

ACC

AC/17/TN6

10000/148/3404(10F2)PORT
FEB. 1944

10000/148/3404(1012)PORT OF PIMBINO

FEB. 1945 - FEB 1946

PORTS AND WARE-
HOUSE DIVISION

785021

OPENED: 24 FEB. 1945
CLOSED: 12 FEB. 1946

PORTS AND

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CONTAINING PAPERS

FEB. 45

FEB. 46

20000

PORTS AND WAREHOUSE DIVISION

CORRESPONDENCE
ON
CONSTRUCTION OF RAMP PIER
AT
PIOMBINO

To: Mr. S. Regen

Rome, Febr. 18; 1946

From: R. Panasewicz *RP*

Subject: PIOMBINO Port & Warehouse Survey.

The Port of Piombino is situated about 1 mile from the city. It is an "open" type of port, but the existing breakwaters and configuration of the coast provide protection from the rough sea.

The port is rather shallow; with the average depth of 12-15 feet. However, there is one pier, where a depth of 24/25 feet is registered and where one liberty ship can dock alongside.

This pier has double RR siding in working condition; No space for piling up supplies on this pier is available. There are two mobile/on rails/ cranes in the port. The pier is accessible to trucks.

Fully loaded liberty ships can be lightened within the harbour but only during calm season /March-October/.

Eight barges of total capacity 2100 tons are available for lightening operations. Tugboat to tow the barges is available.

Warehouses. At the present the Consorzio Agrario operates three warehouses:

1. Warehouse situated within the port area. Concrete structure, with concrete floor. In need of repairs/windows, roof/; Railroad siding leads inside the warehouse. Capacity 3000-4000 tons.
2. Warehouse situated in the city, at the distance of 1 1/2 mile from the port. Steel structure, concrete floor, shack type of building /brick walls only 6 feet high/. Seems to be protected from rain by inclined roof protruding beyond the storage space. As protection from pilferage 3 guards and all night light is being used. Consorzio claims to have a good safety record. Distance to the RR station 400 yards. Only one entrance to the warehouse. Capacity about 4000 tons.

-2-

3. Warehouse in the city. Brick structure, concrete floor/an old garage/. This warehouse has been just acquired/requisitionned/ and not yet used. Distance from the port about 1 mile. Only one entrance to the warehouse. Capacity 2000 tons.

In addition there can be obtained/requisitionned/ some other smaller warehouses located in the city and one larger /3000 tons/ two miles outside the city limits.

Transportation.

Single line RR track is available. Sidings in the port. Railroad station situated in the center of the city. The marshalling yards are rather small and RR cars are usually obtained from Rome.

No truck-pool is available. The nearest one is located in Leghorn-distance of 60 miles. Ten trucks/capacity of 70 tons/ can be procured locally. Local UNRRA office operates a small garage and gasoline pump.

Labor.

Labor is available as there are many unemployed workers from bombed out steel and tin plate factories.

It seems that the amount of cargo which can be sent to Piombino for local storage will depend on the capacity of warehouses and on availability of local transport. Piombino is best suited for bulk cargo unloaded directly into RR cars. Two fully laden liberty ships can be unloaded monthly /March-October/. If ships are lightened before, then three ships can be sent to Piombino monthly.

No silos for grain are available. Wheat must be bagged on board; At present Consorzio Agrario has 500 000 empty bags on hand.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Ports and Warehouse Division

Tel. 394
Ref. AC/17/27/Tn6

ACA/evm
31 July 1945

SUBJECT: Port of Piombino

TO : Movements Division
(Att. Lt. Col. J. W. Baker)

1. With reference to your AC/542/92/Tn3 of 30 July 1945, it is noted that the request for construction of staging contained in your AC/542/86/Tn3 of 5 July 1945 is cancelled and instructions have been given accordingly to our Port Liaison Officer at Piombino.

2. It is noted also that the initial target for this port will be to provide a minimum of 80 wagons daily subject to unavoidable irregularity of supply.

3. It is further observed that further consideration will be given to the problem of this port clearance as may be necessary.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

6736

JWB/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele: Ext. 318

30 July 1945

AC/542/92/Tn.3.

SUBJECT : Port of PiombinoTO : Ports & Warehouse Division

1. Reference is made to your AC/17/26/Tn.6. dated 21 July, enclosing copy of report dated 16 July submitted by Mr. McDonnell of your Division, and to the joint meeting held in this Office 0930 hrs 26 July '45, attended by representatives of M.W.T. and W.S.A.
2. In view of this later report by Mr. McDonnell and the unanimous decision of the meeting referred to above, the request for construction of staging contained in our AC/542/86/Tn.3. dated 5 July '45, is hereby cancelled.
3. Effective 30 July '45, AFHQ have agreed to a regular daily allocation of a fixed number of railway wagons to cover all civilian movement on the Mainland of Italy, South of Bologna. In addition Rail Division (Tn.4.) will represent Transportation Sub-Commission on a Joint or Central Wagon Control, which is scheduled to commence operations early in August, thereby ensuring a better control over wagon distribution for civilian movement. The initial target so far as Piombino is concerned, will be to provide a minimum of 80 wagons daily, but it is emphasized that irregularity of wagon supply by types and by numbers, resulting in back-piling, cannot be avoided, and certain inconvenience must be accepted.
4. Movements Division, Rail & Road Branch, is hereby instructed to re-examine the question of clearance by road vehicles and to ensure that best arrangements possible are made.
5. Should 80 wagons per day fail to maintain clearance of average daily discharge, and should road transport as a regular practice prove unsatisfactory, consideration will be given to increasing rail wagon allotment to Piombino in reduction of programmed traffic in Southern Italy.

