use could be arranged.
N.W.I.C.,reported conflicting reports from divers as to the existence in the vicinity of the wreck of a reel measuring about ten feet in height and diameter.It was agreed that an effort should be made to trace this when divers next go down.

7. N.O.I.C. reported that he had been advised that one tug and one pilot boat had been allocated to the port and would shortly arrive.

./.

S/1

0162
Declassified E.O. 12356 Section 3.3/NND No. 785021

0163

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

(5+B)

8. Chairman, referring to arrangements for discharge of "Empire Summer", pointed out the impracticability of discharging direct into motor lorries in any reasonable time and stated that in order that the vessel might discharge without hindrance from lack of vehicles or time occupied in stowing them, all barrels would have to be landed on the quay, where there is ample space.

This involved finding a suitable method of loading the motor transport from the quay and as no cranes are available and man-handling up skids would be a slow process, he proposed that a sunken ramp capable of taking three vehicles abreast should be made so that the barrels could be rolled direct on to them without lifting.

It was agreed that the ramp be made and Chairman said that, anticipating agreement and in view of shortness of time, the excavation had already been bulldozed.

9. The question of whether there was in the port equipment any storm mooring ropes was raised and it was ascertained that there are none in the port. It was arranged that N.C.I.O., would make application to Taranto for six.

10. Tariff of fees for pilots and boatmen was produced by Maggiore Guarino and it was arranged that he and the Agents would consult as to its fairness and report.

11. Capitano Abriano drew attention to the difficulty experienced by crews of small vessels in obtaining food in Civitavecchia and this brought to light that the only foods available to civilians in the port are bread fruit and vegetables. It was agreed that in the interests of dock workers and schooner crews, the situation should be brought to the attention of the authorities concerned. Chairman undertook to make enquiries as to how the matter should be approached.

6278

Distribution:

All members =	(I each)
M.W.T.R.(NAD)	(I)
A.G.S. 7H	(I)

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H.W. Hailey

MINISTRY OF WAR
CIVIL AFFAIRS
TRANSPORT REPRESENTATIVE

6278

Distribution:

All members =	(I each)
N.W.T.R.(MED)	(I)
A.C.C. (I)	(I)

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

0165

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

ACC/51-2/FOOD

INTER OFFICE MEMO:

21 October 1944

FROM : FOOD SUB-COMMISSION

SUBJECT: Salerno Port

TO : Hq. ACC Transportation Sub-Commission
(Attn: Lt. Col. GLANVILLE)

1. Confirming conversation (Lt. Col. Glanville - Capt. Curran) we are planning to unload about 4,000 tons of bagged grain at Salerno per month, beginning November.

2. The above move is necessary to prevent over-taxing the rail and truck shipping facilities of our Castellammare warehouse.

3. Please take steps to see that the necessary equipment and organization for unloading at Salerno are provided.

4. Kindly advise us of the progress made.

Copies for Info to:
Transp. Sub-Com., Warehouse Sect.
ACC Southern Region, E & S
ACC Salerno
Major IMRIE

W. J. LEGG
Colonel
Director, Food Sub-Commission

6277 S/1

EF/hl

(52)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

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

24 October 1944

Minutes of Conference held on 14 October.

Chairman :- Lt.Col.Glanville,MC. RE. Transportation Sub.Comm.

Members :- Representatives of Food Sub-Commission

" Public Works Sub.Commission

Capt. Palmer, i/c Grain elevator, Castellamare

SUBJECT: Handing over of Ports of Castellamare and Torre Annunziata.

DECISIONS:

(1) To indent on AFHQ for shore gear and state what lighters and tugs are required.

(2) To arrange preliminaries for the hand-over from Port Battalion to Consorzio Agrario nominees as stevedore agents who will set up feeding.

(3) To ascertain what reports are required by P.B.S. when Ports are civil.

(4) Consorzio to prepare to take over responsibility for clearing from ship's rail.

(5) To obtain nomination of recipient of ship's gear.

(6) To have Port Commanders instructed in Security duties.

6278

See (9) (10) (13) (17) (26) (27) (51)

0166

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0167

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

SECRET

INTER OFFICE MEMO

49

21 OCTOBER 1944

ACC/51-2/FOOD

Tel: 408

FROM: FOOD SUB-COMMISSION

SUBJECT: Castellammare Port

TO : Hq. ACC Transportation Sub-Commissio
(Attn: Lt. Col. GLANVILLE)

See (58)

1. Confirming conversation (Lt. Col. Glanville - Capt. Curran) the port of Naples will not permit us to unload the bagged grain off the S/S Francis E. Warren or the ~~Benj. Harrison~~ LONDSTONE.

2. The Warren is now at Castellammare where the bagged grain must be unloaded. Capt. Palmer reports that the unloading can not proceed because the necessary unloading equipment has been sent to Naples.

3. Please take action.

W. J. LEGG
Colonel
Director, Food Sub-Commission

Copy for Info to:

Hq. ACC Transportation S/C Warehouse Section, Capt. Klein

6275

S/1

0168

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

x8

NOTOR VESSELS DOT

AGO FROM ADVS

3506

PRIORITY

23 DEC 44

PERS 50

Caglian'.

See x7

see 57

SECRET RESPONSIBILITY FOR CARE, SUPPLIES AS AGO SEPA

WARFORTELNO AND DEMOBILIZATION HAVE BEEN SATISFACTORILY HANDED

OVER ITALIAN AUTHORITIES BASIS 20 AGO MATERIAL NO LONGER FOR

REPLACEMENT PURPOSES AGO FROM ARMED FORCES STOCKS ITALIAN MERCHANT

VESSELS WILL THEN BE RESPONSIBLE AS AGO FOR HANDLING AND MOVE AS

A.G.O. RECEIVED
DEC 26 AM
Adjutant

0169

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

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

SECRET

8782 47

TO: HQ ACC FOR ADAMS

SIGNAL MESSAGE CENTER No: 106/22

FROM: ACC SARDINIA REG FROM PENNYCUICK

CLASSIFICATION:

REFERENCE No AGC 571

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: OCT 221515A

OFFICE OF ORIGIN: CITE AGC 571

SECRET. PORT OF CAGLIARI. Ref your 5074 dated 18 Oct. Do not recommend that CAGLIARI Port should be responsibility of ACC because all warehouses have been handed back to Italians, all ACC cargo will be paid for before it arrives CAGLIARI, Military cargo will be very small, and I have no staff to accept responsibility. Suggest High Commissioner through the Italian Navy and a transport unit supplied by Italian Army should be made responsible. WARLEY reports sufficient dock tackle except for a few small items. Suggested date for handing over November 7. Report follows by mail.

ACTION

Dist

Action - Tn SC (2)
Info - A/CC
Econ Sec
Food
File

HEADQUARTERS
23 OCT 1944
A. C. C.

SECRET

6273

DATE and Time of RECEIPT OCT 222140A

Distribution:

S/1

0170

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

CIVITAVECCHIA

URGENT

(AL

10th October

To :Utilities Section
H.Q., A.C.C.
ROME

The Civitavecchia Engineering firm of Marci & C.Soladini, the only available source of minor repairs to Allied Merchant Vessels, are ready to operate except that their workshop is not yet connected up to the local electric power supply.

