

ACC

AC / 318 / TNU 5

10000/148/2732

SH
MAR

Declassify

12356 Section 3.3/NND No. 785021

10000/148/2732

IPING DRIVES-INCLUSIVE
MAR - MAY 1945

HEADQUARTERS MARINE CORPS DIVISION
APO 394
TRANSITATION SUB COMMISSION

Tel. 270
Ref. 42/19/23/246

JHB:mn
12 May 1945

Subject: Final Report on Civitavecchia Port
November 1944 to April 1945

To: Ports & Warehouse Division

1. Arriving at Civitavecchia in the middle of November 1944, for a second tour of duty in the town, it was a shock to find it so quiet after the activity, when the military were using it. Getting to Civitavecchia was easy, but we did not appreciate the conditions and one was expected to get on with the job, with no means of transport, no equipment and no rations. The only information available was AC/TH/2/1/34 of 2 November 1944, which was not much help and even the important agreement between the Naval Sub Commission and the Ministry of Marine of October 1944 was not made available.
2. The town having been stripped by the military and then occupied by the returning civilian population, had nothing left for the P.L.C. to sit on or write on. HQ and RMG IV refused to help, but thanks to the M.T. some furniture was made available. Transport was just as great a difficulty. RMG IV helped for a time and then refused and after much delay HQ provided, such against the apparent will of all concerned, while in Rome the streets were full of AC and civilian cars. In fact, there seemed to be no 'drill' for sending an HQ officer into the 'field', and every effort was made to pass the 'buck' on to RMG IV, while expressly laying down that RMG IV work was not to be done.
3. The S.M.W.T.B., McFairley and his assistant McTaylor, gave every assistance to enable the P.L.C. to get started and to re-open the AC mess, which soon proved to be essential, with so many interested persons visiting the Port.
4. With the S.M.W.T.B., who had copies of the RMG meeting minutes, in the Chair at the Port Control Committee meetings, many questions were resolved, but the S.M.W.T.B. seemed to be diffident of using his authority. Study of the minutes reveals that some questions being raised week after week, which could have been dealt with within the week if action had been taken at once.

- 2 -

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

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

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

8. Port working as at 1 May 1945

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

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

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

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

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

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

9. Discharges Achieved

	<u>Total Head</u>	<u>Total Tonnage</u>	<u>Average Daily Tonnage</u>
September 1944		731	24
October 1944		4,748	153
November 1944		13,599	453
December 1944		22,166	713
January 1945		27,218	878
February 1945	3,009	32,668	1,160
March 1945	2,881	41,640	1,340
April 1945	1,359	52,641	1,755
	7,549	195,411	728

- 3 -

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

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

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

11. The Future Plans

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

- 4 -

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

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

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

12. Administration

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

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

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

13. Consignment and Acceptance

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

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

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

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

(signed)

J. N. Doves, Captain

Original hand written report

in Ports & Warehouse Division files

Distribution

Deputy Director - Transportation Sub-Commission

movements

Shipping

Rail

Road

Chairman Port Working Committee - Civitavecchia

726