For Chief Movements Division



J.W. BAKER, Lt. Col.

785021

2.

McDonnell of your Division, and to the joint meeting held in this Office 0930 hrs 25 July '45, attended by representatives of M.W.T. and W.S.A.

In view of this later report by Mr. McDonnell and the unanimous decision of the meeting referred to above, the request for construction of staging contained in our AC/542/86/Tn.3. dated 5 July '45, is hereby cancelled.

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For Chief Movements Division

J. W. Baker
J.W. BAKER, Lt.Col.

Copy to : M.W.T., Rome
W.S.A.

6155

AC., P.L.O. Piombino

Movements Division - Rail & Road Branch.

785021

16 July 1945.

To: Forts & Warf Base Division.

Subject: Visit to Piombino 14-15/7/45.

Reference: Mr. Bazzanella's letter of 12/7/45

1. A sketch will be supplied by ILVA engineers; it takes a little time to get out one, even if only a copy. In the plan all measurements will be given in full. I had travel orders for Piombino only, so as instructed verbally I asked Mr. France for his car, but he declined because he now lives 14 kilometres from Piombino, having had to give up his house there, and could not accept my jeep in exchange for the few hours because the latter car had already broken down, and was not to be relied upon.

Anyhow Mr. France has already inquired about a pile driver and there is none at Leghorn, and a pile driver is essential to build these ramps.

2. The lumber in the hands of Ilva is just over 16 cubic metres, and other material required is set out in specification, and will be further explained in their plan above-mentioned.

3. It is agreed that the building of the ramp will be done at the expense of the Italian Government, and I understand that the Genio Civile will be making some arrangement with ILVA to use latter's labour and personnel.

4. It is pointed out that the breakwater protecting the port and particularly the pier and it's side where the ramps and sunken ship are, was blown up by the Germans and now that part of the port is fully exposed to prevailing winds and to the sea. Discharge at the ramps could take place only about 40% of the year; indeed last year discharging was effected there ^{only} during the summer months.

By the time the ramps could be finished (provided a pile-driver be found) the summer would have passed, and then owing to above situation the ramps could not be used, except on rare occasions till next spring or summer, and even then provided heavy weather had not destroyed or at least seriously damaged them. It was reported to me by the Harbour Authorities that according to the Chief Pilot, part of the side of the sunken vessel has given away seawards.

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By the time the ramps could be finished (provided a pile-driver be found) the summer would have passed, and then owing to above situation the ramps could not be used, except on rare occasions till next spring or summer, and even then provided heavy weather had not destroyed or at least seriously damaged them. It was reported to me by the Harbour Authorities that according to the Chief Pilot, part of the side of the sunken vessel has given away seawards. If this is true, new specifications - after a diver's examination and report - would have to be made and more material required, and consequently more labour.

C. J. A

It is pointed out by Harbour Authorities, Ilva and Mr. France that with these ramps, backpiling space would be used for trucking, and with two ships at the pier, and worse still if a coaster is also there at the same time - quite a possibility - all discharge would be stopped in two days or less because the remaining back-piling space would be used up, while never it is possible to have anything near sufficient railway care for port clearance, and the slow work of trucking would be only for back-piling. Then we have the example of yesterday, 15 July, when Mr. France was promised by Rome 100 trucks from Leghorn, 100 from Florence and 12 to 15 from Siena, and in the

W. M. B.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/26/Tn6

RMB/mvm
21 July 1945

SUBJECT: Port of Piombino
TO : Movements Division

1. Reference your letter 5 July 1945, AC.542/86/Tn3 regarding building of ramps on top of sunken French steamer.

2. Further in this connection, attached is copy of report on recent trip made to Piombino by Mr. McDonnell of this Division. It would appear that it would not be possible to begin construction on these ramps for quite some time, possibly the end of August, since to begin with we do not seem to be able to find a pile driver which is essential to this job and the requisitioning of building materials that will be needed will be subject to the usual through channels delays.

3. It is pointed out that when summer is over, it will be difficult to dock ships where the ramps would be built and from all indications, we could not complete this job until sometime the latter part of September, if by then.

4. We have often stated that the only solution to increase daily discharge at Piombino is based upon a larger number of rail cars being allocated to that port and which we fully understand is not possible under present conditions.

5. However, we do not believe that the building of these ramps would be of any material help. It is suggested that the attached copy of report and this letter be given attention and your request for building these ramps either be confirmed or cancelled.

Attachment:
As stated in para 2.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

late morning he was finally informed that he could get only 45 (forty-five) trucks in all for work starting Monday 16 July and these trucks would be running only one trip a day.

The building of the ramps would not help port clearance, which is wholly a question of securing railway cars, but owing to the small back-piling space of only 5000 tons and the position explained above, would appear to be anti-economic, useless, a waste of time and money. Then even if a pile-driver is found and the ramps built, by the time they would be built they could not be used due to weather conditions as already explained in this report. A ship discharging at ramps would prevent discharging on the other side of pier because trucks could not work for both ships owing to impossibility of stacking cargo on the pier from both ships.

In order to obtain satisfactory discharge it is necessary to obtain sufficient railway cars.