It is essential in the interests of Allied shipping that current should be available immediately and it will be appreciated if instructions are issued that a high degree of priority be given to the making of the connections necessary to the operation of the workshop.

Chairman, Port Control Committee

Distribution
A.F.H.Q., G5, A.F.H.Q., G.H.Q. (1)
Col.Glanville, H.Q. A.C.C. (1)

6272

S/1

(44)

Report on loading facilities of Iron Pyrites at Portiglione ex Montecatini.Works.

(42)

Recce carried out on 17 October 1944 with Lt.Col.Balfour of Movements AAI.

1. Facilities exist for loading

(a) Coasters up to 2000 tons approx.
(b) Vessels over 2000 tons.

2. COASTERS.

About 200 feet off shore there is a jetty about 30 feet long, alongside which ships berth. There is no break-water and ships are secured bow seawards and using their forward anchor. Anchored buoys are on the port and starboard bow while astern the ship is secured by three lines to the shore, -depth of water is 18 feet.

The jetty is connected to the shore by an overhead circular cable. On the shore is a large hopper which at the moment contains 24.000 tons Pyrites. Underneath the hopper the Pyrites is fed into buckets from 20 chutes, 9 of which are used when a ship is loading. Each bucket contains 16 cwts. and when filled goes out along the overhead cable to the jetty and tips into a chute direct into the Hold of the ship and returns for refilling. One Hold at a time is loaded at the rate of 150 tons per hour. A second ship can be loaded at the other side of the jetty but the rate of loading is halved for each ship.

The overhead cable is worked by electrical power. Everything is well greased and in good working order and a ship could be loaded in 24 hours notice being given.

3. VESSELS OVER 2000 TONS APPROX.

These anchor about 200 yards off shore where there is reported to be 35 feet water. 3 tugs and 4 lighters of 450 tons each were sunk by the firm just off shore to prevent the Germans taking them away. Montecatini report they could salvage them and have them working within a week.

The pyrites is loaded from the hopper into trucks on a narrow gauge railway which are pushed by hand onto a

0171
Declassified E.O. 12356 Section 3.3/NND No. 785021

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The overhead cable is worked by electrical power. Everything is well greased and in good working order and a ship could be loaded on 24 hours notice being given.

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The pyrites is loaded from the hopper into trucks on a narrow gauge railway which are pushed by hand onto a small wooden pier and tipped into the lighter. 6271

The pier has been burnt down and the narrow gauge railway pulled up and Montecatini advise it would take about a month to put in working order. The lighters however, could be loaded at the jetty, subject to no coaster loading as in para 2.

S/1

0172
Declassified E.O. 12356 Section 3.3/NND No. 785021

0173

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

4417

The ship is loaded by ships gear from the lighter Montecatini supply tubs for loading and all stevedoring. Two Holds are loaded at a time from two lighters while the other two lighters are reloading at the shore. Each gang consists of:- 4 men in lighter, 2 winchmen, 1 trimmer, 1 foreman, total 8 per gang.

4. Coasters going alongside the jetty have in the past picked up a pilot at Follonica. No tugs are required. In rough weather the coaster has to anchor out at sea.

5. ELECTRICITY.

The firm have a sufficient allocation of power to load ships from their stocks. If however their stocks at Portiglione are to be kept up they require a further allocation of 0.35 Kilowatts per ton to bring the Pyrites from the mines to Portiglione.

6. CONCLUSIONS.

I was impressed by the orderliness and good condition of all the plant. Large quantities have undoubtedly been shipped from here before the war and everything is in order to commence shipping again for ships up to 18 feet draft.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

8276

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D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

6270

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

0175

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

SECRET

(43)

Tel 30

CWA/rs

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ES/29

18 October 1944

SUBJECT: Closing of U. S. Army Installations in Sardinia.

TO : A.F.H.Q., G-5
Att: Col. Butterworth

(34)

Reference your S-3 dated 15 Oct 44.

An officer from Transportation Sub-Commission left for Sardinia on 16 October to make an inspection of the ports and on his return a report will be forwarded to you.

For the Acting Chief Commissioner:

A. G. ANTOLINI
Acting Deputy Chief of Staff
Economic Section

Copy: Transportation S/C
Food S/C

See (7)-(25)-(28)-(29)

6269

SECRET

0176

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

ET/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

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

21 October 1944

TO : G - 5 AFHQ

SUBJECT: Reconnaissance of Portiglione Port facilities

Reconnaissance of the Port facilities at Portiglione was made by Lt.Col.Balfour, AAI and Capt.Hoyle, Q (M) att.ACC accompanied by a representative from Montecatini on the 17th October.

From the report submitted by Col.Balfour, there appear to be no Ports difficulties except as regards mines.

It is understood that the matter has been taken up with the Naval authorities.

Kindly advise this Headquarters when you are in a position to implement bids.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Copy to: AMI
Lt.Col.Balfour

6268

0177

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

/nr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

Tel. 475751

20 October 1944

ACC/TN/

Our ref. TN/S/I

TO : Regional Commissioner Sardinia.

SUBJECT : Handing-over Port of Cagliari from Military.

1 Reference LT. G.W.E. HARLEY's recent visit and his memorandum of the 19th Oct, the Mining Division has advised that a total tonnage of 7000 tons is due to arrive at the Port of Cagliari during the next few months.

2 The shipments will consist mostly of picks, shovels and small gear, and the packages will average 100 lbs each and will be easily man-handled.

3 In view of this information, additional lifting gear is not considered necessary.

for D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Copy to : 1 RCT Sardinia
2 MMT A.F.H.Q.
3 G.5 A.F.H.Q.

6267

MWT/lo&M.

(407.

HEADQUARTERS
ALLIED COMMISSION FOR SARDINIA

19 OCT 44
Cagliari

MEMORANDUM

HANDING-OVER OF PORT

1. The Port will be handed over on the 1st November 1944, by the A G S - G/4 Transportation.

2. The following tonnage is anticipated per month as from Nov. 1st :

		EXPORTS	IMPORTS
A.	R.A.F.		50
B.	D.I.D.		50
C.	M.M.I.A.		100
D.	Food		5000
E.	Coal °)		1500
F.	Civilian Cargo	4500	500
G.	Mining Division")	500	7000

°) It is estimated that the Military will leave approx. 6000 Tons in Port, which represents 4 months supply, and imports will not commence until April 1945.

") This is subject to further investigations on Lt.C.W.E.WARLEY R.A.: return to Rome.

3. With the exception of the Mining Division, the tonnage can be dealt with by the Italian Port Authorities, with the existing equipment.

4. The following additional equipment will ensure the smooth running:

(Acting on instructions received from AFHQ, Mr.Thomas has signalled these requirements)

20 Sets Can-hooks
10 Cargo Nets
4 Wire Slings
10 Tarpaulins

6266

The Italian Port Authorities also requested the following:

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1. The Port will be handed over on the 1st November 1944, by the A C S - G/4 Transportation.