It must be further remembered that the sunken French steamer is reported to still contain a quantity of ammunition, and if the ship be removed, which is the obvious best thing to do, the job would take longer than if she were empty or contained other cargo. No doubt a diver's examination of the holds would be advisable in order to ascertain whether she really has munitions on board. It appears also that the French Government Authorities have to give permission to remove the ship, and no doubt this could be obtained. To remove the ship, a loan of the necessary equipment would be required.

5. The repairs to the warehouses will be for ILVA's account, and it is also agreed that the ground levelling job will be for their account too. This was discussed with Mr. France, Ilva and Col. Lauricella, Director of Ports at the Directorate General of the It. Merchant Marine, who had accompanied me to Piombino and who was present at all discussions and went round the port with me.

6. Barge " KOENIGSBERG " has NOT been renamed, and Mr. France tells me that this was never even considered. The barge is of 250 tw.

7. Mr. France states that the more barges he has the better, but he really required at present barges of about 350 tons for the discharge of grain for a number of months.

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7. Mr. France states that the more barges he has the better, but he really required at present barges of about 350 tons for the discharge of grain, for a quicker turn round. The 4 80-ton barges proposed, which he requires, would mean 320 tons against the "Koenigsberg" 250 tons, and would mean 4 towages against one, but owing to the greater total capacity would be about equal to the "Koenigsberg" which is needed for the Tiber. Mr. Frances adds that the more barges he has the better, for this would help in discharging vessels, and the barges could land the goods at No. 6 wharf and elsewhere, and there some backpiling could be done while waiting for railway cars.

A Liberty ship could for example, in good weather, lay in the harbour between the ILVA pier and the breakwater and discharge into lighters. This would be more satisfactory and practical than a ship at the ramps where draft is said to

B. M. F.

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be under 23 ft forward and under 26 ft. aft.

8. DREDGING. Mr. France was to get out a report on dredging, but Col. Lauricella obtained a report and I obtained a copy. Here it is:

Since April of the current year, date of starting of maritime traffic in the port of Piombino, two steamers sent there to discharge, arrived with a draft such as to allow them to moor at the pier, but during manœuvring they touched the bottom. The assistance of the tug and the ships' own engines avoided their remaining. This fact causes all ships to lighten in order to reach a safe draft for mooring at the quay. This causes ships to remain longer in the roads and considerably retards discharging operations.

The work necessary is shown by the following description of the obstructions to navigation in the port:

a) Ilva basin. Along the whole pier there is 18 feet water, except in one ~~part~~ section of about 33 feet, where there is a draft of only 15 ft. In the channel which gives access to the said basin there is a zone with a depth of 15.5 ft, obliquely to the dike of Ilva basin, and another point, in the basin, with 13 ft.

Now steamers which may moor alongside to use the two electric cranes must have a draft of not over 15.5 feet., therefore must lighten a further 2 ft. 6", which is equivalent to discharging about 1000 tons in the roads into lighters.

Work needed: dredging of the Basin.

b) Ilva Pier - North side. There is a channel about 200 ft. long to left of the pier, starting from the sea end. Going towards the dike of the Ilva Basin there are on the bottom relicts of numerous destructions of craft and machinery which were under the side of the pier. Starting from the end of the pier and for 150 metres (about 480 ft) there are theoretical drafts of 30 ft., while at present at 26 ft. the bottom is touched. The depth of water falls to 14 ft. near the beginning of the pier. To bring the depth of water to a real 30 feet would be equivalent to avoiding lightening Liberty ships about 4 ft., that is not discharging into lighters a quantity of about 1500 tons of goods.

Work needed: removal of relicts and dredging.

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tion of the obstructions to navigation in the port:

a) Ilva basin. Along the whole pier there is 13 feet water, except in one ~~part~~ section of about 33 feet, where there is a draft of only 15 ft. In the channel which give access to the said basin there is a zone with a depth of 15.5 ft, obliquely to the dike of Ilva basin, and another point, in the basin, with 13 ft.

Now steamers which may moor alongside to use the two electric cranes must have a draft of not over 17.5 feet., therefore must lighten a further 2 ft. 6", which is equivalent to discharging about 1000 tons in the roads into lighters.

Work needed: dredging of the Basin.

b) Ilva Pier - North side. There is a channel about 200 ft. long to left of the pier, starting from the sea end. Going towards the dike of the Ilva Basin there are on the bottom relics of numerous destructions of craft and machinery which were under the side of the pier. Starting from the end of the pier and for 150 metres (about 480 ft) there are theoretical drafts of 30 ftt., while at present at 26 ft. the bottom is touched. The depth of water falls to 14 ft. near the beginning of the pier. To bring the depth of water to a real 30 feet would be equivalent to avoiding lightening Liberty ships about 4 ft., that is not discharging into lighters a quantity of about 1500 tons of goods.

Work needed: removal of relics and dredging.

c) Ilva Pier - South side. Towards the forward end there is resting on the bottom the steamer "Carbet", a constructive total loss. Recently one side of the steamer ~~has~~ detached itself from the ship and has fallen into the sea. The depth varies from 23' at the stern and 26' ~~at~~ forward. Work needed: removal of the fallen side.

From the above the urgent necessity of dredging appears evident.

9. Regarding trucks carrying wine to Milan and further away, Mr. France is now having a little report on each truck and will be sending copies to Rome. Nearly every truck I saw carrying wine came from Lombardy Region. They are authorised by AMG.

B. M. D.

Mr. France got the additional 20 trucks from Leghorn after long insistence with Leghorn on his part.

10. Lemons. Some have been lying at Piombino, which is very hot, for nearly two weeks. Of one consignment 14 tons went rotten through lack of transport to carry them away. I saw a truck apparently bound for Lombardy region with lemons, but lines of trucks with wine were for the same region.

The forty trucks came from Leghorn to lift the lemons, and Mr. France tells me that this was in great part due to his activity in continually pressing Leghorn. About 80 tons lemons still have to be discharged and cleared.

From what Mr. France tells me, and from what I observed on my trip to Piombino, it appears obvious that the Northern Regions, most especially Lombardy Region give absolute preference to wine, or, to be more exact, to Marsala and Vermouth transport by truck. As prices have fallen in Central Italy for these two commodities, the merchants are trying to sell up North where they get a higher profit. Wine might be considered as a food, but Marsala and Vermouth can hardly be called "necessary". Mr. France refers to his report 13 July to Roads Division, copy to P. & W. Div. il. Other remarks. Mr. France desires me to report that the Railway Movements Division sent flat cars to load grain, which is exposing the goods to pilferage, and that in fact 50% of the grain was lost through theft.

It is pointed out that when 5000 tons goods are backpiled, discharging has to stop, because of lack of railway cars to take away goods.

Two thousand tons of grain were stacked on Ilva pier, but it must be remembered that the pier was not built to stand this weight, and has been somewhat weakened through bombing. This stacking was exception and due to lack of railway cars.

Marina di Carrara. The two reports at Ports & Warehouse Div. are said by Mr. France to be substantially correct. The port is still mined, and he tells me that the other day, I think Saturday, a mine exploded with great force in the port.

Expected arrivals. Mr. France has been notified that other ships are due to discharge 3500 tons of cargo. Discharge will be delayed due to other ships in port and lack of railway cars and lighters.

It must be realised that while the port can hold a certain number of ships, port clearance facilities do not permit the

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It must be realised that while the port can hold a certain number of ships, port clearance facilities do not permit the quick despatch of these ships. See above. ~~Tonnes~~ ^{Tonnes} thus held up considerably than is necessary.

Rome, 16 July 1945.

B. MacDonnell.

INTER OFFICE MEMO

AMMcC /gs

File No AC/542/86/Tn.3.

5 July 1945

SUBJECT :- Port of Piombino

TO :- Ports & Warehouse Division. ✓

1. Reference your letter AC/17/24/Tn.6. dated 3 July 1945 enclosing copy of report on Survey of Piombino made on 25 June '45.

2. This Division considers it essential that the construction of ramps on top of the sunken French steamer should be put in hand at once, and treated as Priority one. You should therefore make all arrangements with the Italian Government to commence operations at once, and impress on them the urgency of the job. The cost must be borne by the Italian Authorities.

3. Referring to para 8 of your report, arrangements have been made to prevent excess quantities of wine being passed through the port, over and above the normal port programme.

4. In regard to para 9 of your report, it is noted that you are investigating the possibility of sending Capitano Testa to Piombino as P.L.O. Meanwhile however it is essential that Mr. France remains there until further notice.

M.J. SIEFF

M.J. SIEFF

Colonel

Chief, Movements Division.

Copy to :- M.W.T. - Rome
W.S.T. "
P.L.O. - Piombino

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/24/Tn6

RMB/mvm
3 July 1945

SUBJECT: Report on Piombino

TO : Movements Division
(Att. Col. M. J. Sieff)

1. Attached is copy of my report of survey made of Piombino on 25 June 1945.
2. Please let me have written instructions regarding the building of ramps, stating to whom the cost of same should be charged.
3. Any comments you care to offer would be appreciated.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMB/nvm

Tel. 290

3 July 1945

REPORT OF PORT OF PIOMBINO SURVEY MADE ON 25 JUNE 1945

1. Port Capacity

The facilities for handling cargo at Port of Piombino were investigated and under present conditions, a daily cargo handling of 1,200 tons is all that can be expected with an allocation of 50 rail cars daily. This, however, could be increased to the desired 1,500 tons per day if car allotment is increased to 85 cars per day. The capacity of the warehouse, which has been used for backpiling, could be greatly increased if the scrap material, occupying about one third of the space therein, is removed. Also, its capacity could be further increased by patching holes on the roof, making it possible to pile cargo higher than heretofore. Mr. France was instructed to take up with Ilva the clearing of the scrap material now at the warehouse and to obtain dimensions of holes on the roof in order that we may requisition the necessary material for these repairs.

2. Bunker

There is also a coal bunker which can be used for dumping coal for backpiling purposes. About one third of the bunker is also occupied with scrap materials, some in heavy pieces, which might be impossible to remove, but might be moved in such a way as to clear some of the space it is now occupying. Mr. France was also instructed to take this up with Ilva and to have this work begun immediately. However, this can only be done when the crane is not busy with unloading operations.