2. The following tonnage is anticipated per month as from Nov. 1st :

		EXPORTS	IMPORTS
A.	R.A.F.		50
B.	D.I.D.		50
C.	M.M.I.A.		100
D.	Food		5000
E.	Coal °)		1500
F.	Civilian Cargo	4500	500
G.	Mining Division")	500	7000

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4. The following additional equipment will ensure the smooth running:

(Acting on instructions received from AFHQ, Mr. Thomas has signalled these requirements)

20 Sets Can-hooks
10 Cargo Nets
4 Wire Slings
10 Tarpaulins

The Italian Port Authorities also requested the following:

2 Movable Cranes (1 Crane 10 Tons, 1 Crane 35 Tons)
4 Tow-Motors
2 M/Launches

The existing permanent lifting gear is sufficient to handle normal port activities, but in view of the possible heavy and bulky nature of the cargo for the Mining Division it is proposed to leave the question of cranes until Lt.C.W.E. WARLEY R.A. return to Rome, where the matter will be investigated.
As regard the Tow-motors, whilst it is appreciated that such equipment would be useful to any Port, it is not considered essential at this ./.

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stage.
There is ample harbour craft in port and vicinity, and the Italian Authorities will have no difficulty in requisitioning craft for use from quay to ship duties.

5. It is suggested that a committee be formed to assist in the running of the Port by the Italian Authorities. This committee could consist of the following:

1) Mr. Thomas (D.M.O. W.E.)
2) Representative of the U.S.Navy
3) S.T.O. (Lt.Davies) oo)
4) Representative of R.A.F.
5) A C C Representative
6) Italian R.N.
7) Italian Port Superintendent
8) CO.GE.NA. Agent
9) Representative of High Commissioner HQ.

oo) One Liaison Officer will be remaining on island.

6. It is further suggested that the committee be formed immediately to ensure that the Italian Authorities are able to take charge of the Port and Port operations as soon as the A G S leave Sardinia.

G.W.E. Warley

G.W.E. WARLEY
Lt. R.A.

Note - HQ ACC (Coal) have estimated coal requirements at 3000 Tons per month

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

ENCLOSURE " A"

4013

7. Berths.

See enclosure (E). Holding berths indicated by + .
Berths not yet usuable due to hulks or wreckage indicated by ++.

Berth No.	Location, I.e. mole, pier,etc.	Type ship	Type mooring	Allowable draft
1	Sabaudo	Small tankers	stern to	16
2	"	Large tankers	alongside	26
3	"	Liberty	"	26
4	S.Agostino	Liberty	"	24
5	"	Coaster	"	24
6	Litterio	Barges	"	19
7	Sanita	Small craft	"	11(20(6yds off pier)
8	"	Coaster	"	17
9++	"	"	"	-
10	Dente Della Sanita	Small craft	"	8
11	" " "	"	"	8
12	Via Roma	Liberty	"	18
13	Dogana	Coaster	"	17
14	"	YMS's	"	14
15	Darsena	Barges	"	4
16	"	Harbor craft	stern to	10
17	"	MFV's	"	12
18	"	Harbor craft	Alongside	12
19	"	Barge cranes	"	8
20	"	Barges	"	10
21	Capitaneria	Tugs	"	17
22++	"	Coaster	"	17
23-24++	Levante	Escorts	Stern to	18
25-26+	"	"	"	26(30 ft off mole)
27	""	Tanker	"	26(" " ")
28-30	"	Miscellaneous	"	26(" " ")
31	"	Tanker	"	26(" " ")
32	"	Small tanker	"	26(" " ")
33-34+	"	Escorts	"	26(" " ")
35-37	"	Oil barges	alongside	16
38-64+	Ponente	Miscellaneous	Sternto	26(30' off mole)
61-64+	"	"	"	14(" " ")
65	Darsena del Sale	Tanker	Stern to	18

8. Hulks.

6265

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

3	"	Liberty	"	26
4	S.Agostino	Liberty	"	24
5	"	Coaster	"	24
6	Litterio	Barges	"	19
7	Sanita	Small craft	"	11(20(6yds off pier)
8	"	Coaster	"	17
9++	"	"	"	-
10	Dente Della Sanita	Small craft	"	8
11	" " "	"	"	8
12	Via Roma	Liberty	"	18
13	Dogana	Coaster	"	17
14	"	YMS's	"	14
15	Darsena	Barges	"	4
16	"	Harbor craft	stern to	10
17	"	MFV's	"	12
18	"	Harbor craft	Alongside	12
19	"	Barge cranes	"	8
20	"	Barges	"	10
21	Capitaneria	Tugs	"	17
22++	"	Coaster	"	17
23-24++	Levante	Escorts	Stern to	18
25-26+	"	"	"	26(30 ft off mole)
27	""	Tanker	"	26(" " ")
28-30	"	Miscellaneous	"	26(" " ")
31	"	Tanker	"	26(" " ")
32	"	Small tanker	"	26(" " ")
33-34+	"	Escorts	"	26(" " ")
35-37	"	Oil barges	alongside	16
38-64+	Ponente	Miscellaneous	Sternto	26(30' off mole)
61-64+	"	"	"	14(" " ")
65	Darsena del Sale	Tanker	Stern to	18

8. Hulks.

Enclosure (E) shows the hulks sunk in the harbor which have not yet been removed. The following summerizes status of vessels sunk in Cagliari Harbor:

(a) Raised, salvaged and operative:

(1) ALBISCOLA - sailed from port.
(2) W.B. C.G.S. 175 - in use as water barge towed by tug. Engine mount damabed - no replacements.

6265

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8. Hulks (cont'd)

(3) M.F.V. IMPERO - repaired by owners.
(4) M.S.V. ARALDO - sailed to complete repairs.
(5) M.F.V. S.ANTONIO - sailed from port.
(6) M.F.V. FRANCESCO - sailed from port.

(b) Raised, not yet salvaged and operative:

(1) S.S. CAPO MELE - Temporary repairs completed. Waiting loading and sailing to complete repairs.
(2) S.S. RACLO - moved to anchorage near north end of Nuovo Molo di Ponente, to continue repairs.
(3) W.B. C.G.S. 185 - water barge. Raised.
(4) W.B. C. BREMBO - raised.

(c) Raised and beached.

(1) P.T.B. GERMANICA (Motosilurante) - scrapped.
(2) M.F.V. ENRICHETTA - being repaired by owners.
(3) M.F.V. UNIONE - Damaged beyond repair. Engines and hull stripped for spare parts.
(4) M.F.V. S. MICHELE.
(5) TOMASO - small barge.
(6) BENEDETTO - small barge.
(7) M/S/V/ PAOLINO - (Damaged beyond repair. Engines
(8) M/S.V. LILIBEO - (and hulls stripped for spare parts)
(9) M.F.V. VINCENZINA - stripped and scrapped.
(10) M.F.V. DORI - stripped and scrapped.
(11) M.F.V. CONTE VERDE - stripped and scrapped.
(12) M.F.V. TRIGLIA - stripped and scrapped.