3. Ramps

The building of ramps on top of the sunken French steamer was also looked into. We were informed that an Italian ex Naval Officer made a survey of the sunken steamer and reported that it was loaded with live ammunition but no fuses. As far as we know, a written report has not been made of this survey. The ramp construction is feasible. However, what additional discharged tonnage could be obtained by the construction is not easy to determine, since under present conditions, cargo could only be loaded into rail cars and onto barges. If this could be supplemented with road transport facilities, the building of the ramps may be more useful, but as long as we have a limited number of cars allocated, which are not sufficient to take care of 1,500 tons daily discharge, the building of the ramps might not be as effective as it could be otherwise. It is estimated that the building of the ramps would require about 3 weeks from the time that all necessary material and equipment became available. Mr. France was instructed to secure information

- 2 -

regarding lumber, nails, bolts, piling, etc. that would be needed for this construction. It will also be necessary to secure a pile driver for this job. If the ramps are built, we need to know before the material is requisitioned to whom the cost should be charged since Ilva has flatly refused to pay for the cost of the material and labor. It has been suggested that if Ilva does not pay, the Italian Government should be charged with the cost. However, it is our understanding that the Italian Government is not interested in paying for the building of temporary constructions.

4. Additional Warehouse Space

There are two warehouses in Piombino about a mile from the dock area; one with an estimated cubic capacity space of 1,500 tons and the other one, 1,200 tons. However, because of the distance from the dock area, it would be necessary to secure trucks from ENAC to take the cargo from shipside to warehouse and in due time from warehouse to rail siding for loading out of Piombino.

5. Rominey Huts

A requisition was filed under date of 15 June 1945, covering 6 Rominey huts which, when available, will give us an additional warehouse space for a little better than 3,000 tons.

6. Cement

In order to take full advantage of the open space for back-piling purposes, it is estimated that about 100 tons of cement would be needed to level the ground which is badly broken up as a result of bombing and demolition.

7. Barges and Dredging

Additional lighterage facilities would, no doubt, be of very material help and we are endeavoring to secure additional barges for use at Piombino. Recently the barge "Koenigsberg" was sent there and is now in operation. However, this barge is needed for the Civitavecchia-Fiumicino-San Paolo service and when the Tiber River has been dredged completely, it will be necessary to remove it from the Piombino service. Some dredging is needed in Piombino alongside the Liberty pier and also on the bay and arrangements are being made to have a dredge sent there for this work. We must take into consideration that the rainy season begins in the Piombino area in late August or early September. Therefore, all the work to be done at that port, should be completed before the rainy season is in full swing.

8. Wine Shipments

It was noted that large quantities of wine are being discharged at Piombino. The largest percentage of this wine is destined for

- 3 -

Leghorn and Florence. Since wine tonnage occupies a lot of cubic space, it is recommended that wine shipments to Piombino be greatly curtailed.

9. Personnel

It will not be possible to remove Mr. France from Piombino until such time as the Italian Government has an efficient organization at that port. At present, the Port Captain's office is under-staffed and therefore, unable to take over this work. However, during visit paid to his office, the Port Captain reported that he expected additional personnel within the near future and when same becomes available, depending upon the degree of competence of the personnel involved, we should be able to turn the Port of Piombino over to the Italian Government. We are investigating the possibility of the Italian Government sending Captain Testa, at present on duty with the Port Captain at Civitavecchia, to Piombino as Port Liaison Officer.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

6725

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino,
5 July, 1945

File: Pi/8/1945
Subject: PIOMBINO

To: Mr. R.M. Barzanella
Chief, Ports & Warehouse Div.

1. Considerable progress has been made in cleaning out the pit, and the heaviest lengths of iron and steel have been removed there from. Completion of this work will provide bunker space for backpiling coal of approximately 1,000 - 1,200 ton capacity.
2. The repairs to the warehouse and Wharf No 6 can be commenced as soon as the materials requested are delivered.
3. Please advise whether it has been decided to proceed with the construction of the piers over the wreck alongside the Ilva Pier. If we are to proceed with this project, the question of payment to Ilva for labor is to be settled, and the additional equipment required should be requisitioned.



Stanley P. France

(Stanley P. France)
Port Liaison Officer AC.
PIOMBINO

785021

INTER OFFICE MEMO
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/21/Tn6

RMB/mvm
20 June 1945

SUBJECT: Port of Piombino

TO : Movements Division
(Att. Col. M. J. Sieff)

1. After due consideration, it is found that under present conditions a daily dispatch average of 1,200 tons is all that can be obtained at Piombino.

2. At present, there are berthing facilities for one Liberty type and two coasters. Berths are rail-served. Inside the harbor, there is anchorage for an additional Liberty. There are the following barges:

Cicciolina - 450 tons	Attilio - 350 tons
Ilva 5 - 350 tons	Alpino - 350 tons

3. There is one small warehouse, 60' x 30', in need of roof repairs. It is now being fully used for backpiling. Total backpiling capacity is approximately 4,600 tons. Ship discharge is entirely dependent on rail car and lighter availability, due to limited backpiling space.

4. It is believed that the construction of platforms originally planned would not improve dispatch sufficiently enough to justify construction. While a Liberty could be berthed alongside and two holds discharged simultaneously to rail and to lighters on the off-side, the discharge to pier would be most uneconomical from the labor standpoint. The over-all rate of discharge would compare very unfavorably with the discharge from the same vessel lying at anchor where she could be discharged both sides into lighters.

5. For your information, during winter months under adverse weather conditions, ships using the pier have to move away from pier to the anchorage inside the harbor.

6. We shall continue making all necessary efforts to increase the daily clearance at Piombino to which end we are endeavoring to secure additional barges for that port. However, in order to secure the daily 1,200 ton clearance, it is absolutely necessary that 80 cars be allocated to Piombino daily.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Major G. B. Godfrey, Shipping Branch
Mr. France, Piombino Transportation Officer

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/17/19/Tn6

ACA/lml
12 June 1945

SUBJECT : Port of Picmbino.

TO : Stanley P. France
Transportation Officer
Port of Picmbino.

1. With reference to berthing accommodations, will you please inform this Division as to when the construction of the temporary wharf over the wreck will be completed.

2. At the same time please obtain the views of the Port Committee regarding the amount of additional tonnage they consider it will be practicable to handle as a result of the construction of this berth.

R. M. BATTANELLA
Chief, Port & Warehouse Division



ALTI FORNI E ACCIAIERIE D'ITALIA

Stabilimento di PIOMBINO

N. 2230 / U.T.
Da chiare nella risposta

PIOMBINO, 31 Maggio 1945

Tenente WEBB
Transportation Port Officer
PIOMBINO

Pontili a Mare

A seguito nostra N° 2229/UT del 31 Maggio corr.

La spesa approssimata per manod'opera alla quale andremo incontro per la costruzione dei pontili in oggetto si ritiene sia:

a) Per i pontiletti I e 3 la cui impalcatura verrà completata con armamento di fortuna composto da ferro Zores di nostra proprietà

L. 130,000,=

ivi compreso il costo di due giornate di pontone .

Il tempo necessario e di circa 20 giorni dal ricevimento dei materiali mancanti .

b) Per i pontili 2 e 4 da costruirsi con materiale di completa V/fornitura

L. 70,000,=

purchè venga fornito un Camion gru per la durata del lavoro .

Da questa cifra si ritiene esclusa la costruzione della testata a mare del pontile N°2 da effettuarsi con battipalo, lavoro che non è possibile venga da noi effettuato .

Il tempo necessario per la costruzione (escluso quanto citato nel periodo precedente) si ritiene di circa quindici giorni .

Distinti saluti .

Il Capo e Amministratore d'Italia
Stabilimento di Piombino

Tenente WEBB

Transportation Port Officer

PIOMBINO

PIOMBINO, 31 Maggio 1945

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Il tempo necessario per la costruzione (escluso quanto citato nel periodo precedente) si ritiene di circa quindici giorni .

Distinti saluti .

Ing. C. Salvi
Stabilimento di Piombino

Ing. C. Salvi

6721

2821

Translation of Letter No. 2230/UT, dated 31/5/45 from Ilva Co.,
Piombino to Transportation Post Officer, Piombino.

Sea Jetties

Following ours No. 2229/UT of 31st inst. -

The approximate cost of labor which we will incur for the
building of the above jetties is believed to be:-

a) for the small jetties 1 and 3, the scaffolding of which
will be completed by temporary works in Zores iron of our
property Lire 130,000
inclusive of cost of two days use of pontoon. Time required
about 20 days from date of reception of material needed.

b) for jetties 2 and 4 to be constructed with material to
be entirely supplied by you about Lire 70,000
on condition that a truck crane be supplied by you for the
duration of the work. This figure does not include the cost
of building the pier-head end of No. 2 jetty to be effected
by means of a pile-driver, a job which is not possible for us
to execute. The time necessary for construction (excluding
the part mentioned in the preceding paragraph) is estimated
to be about fifteen days.

785021

ALTI FORNI E ACCIAIERIE D'ITALIA

Tenente WEBB

Transportation Port Officer

Via Roma n° 35

PIOMBINO

Stabilimento di PIOMBINO

N. 2229 / U.T.

Da inviare nelle risposte

PIOMBINO, 31 Maggio 1945

UFFICIO TECNICO

Pontili a mare

A seguito Vs. richiesta verbale Vi trasmettiamo l'elenco dei materiali necessari per la ricostruzione dei 4 pontiletti gettati sopra il vapore affondato alla destra del pontile Ilva.

a) - Ricostruzione di 2 pontili (1 e 3) :

I materiali rimasti in opera possono essere adoperati con opportuni accorgimenti e con l'aggiunta di n° 96 ferri zorès l = 6,00 m. di n. proprietà per la ricostruzione dell'ossatura dei pontiletti n° 1 e 3.

Per la costruzione del piano di questi due pontiletti occorrono:

Tavole da cm. 6/7 mq. 270 (equivalenti a circa mc. 17/18 già da travillegno cm ; 10x10 = ml. 660 . Voi forniti).

Chiodi l = 150 mm. n° 2.000

Bolloni a legno l = 120 mm. Ø 12 mm. n° 1.000

b) - Ricostruzione dei pontiletti n° 2 e 4:

Di questi esistono solamente le taccate di sostegno; al n° 2 manca la palafitta di testata.

Per la ricostruzione occorrono:

Pali in legno Ø 40 cm. l = 18 m. n° 5

Battipalo per eseguire il lavoro

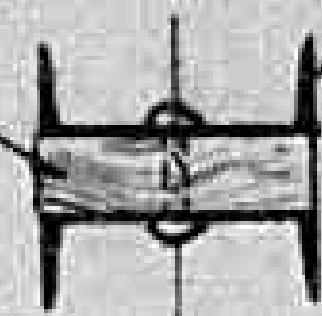
Trave legno 0,30 x 0,25 x 6,30 n° 2

Trave in ferro composte come da schizzo :

l = 9,00 m. n° 18

l = 8,35 " " 18

Legno 300x6



CFP=300

UFFICIO TECNICO

Pontili a mare

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Trave legno 0,30 x 0,25 x 6,30 n° 2