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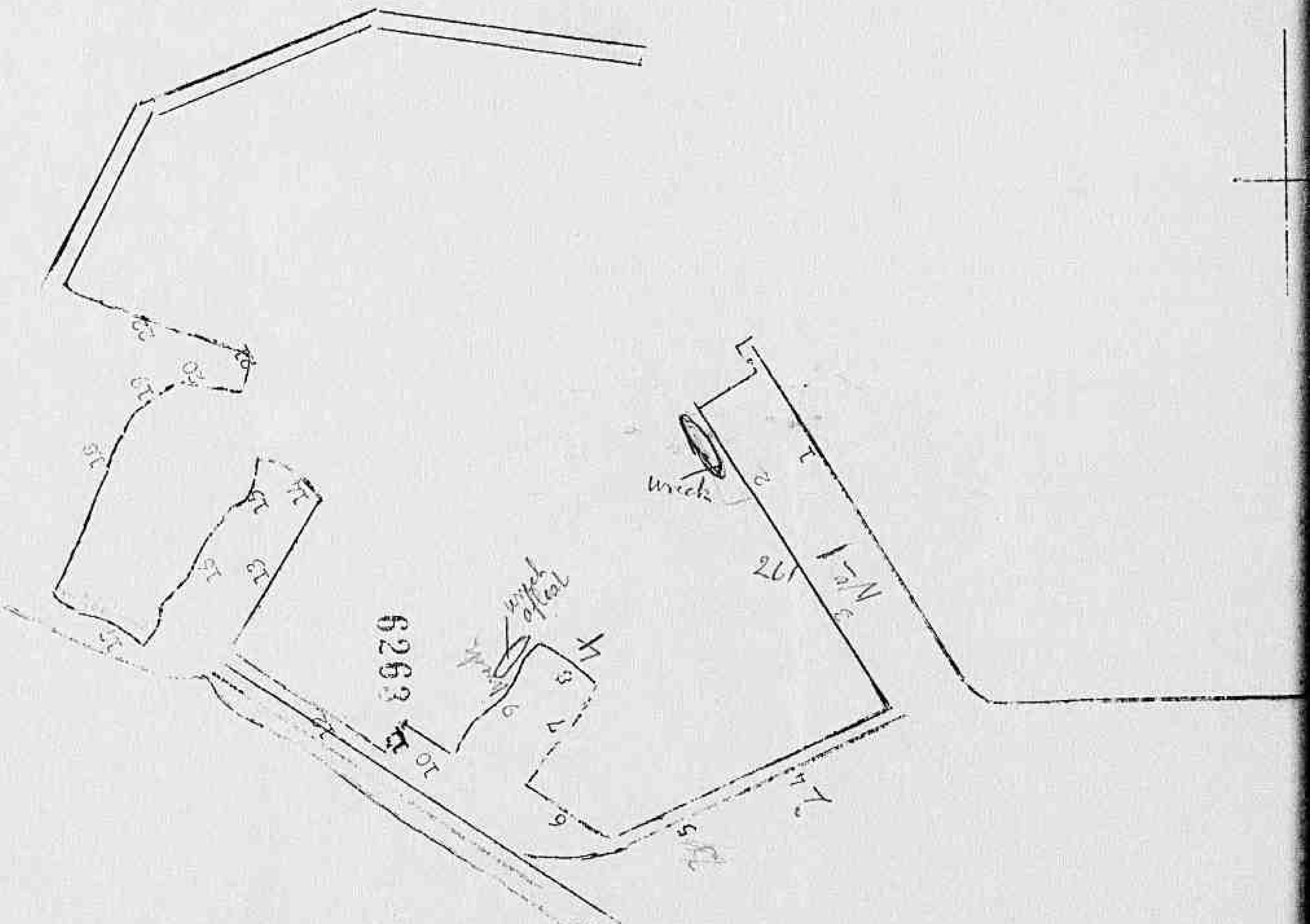
0 1 8 4

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

26½' lights at anchorage
[illegible] 1 + [illegible] 24'
2 -
4 complete



0185

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SECRET

38

CIVITAVECCHIA PORT CONTROL COMMITTEE.

MINUTES OF MEETING Nº1 HELD IO.OO HOURS I7th OCTOBER I944

Mr.R.Fleming Fairley, R.N.V.R. — Chairman

Members:-
Captain Degovic — W.S.A.
Lieut.Anderson R.N. — D.N.L.O.
Capitano di Fregata Vocaturo — N.O.I.C.
Capitano di Corvetta Porro — Asst.N.O.I.C.
Maggiore Guarino = Il Maggiore di Porto Commandante
Representative of N.O.W.T. Ships' Agents.
Representative of W.S.A. Ships' Agents.

I.- The Chairman explained the functions, scope and advantages of a Port Control Committee and regretting the absence of Sergent Denizio the local A.C.C., representative, who had been called to Rome, mentioned that he understood from Colonel Glanville that A.C.C would probably detail an Officer to attend meetings of the Committee.

2.- The Chairman enquired the position in regard to the making up of the roads in the port and was informed by N.O.I.C., that the work had actually commenced that morning and that ample men and material were available.

3.- The Chairman enquired whether any steps were being taken to provide electric lighting in the port, N.O.I.C., replied that nothing had been done in this connection but that he would go into the matter immediately.

4.- The Chairman asked for the position in regard to supply of water at berth nº4 and was informed by N.O.I.C., that while the water line was laid to this berth there were no connections. New connections were, however, available in Rome and these would be sent for immediately by N.O.I.C..

5.- The Chairman mentioned that he understood from the Officer in charge of the work that it was hoped that the Coal Wharf would be ready for use about end of first week in November and asked B.N.I.C., to take soundings alongside the site of the new staging and advise these so that they could be submitted as soon as possible to N.W.T. W.S.A., and A.C.C. Coal Section.

6269

6.- Captain Degovic proposed that gear etc., coming forward for A.C.C. (platforms, dunnage for back-piling etc.) should be stored in the coal with the Stevedores gear. This was agreed.

0186
Declassified E.O. 12356 Section 3.3/NND No. 785021

Maggiore Guarino = Il Maggiore di Porto Commandante
Representative of M.C.W.T. Ships' Agents.
Representative of W.S.A. Ships' Agents.

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6.- Captain Degovic proposed that gear etc., coming forward for A.C.C. (platforms, dunnage for back-piling etc.) should be stored in the gaol with the Stevedores gear. This was agreed.

7.- E.N.L.O., reported that following the blowing up of wrecked mine-sweeper off berth nº3 there was now only 20 feet of safe water in the patch concerned and that, in the opinion of the pilot, while a coal ship could in good weather be brought safely in between this patch and the quay to the coal berth, rough weather would make this hazardous.

It was agreed that clearance of the harbour appeared now to be the responsibility of the Italian Authorities and the Chairman requested N.O.I.C., to arrange survey of the bottom in the vicinity of the wreck and for clearance of obstructions limiting the full use of the depth of water otherwise available there, the work to be done at the earliest possible moment in order that the first coal ship to use the new wharf could do so safely. ./.

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38m

8.- Captain Dagovic drew attention to the absence of tugs in the port and N.O.I.C., reported that the only one which had been available (Porto Tricase" about 500 H.P.) was now in Naples for repairs.

It was agreed that two tugs are essential for the berthing of vessels and the Chairman requested that N.O.I.C., should take the matter up with the Italian Authorities, indicating that he himself would put the requirement up to the Mediterranean Shipping Board.

9.- The Chairman advised that "Empire Summer" would presently arrive with about 4000 tons mine and that discharge would be in the hands of G.T.Ingle & Sons on behalf of the Ministry of War Transport. As operation of the port on a civilian basis was, and would for some time be, on an experimental basis, stevedores on this and the next few ships, would be paid on a daily basis. From experience of those first few ships, tonnage rates would ultimately be worked out.