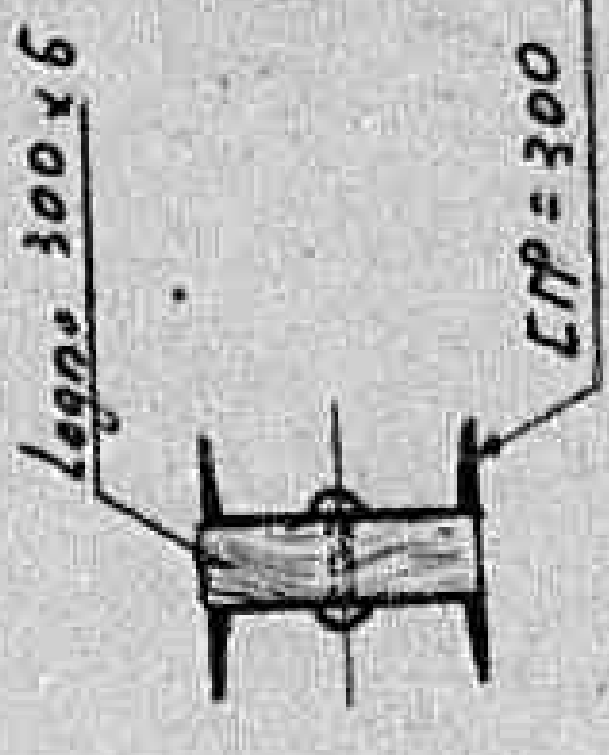
Trave in ferro composte come da schizzo :

l = 9,00 m. n° 18
l = 8,35 " " 18
l = 6,00 " " 18

Tavole da cm. 6/7 mq. 300 = mc. 18/20

Chiodi l = 150 mm. n° 2.000

Distinti saluti.



6719

ILVA, ALTI Forni e Acciaierie d'Italia

Sig. Ing. ...

2822

Translation of Letter No.2229/UT, dated 31/5/45 from Ilva Co.,
Piombino to Transportation Port Officer, Piombino.

Sea Jetties

In accordance with your verbal request, we give below
list of material required for the rebuilding of the 4 small
jetties thrown out over the sunken vessel lying starboard of
Ilva Jetty.

a) Rebuilding of 2 jetties (1 & 3):

The material at present in position can, with opportune
care, be used together with 96 "Zores" irons (6 metres in
length = approx. 19.69 ft.) owned by us, for the reconstruction
of the framework of the small jetties 1 and 3.

For the building of the floor of these two small jetties
we require:-

270 sq.m. (2906.25 sq.ft.) - equivalent to about 17/18 cu.m.
already supplied by you - of 6/7 cm. planks
(2.35 in./2.75 in.)

660 metres (2165.32 ft.) of 10 x 10 cm wooden beams
(3.93 x 3.93 in.)

2000 nails - 150 m/m in length (5.90 in)

1000 bolts for wood - 120 m/m x 12 m/m (4.72 in. x 0.47 in.)

b) Rebuilding of the small jetties Nos. 2 & 4:-

Of these there exist only the basement blocks: at
No.2 the sea-end piles are missing. To rebuild, the
following material is needed:

5 Wood Piles 40 cm. x 18 m. (15.75 in. x 59.05 ft.)

Pile Driver to carry out the work

2 wood beams 0.30 x 0.25 x 6.30 (11.81 in. x 9.84 in. x
20.67 ft.)

Steel girders as per drawing: See drawing on original
letter

18 - 9 m. in length (29.53 ft.)

18 - 8.35 m. in length (27.39 ft.)

18 - 6 m. in length (19.68 ft.)

300 sq. m. = 18/20 cu.m. (3229.17 sq.ft.-635.65/706/28
cft.) 6/7 cm. planks (2.35 in./2.75 in.)

2000 nails - 150 m/m in length (5.905 in.)

N.B. The English equivalents of measurements are approximate.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/17/13/Ta6

GWEN/lml
26 May 1945

SUBJECT : ILVA Pier - Port of Piombino

TO : Port Liaison Officer
Port of Piombino
Attention: Lt. A. Webb and Mr. S. P. France

1. AFHQ now advise that owing to Allied commitments at Leghorn, the Port of Piombino should be prepared as soon as possible to handle up to 1500 tons a day instead of 1000 tons originally planned.
2. In view of this, it is requested that arrangements be made as soon as possible to go ahead with the building of ramps over the wreck alongside Ilva pier, which will give us another liberty berth.
3. We now have 20 cubic meters of 3" planking which is in excess of Ilva's original estimate for the reconstruction of the berth. Please advise immediately of any additional requirements necessary for the completion of this berth and also the estimated date of completion.

R. M. BAZZANELLA
Chief, Port & Whse. Division

6717

GBC/mdp

INTER OFFICE MEMO

Ref. : AC/542/65/Tn 3

24 May 1945

SUBJECT : Piombino Port Liaison Officer's Report.

TO : Port & Warehouse Division.

1. Reference your letter AC/I7/I0/Tn6 dated 23 May 1945.
2. A.F.H.Q. now advise, that owing to Allied commitments at Leghorn, the port of Piombino should be prepared as early as possible to handle up to 1500 tons a day instead of 1000 tons originally planned.
3. In view of this, it is requested that arrangements be made as early as possible to go ahead with the building of ramps over the wreck alongside Ilva pier, which will give us another liberty berth.

For the Director.


G.B. COFFEY,
Major I.E.