The Chairman warned the agents that according to the chewing of port labour in discharge of the first few ships, so would there be a tendency on the part of higher authority to send more or fewer ships to the port; that any attempt to use ships as floating warehouses must not be countenanced, that quick turn round would be to the ultimate advantage of all.

10.- Maggiore Guarino raised again the question of rations for stevedores and shore labour and was informed by the Chairman that this matter had been discussed in Rome the previous day with A.C.C., (Colonel Glanville). A.C.C., had indicated that it could be taken as almost certain that rations at a small charge would be provided. The Chairman stated that, if forth-coming, the rations would be issued to Compagnia Portuale who would be required to make arrangements for them to be cooked in the dock, this to obviate the rations being taken away for the physical benefit of others not engaged in dock work or their disposal otherwise than in the manner intended. The Chairman also warned that the issue of rations, if granted, must be regarded as a temporary expedient liable to be discontinued at short notice.

11.- It was agreed that the next meeting should be held on Saturday 21st October and that those following should be on Mondays and Thursdays, all at 09.00 hours.

6261

DEPUTY MINISTRY OF WAR CIVITAVECCHIA

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

with about 4000 tons this end that discharge would be [illegible]
hands of G.T.Ingle & Sons on behalf of the Ministry of War Transport. As operation of the port on a civilian basis was, and would for some time be, on an experimental basis, stevedores on this and the next few ships, would be paid on a daily basis. From experience of those first few ships, tonnage rates would ultimately be worked out.

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6261

DEPUTY MINISTRY OF WAR TRANSPORT REPRESENTATIVE CIVITAVECCHIA

Distribution :

All Members	(I each)
R.W.T.R.(MED)	I
Colonel Glanville,A.C.C.	I
Major Corn,A.C.C.	I

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

0190

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

Subject:- Recce Party

Civil Affairs Section
HQ Allied Armies in Italy
TEL: FILPOT 132

To:- Economic Section,
HQ ACC

DCCAO/7/5.4
15 Oct 44

Ref AFHQ signal FX 37114 dated 10 Oct 44 and confirming telephone conversation 12 Oct 44 (Thompson - Atkins), please instruct Transportation Sub-Commission to arrange Capt. Hoyle's reconnaissance direct with MOV AAI (Tel Filpot 248 or 239).

J. Bruce Thompson

J. BRUCE THOMPSON, Lt Col RA
Lt. Colonel, R.A.
DCCAO

Copy to:
MOV

HEADQUARTERS
1 OCT 1944
A. C. C.

6200

S/1

0191

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

~~SECRET~~

ALLIED COMMISSION

INCOMING MESSAGE

TV 7561 (35)

TO: AAI INFORMATION TO ACC MAIN

SIGNAL MESSAGE CENTER No: 23/11

FROM: AFHQ SIGNED SACMED

CLASSIFICATION:

REFERENCE No: FX 37114

PRECEDENCE: NONE

DATE AND TIME OF ORIGIN: OCT 10/2353

OFFICE OF ORIGIN: CITE: FHGDM

(12)

SECRET. ONE. Ref our FX 35163 of 6 Oct.

TWO. ACC 4557 (21) of Oct not repeated to you states map reference mines is sheet 15E 3882. Capt HOYLE ACC will accompany RECCE party with representative frmm MONTECATINI who operates mines.

THREE. Request you now arrange RECCE direct with ACC (8) (22)

Dist
Act: TW S/C (2)
Info: P/Ce
Econ Sec
Industry S/C
File (2)
Float

ACTION

HEADQUARTERS
11 OCT 1944
A.C.C.

~~SECRET~~

6259

DATE and Time of RECEIPT OCTOBER 11/0314

Distribution:

S/1

0192

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

/elc (29)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

16 October 1944

Tel : 478701

ACC Tn/

TO : The Regional Commissioner
ACC Sardinia Region

The bearer of this letter, Lieut.G.W.E. Warley R.A. is visiting Cagliari, to consult with you and W.S.A. & M.W.T and report on the requirements of gear and to be left or obtained when the Port is handed back to civil use.

D.S. ADAMS
Colonel C.M.
Director Tn.S/Comm.

Sue (7)-(25)-(28)-34

6258

S/1

0193

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

(28)

AFHQ

ACC FROM ADAMS

4870

14 OCT 44

ROUTINE

TTTN NO

RESTRICTED FD SARDINIAN PORTS IS SUBJECT FD PARAS NO AFHQ CITE (1)

FIVE SIX FROM ACC FROM ADAMS SIGNED STONE PARAS REF YOUR C SLANT THREE

TWO OF THREE ZERO SEPT CMA AND F THREE SEVEN NINE NINE EIGHT OF ONE (25)

TWO OCT FD. A REPRESENTATIVE OF TTN NO WILL VISIT SARDINIA TO CONDUCT

SURVEY FD REPLY WILL BE SENT SOON AS POSSIBLE THEREAFTER FD

See (29)

See (34)

6257

E.T. MONTANT
1st Lt AGD
Adjutant

S/C

INTERNAL A/CC ECONOMIC SECTION

TRUEMAY.

0194

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

(27)

Report on Port of Castellammare.

13th Oct.1944

I visited the port with Capt.Smith of Naples and contacted the civilian Port Superintendent view to taking over on the departure of the military on the 21st Oct. The Port is for the reception of grain and salt and has permanent structure and equipment for handling same.

Two ships can tie up alongside the Quay (Depth 26') and three holds can be worked at one by means of the mobile suction cranes.

Each crane can draw between 30/40 Tons per hour. The grain or salt is automatically carried by belt to the silos where it is bagged and automatically recorded.

I was informed that the last ship in port unloaded 1200 tons and delivered 1000 tons of wheat in a 16 hour shift.

The existing arrangement is that grain is unloaded in two shifts from 0600 hrs to 2200 hrs and salt in one shift from 2200 hrs to 0300 hrs. This arrangement appears quite satisfactory. I raised the question of handling difficulties, in the event of the machinery breaking down. The emergency seemed remote and the Port Superintendent stated that it did sometimes happen that one of the feeds did break down, and that it had happened on rare occasions, that two feeds had broken down together but never in all his experience had all three broken down since its construction in 1912.

Storage capacity in the two silos is between 15 and 18000 tons with additional space for 3000 tons in bags.

The port offers but small facilities for the handling of general cargo but the question is of little importance as the Port of Naples can handle all general cargo for the district.

Lt. Farley

6256

S/1

(22)

AAI

ACC FROM ADAMS

4595 NOSE

10 OCT 44 TPTH HO

CONFIDENTIAL DD REF YOUR CABLE CITE SVC FIVE THREE FOUR ZERO OF
NINE OCT FURTHER OUR POUR FIVE FIVE SEVEN OF NINE OCT TO PARAM TO
AAI FROM ACC FROM ADAMS SIGNED STONE PARAM PX THREE FIVE ONE SIX
QUOTED WAS FROM AFHQ CMA INFO AAI CMA AND REQUESTED THAT REPLY BE
MADE DIRECT TO AAI DD

(21)

Portugal - Survey of mines + port.

Pyrites

Lee. (8) (12)

6255

47

L.E. MONTANT
1st Lt AGD
Adjutant

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

21

HQ AAI (ACTION) FREEDOM

ACO FROM ADAMS

4557 PRIORITY

5 OCT 44 TPTN SC

12

SECRET PD REF YOUR PX THREE FIVE ONE SIX THREE DATED SIX OCT PD

PAREN TO HQ AAI TO FREEDOM CITE FHG DM FUGEG FROM ACO FROM ADAMS SIGNED STONE PAREN MAP REF MINES SHEET ONE FIVE E THREE EIGHT EIGHT TWO PD CAPT HOYLE FROM THIS HQ WILL ACCOMPANY THIS RECCE PARTY WITH REP FROM MONTECATINI WHO OPERATE THE MINES PD

See 8 22 55

6254

47

L.T. MONTANT
1st Lt AGD
Adjutant

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

0197

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

(19)

To : Transportation Sub-Commission, Hq. ACC, (Att. Lt. Col. Glanville).
From : Hq. ABRUZZI-MARCHE Region, AMG, Civil Trahsport Officer.
Subject : Port Survey.
Ref. : R5/517/12.
Date : 9 October 1944.

1. The attached survey of ports on the Adriatic Coast is forwarded to you for your information.

D.P. RICHARDSON
Capt. Infantry
Regional Civil
Transport Officer.

Copy To: R5/517/12.

6253 S/1

0198

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

Copy

(19r)

COMITATO ITALIANO GESTIONE NAVI
CO.GE.NA. - NAPOLI
Rappresentanza di BARI

Oggetto: Inoltro lettera diretta al magg. M.Harris -
A.M.G. Regione V - Aquila.
Prot : N. 1607 - Segreteria.
Data : 23 Settembre 1944

ALL' : A.M.G. - A.C.C. Corso Cavour, BARI.

Accludiamo alla presente un rapporto che, giusta richiesta fattaci dal Magg. M.Harris (Regional Civil Transport Officer - Region V, Aquila), preghiamo sia all stesso inoltrato non appena possibile.

Comitato Italiano Gestione Navi
Rappresentanza di Bari

Allegato un rapporto su quattro fogli.

6252

0199

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

198

COMITATO ITALIANO GESTIONE NAVI

CO. GE. NA. & NAPOLI

Rappresentanza di Bari

OGGETTO
Relation on the trip along the Adriatic coast in order to instate CO.GE.NA. Agencies

DATA
Bari, the 20th September 1944

To Major M. Harris
Regional Civil Transport Officer
Region V A.M.G.
Aquila

In fulfilment of the task which you have entrusted to us, in order to istate regular CO.GE.NA. agencies in the undermentioned adriatic ports, we inform you that we have carried into execution our charge - as follows:

We have instated as our agents:

in Termoli	Recchia Adamo - Via del porto, Termoli
" Vasto	Novembre Michele - Piazza Fiume 5, Vasto Marina
" Ortona	Ditta Luigi Pompilio - Ortona
" Pescara	Santori Bruno - Piazza Unione 14, Pescara
" Giulianova	Umile Tommaso - Spedizioniere doganale, Giulianova Lido
" S. Benedetto	Papetti Placido - San Benedetto del Tronto
" Civitanova	Fanella Amedeo - Magazzino Generi Monopolio, Civitanova porto
" Ancona	Bordoni Mariano - Agenzia "Adriatica" S.A. Nav., Ancona
" Pesaro	probably Gennari Paolo, which will be instated by Bordoni of Ancona, as soon as possible, being still Pesaro evacuated by the civil population.

The above said ports - so far as it concerns the possibility to operate a traffic with schooners to and from the said ports - are in the conditions which are stated by us on the ground of the informations and notices which it has been possible to get at every place concerned, but such conditions could be changed in the meantime - in better of worse - ewing to the progression of the repairing works and the conditions of the weather.

The garganic ports: (Manfredonia, Vieste and Rodi) are practically in their normal conditions - excepted for Manfredonia, where the lighthouse is demolished and there is a sunken ship lying in the harbour; the first offers good shelter and working possibilities to several schooners at the same time - whilst the second must be considered as an open bay - both the last places it should be reckoned that it is possible to work only during fair weather.

Termoli: actually - the mole which protects the port is very badly damaged, so that the annexed wharf is pratically destroyed, excepted for a

0200

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

(19c)

COMITATO ITALIANO GESTIONE NAVI

CO. GE. NA. - NAPOLI

Rappresentanza di Bari

OGGETTO
Follows relation on the trip along the Adriatic coast in order to instate CO.GE.NA.agencies

DATA
Bari, the 20th September 1944

Termoli: lenght of about 8 meters, in front of which place there is a depth of about 3 meters - so that it is possible to operate with only one schooner at a time.- Further - we are informed the there should be a submerged engine (a turbine) in the harbour, so that the evelutions of the ships are not free enough.

Vasto: is a very flat sandy bay - where it is necessary to keep at least 200 meters from the shore in order to find a depth of 3 meters, where to lighten (or load) schooners riding on ancher; but there are better possibilities some far away, near Punta Penne.

There are about 20 boats available for lightening operations - but presently it would not be very easy to find labouring gangs, skilled for the kind of werk needed, ad ready.

Ortona: the mole protecting the harbour, and the annexed wharf, are much damaged, and the port is clogged by several sunken ships which hinder the berthing at the best places of the whart; presently there would be the possibility to operate not more than two schooners at the same time - moored at the only small available place of the wharf which is still in condition to give berth to small vessels which whould dip not more than 2.20 meters. Labour can be easily obtained.

Pescara: is a kind of port resulting from an adaptation of the mouth of the river Pescara; at present the entrance of the port is narrowed to only 7 meters, a wideness which allews the entrance of small schooners and by fair weather only; it is to hope that the sunken dredger which chooches the entrance of the port will be raised very soon. The bed of the river is spread with entirely or partially sunken motorfishingvessels, barges etc. There is only a small wooden wharf, at which can berth not more than one schooner of medium size at a time. Labour, skilled and in sufficent quantity, can be easily obtained. 6

Giulianova: the mole protecting the harbour, and the annexed wharf, are also much damaged - so that it is not possible to consider operations to be carried out direcly from ship to wharf or viceversa; so it is to reckon only on lightenings - inside the harbour for vessels dipping not more than between 2.50 and 3.00 meters, or outside the harbour for vessels wanting more depth. There are five boats suitable for lightening use

0201

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COMITATO ITALIANO GESTIONE NAVI

CO. GE. NA. - NAPOLI

Rappresentanza di Bari

OGGETTO
Follows relation on the trip along the Adriatic coast in order to instate COGENA agencies

DATA
Bari, the 20th September 1944

Giulianova: inside the port and other seven suitable for lightening works outside the port. There is some difficulty to find labourers for such works as they are unusual on the site, and it is expected that high salaries would be pretended.

San Benedetto del Tronto: both the moles are badly damaged, and so also the wharf annexed to the northwestera of the two moles is in the same conditions as those of the ports formerly mentioned: unfit to be used, and (we have been told) there should be still many mines and minetraps, especially towards the ends - in front of which there are deepest parts of the harbour. The available depths go from 1.5 to 3 meters - and any operation should be made by use of lighters - as the wharves are unfit for use. There are about ten boats available for lightening operations - and skilled labour coul be obtained without difficulty.

Civitanova: there is not a port at Civitanova; there is only a protecting mole which runs about parallelly to the shore - and behind which are to be sheltered usually the local motorfishingvessels; the depth in these places reaches till 2.00 meters - and is pratically unfit for mooring place of schooners, if not empty of mostly unloaded. Therefore Civitanova must be considered an open shore, flat and of sandy bottom, where schooners must operate riding on anchor and pretty fat from the shore - so that it should be considered advisable to operate some traffic only strict local necessities - and by fair weather.

There are many boats available for lightening operations - and labour could be obtained without much difficulty.

Ancona: our functionarry was not in condition to enter into the harbour in order to view the conditions of the same; but our agent informs us that for operations with schooners there are no technical difficulties to forecast - provided the allied authorities which are superintending to all the port operations and rulings allow our work and grant the necessary berthing places and gangs. We will be preciser as soon as our agent will signal us the developements of the matter.

Pesaro: we cannot yet say anything - till our agent will signal how is the matter.

0202

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

19 E

COMITATO ITALIANO GESTIONE NAVI

CO. GE. NA. - NAPOLI

Rappresentanza di Bari

OGGETTO
Follows relation on the trip along the Adriatic coast in order to instate COGENA agencies

DATA
Bar, the 20th September 1944

In accordance to your wish, our functionarry has, on his way, tried to contact all the A.M.G. Officers you have mentioned - or those who could have substituted them - but, owing probably to the long delay between the planned and the real beginning of his voyage, he has fond that either they had already mooved or were on the way to moove; anyhow everywhere he had the information that the local civil autherities had already taken over the power from the departed or departing A.M.G. Officers. Some of them (capt. Leadberry at Ascoli) refused to see our functionary, in spite of the fact that the last twice clearly let him report the reasons for which he asked to be received.

In spite of many difficulties - as for an instance the facts that our functionary had no letters of reccomandations at all, as he was compelled to leave to the A.M.G. passports-office of Bari the order emitted by A.M.G. Aquila in order to get a passport limited to Porto Recanati and expiring the 17th September, so that he was obbliged to enter Ancona unefficially and could not risk to reach Pesaro to far away from the limite granted to him - everything has been properly settled, for what concerns the CO.GE.NA. necessities and service.

Our agents are ready to work and to do the necessary in order to ease the operations - but should be helped first of all giving them the possibility to send and receive the service-mail, as till now it is impossible to forward our mail along the Adriatic coast.

We hope to have met your weshes - and are ready to carry out further your instructione.

6248

(18)

PORT OF CIVITAVECCHIA

Recce by Lt.Col.F.R.A.GLANVILLE
9.10.44.

No.1 Berth - 30' alongside - length 200' (unsuitable in rough weather)
" 2 " - 24' alongside - fitted Liberty
" 3 " - 30' alongside length 450'
" 4 " - 24' alongside - fitted Liberty

Nos.2 & 4 Berths, are Liberty fitted and the 4 holds can be worked at the same time.

No.3 Berth under construction as permanent coaling Berth and providing pile-driver is delivered to schedule, work will be completed by end of month. Railway is being extended to berth.

Handling conditions

Distance from Berths 1 & 2 to Warehouses by road (only facility) approx. 1 mile. To railway approx. ~~2 1/2~~ miles. Roads are at present fair, but regular maintenance would be required if used regularly. Distance from Berth 4(8?) to railway about 1/2 mile.

The part of the road running alongside Berth 4, is at present rough, but could be made practical with small party of local labour.

Schooner Accomodation 6247

6 Schooners can at present be worked as follows:

4 Schooners alongside Spit
"Pontila Sardegna"
1 Schooner alongside Hard No.6
1 Schooner alongside wreck in S.W. of Port
"Bancheria G.Maromi

Another schooner could be berthed in S.E. corner of pool

0203
Declassified E.O. 12356 Section 3.3/NND No. 785021

" 2 " - 24' alongside - fitted Liberty

" 3 " - 30' alongside length 450'

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6247

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"Pontila Sardegna"
1 Schooner alongside Hard No.6
1 Schooner alongside wreck in S.W. of Port
"Bancheria G.Maromi

Another schooner could be berthed in S.E. corner of pool but the road approach is now steep and rough and would require attention.

Hard No.9 could be made suitable for 2 schooners by sinking piles o' from water side.

S/1

0204

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

0205

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

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

Econ

7219

(12)

TO: ACTION ACC DIST INFO TO AAI

SIGNAL MESSAGE CENTER No: 15/07

FROM: AFHQ SIGNED SACMED

CLASSIFICATION:

REFERENCE No: FX 35163

PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: OCT 061820A

OFFICE OF ORIGIN: CITE FHGDm FHGEG

Sec (21) (8) (22)

SECRET. 1. Ref G-4 MOV AND IN weekly report to MEDBO No one (new series) dated 10 Sept.

2. MOV AAI intend to conduct RECCE of mines and port.

3. Map reference for port of shipment is sheet 127-1 ITALY 1/50,000 position 803368. (Sheet 5 E 3882)

4. Request you advise AAI of (A) Map ref of producing mines, (B) Name of officer nominated to accompany RECCE party.

ACTION

Acc Dist
Action
Info
Econ Sec (2)
A/cc
Tn Sc
CA Sec
Pub Safety
G-1 (B)
G-1 (A)
File (2)
Float

6246 HEADQUARTERS 7 OCT 1944 A. C. C.

DATE and Time of RECEIPT OCT 070830A

Distribution:

SECRET

S/1

0206

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

MINISTERO DELLE CORPORAZIONI

GABINETTO

N. .....

Risposta alla lettera

del .....

Div. ..... Sez. ..... N. .....

OGGETTO

Allegati .....

Riprodurre il .....

.....

Indirizzo

.....

.....

Minutata da .....

Copiato da .....

TIP. CARDONI - Ord. 206 - 10-42 (2.000.000)

Roma, 7/10/44

19 A

"Montecatini" says that at pier of Pontigliori, not only schooners can load direct from pier, but also coasters up to 1000 and even 1200 tons,

(Mr. Gianni of Montecatini)

6245

S/1

0207

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

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

1 In SC 7108 (11)

TO: HQ ACC FOR ADAMS

SIGNAL MESSAGE CENTER No: 111/05

FROM: BLAIR REGGIO CALABRIA

CLASSIFICATION:

REFERENCE No:

PRECEDENCE: OP PRIORITY

DATE AND TIME OF ORIGIN: OCT 051300A

OFFICE OF ORIGIN:

See (14) (16)

CONFIDENTIAL. Attention Col GLANVILLE cannot ferry between MESSINA and REGGIO CALABRIA will be taken off for repair from 9th to 15th. May a cutter be provided to avoid congestion passenger traffic. Understand LCT's do not repeat not carry passengers. Cutter should have capacity about 200 (200).

ACTION

DIST

ACTION - 1N SC (2)
INFO A/cc
ECON SEC
FILE (M)

26

Vessel is 500 passengers 3 times a day.
Their cutter of 200 may do more journeys
but requirement can be used if available

HEADQUARTERS OCT 1944 A.C.C.

CONFIDENTIAL 6244

DATE and Time of RECEIPT OCT 060730A

Distribution:

0208

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

200 Tn S. C SECRET (8)

Subject : Shipment of Pyrites ex PORTIGLIONI

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn)5/86/4/GIM

1 Oct 44

To : HQ, ACC.

HEADQUARTERS 11 OCT 1944 Sec (24) (12) (22)

Tel: FREEDOM 229

1. At the moment, the Royal Navy advise that the PORTIGLIONI area has not been swept of mines and until this is done your bids cannot be accepted.

2. All Pyrites bids submitted have been cancelled and it will be necessary to re-bid when the port is open. You will be informed of developments.

3. The Navy are not in a position to say when the port will be open.

6243

J. Sweet Lt. Col.

/for Brigadier,
D.Q.M.G. (Mov & Tn).

S/1

/SC

Copy to : ~~G-5~~ AFHQ

101/5

FRAC/hl

(6)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel.478704

30 September 1944

ACC.Tn/52/S/2

TO : Economic Section

SUBJECT: Report on Inspection at the Port of ANZIO

1. (a) The control of goods arriving at Anzio is not the function of this Sub-Commission.

(b) Before opening the Port to schooners, we informed Rome Region (Economics and Supply Div) of that intention and suggested that arrangements should be made to control the prices of goods on arrival. We are informed this had been done.

2. (a) We knew the Agent of COGEMA at Siracusa was acting irregularly and he has been replaced.

3. (a) We have been satisfied that the COGEMA Agent at Anzio was notifying his Head Office of all arrivals, but have no authority to examine the inner workings of COGEMA, only to report specific faults to them and to ask for examination and reports. We will ask for statements of Anzio arrivals and what action has been taken on the irregularities.

4. (a) Nearly all these irregularities are concerned with Sicily. Although we notified Region I. that all bids must come here for implementing, we have not received one bid except the attached letter passed to us by COGEMA. Repeated application have not produced any results.

6242

(b) Recently Capt.Taylor (Region I.) telephoned to COGEMA at Naples and asked for the allocation of the schooner to carry 200 tons of wine. COGEMA told him the bid must come through ACC Headquarters.

(c) A bid by Federsport for movement by schooner of lemons for Rome Feeding Committee was recently implemented by the allocation of schooners. One of these schooners NUOVA MARIA was loaded with wine and COGEMA Agent stated this was done on the orders of the ACC Regional Supply Officer: Major Bring. It was ordered to be unloaded and carried lemons.

0209
Declassified E.O. 12356 Section 3.3/NND No. 785021

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5. (a) In regard to the other schooners allotted, it was reported that delays in loading were caused by the fact that Region I. had fixed maximum prices for purchase. It would appear that had Federapont failed to buy at this price, there would be nothing to prevent an alleged lemon owner not obliged to state his purchase prices, making application for schooner movement and if approved by the Region and implemented here, bringing his lemons to Rome to sell it any price.

S/1

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

(6n)

(b) A bid for the movement of food made by the "Consorzio Approvigionamenti Prodotti Agricoli Industriali" (Capai) Galbani, was implemented by allotting schooners. We are informed by COGENA Palermo Agents that seven of them were held up by Major Dring who would not let them load. Food Commission telegraphed for the loading to be carried on. There has not been time to ascertain the facts on this.

(c) A number of small wine ships were loaded in Sicily without COGENA Head Office's permission or any bid form here. In view of the need and not to delay schooners by off loading and finding fresh cargoes, we asked the schooner Committee to let them proceed to Rome.

Recommendations:

6. (a) That the Transportation Sub-Committee sends a representative for a period to Sicily to examine the movements of schooners, advise and assist Region I. in collection of bids and generally to straighten out the situation. Assignment of a further officer to the Sub-Commission will be necessary to enable this to be done.

(b) That Region IV. appoints an officer or civilian to oversee Anzio in regard to food imports and also to make reports to this Sub-Commission on irregularities connected with schooners at Anzio.

6241

7. (a) That a wholesale price be fixed for wine and that transportation sub-Commission be given authority to limit wine shipments to those owners who consign their wine to some Agency, such as the Consorzio Agrario or Federapont.

(b) The allotments of schooners by COGENA Head Office on the daily instructions of the Committee stops local Agents having any power. This is a further effort to stop irregularities and it is submitted that the cooperation of ACC in Regions be given in every way to make it effective.

The only alternative to the Schooner's Pool would be reversion to private ownership by which all schooners instead of only some irregular ones, would carry only wine at the same extortionate rates as the irregular ones are now doing.

J.R. Alexander Moore LT COL RE

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

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J R Alexander LT COL RE

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Enclosure: 1.
(letter attached)

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

0213

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

CONSORZIO NAZIONALE PER IL CREDITO AGRARIO DI MIGLIORAMENTO (3)

Minuta

Prot. N. _____

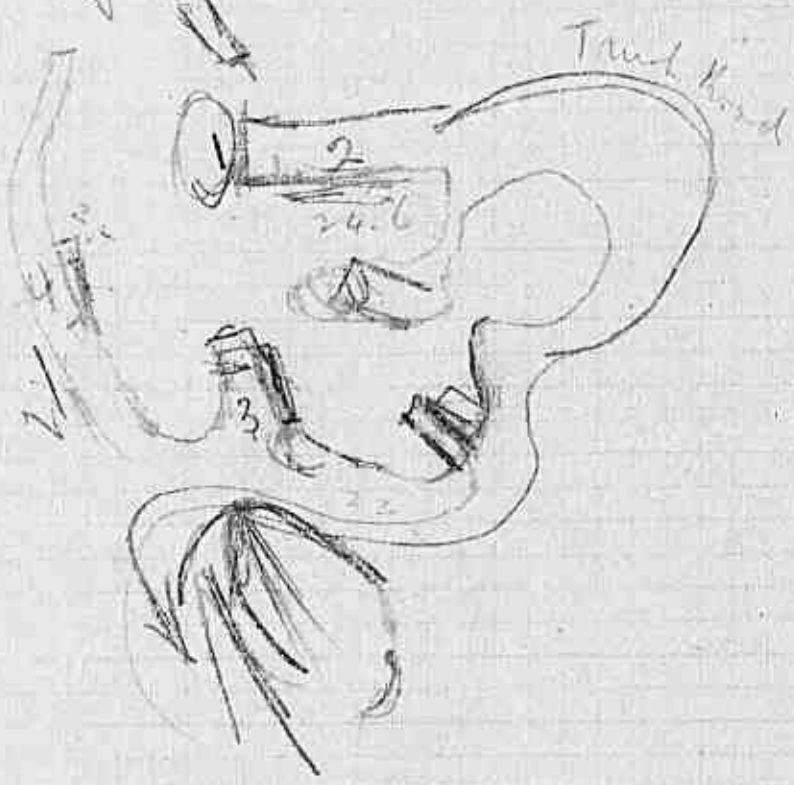
Risposta a _____

del _____ N. _____

Alleg. N. _____

OGGETTO:

Roma, Portalbirtaverchia.



6240

S/1

0214