6716

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/10/Tn6

RMB/mvm
23 May 1945

SUBJECT: Piombino Port Liaison Officer's Report

TO : Movements Division
(Att. Col. M. J. Sieff)

1. For your information and retention, attached is copy of report received from the Port Liaison Officer at Piombino.
2. Your advice is requested on subject covered by para 1, 2 and 3.
3. Matters discussed in para 4 and 5 are being taken care of by this division.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment as stated in para 1.

6715

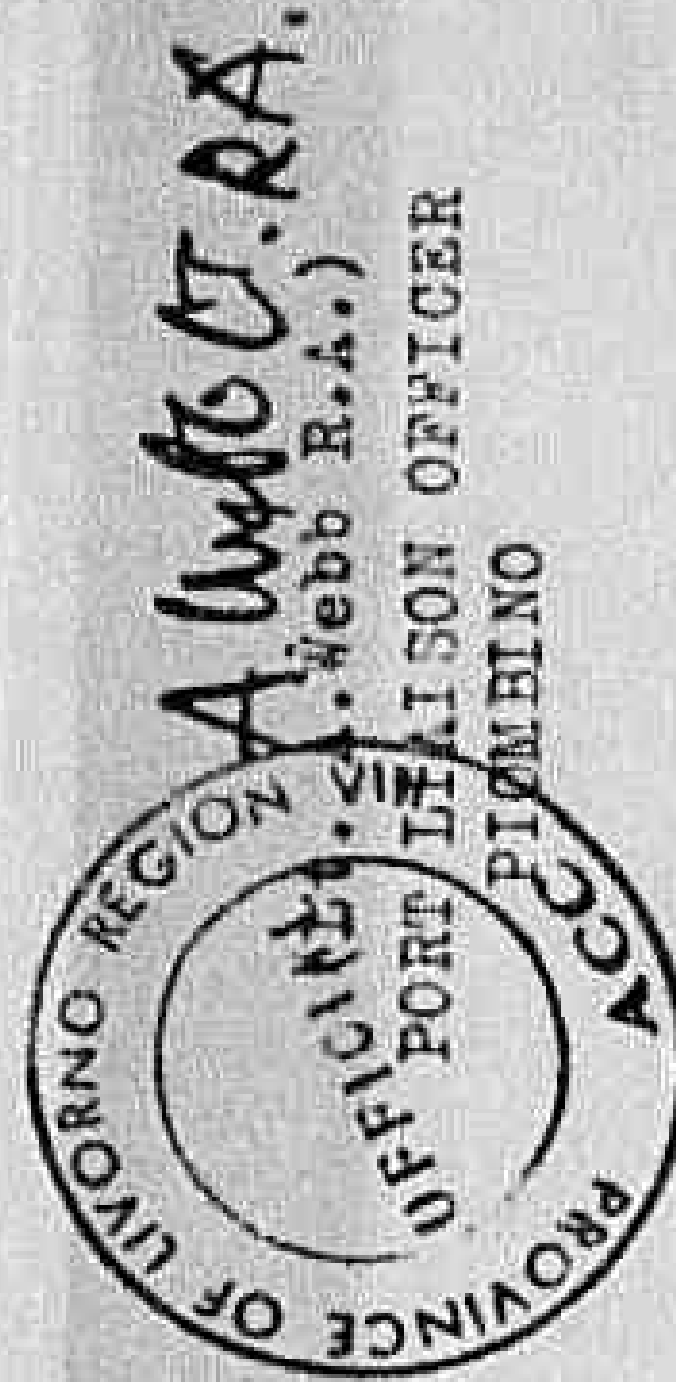
HEADQUARTERS
LIVORNO PROVINCES
ALLIED MILITARY GOVERNMENT

File : p1/8
Subject: Port Reconstruction
To : TN. S.C. (2)
Port & Warehouse Div.
H.Q. A.C.

16 May 1945

1. At the Piombino Port meeting yesterday I was asked by the W.S.A. Representative if you would reconsider your decision on building ramps over the wreck alongside Ilva pier (your letter AC/17/7/TN 6utd 2 May 1945 refers).
2. It is felt now that if coal is to be discharged at Piombino it may become necessary to discharge two Liberty ships alongside Ilva pier.
3. With reference to the wood originally ear-marked for this work and now being stored by Ilva, Ilva state, that this wood is sufficient to construct 2 ramps only. The cross pieces which they state were requested in their list of material required forwarded by me on 23 April will be necessary to construct two further ramps.
4. May information be supplied please as to when the water pipes at present available at Leghorn will be released. Ships embarking troops at Leghorn will need extra quantities of water. All arrangements have been made to complete this work when the pipes are released. Capt. Warley was informed of this last month and I have since spoken of the matter by telephone 8914 Bazzanella.
5. The pilots at Piombino have to date received no pay. this is causing them great hardship. Harbor Master states he has applied to the Director General of Italian Mercantile Marine at Rome for authority to pay them but has received no satisfaction. Can something be done please to expedite this? It is feared a ship will arrive at Piombino and there will be no

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5. The pilots at Piombino have to date received no pay. this is causing them great hardship. Harbor Master states he has applied to the Director General of Italian Mercantile Marine at Rome for authority to pay them but has received no satisfaction. Can something be done please to expedite this? It is feared a ship will arrive at Piombino and there will be no pilots available.



HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Port & Warehouse Division

GWEW/er

Ref : AC/17/7/TW6

2 May 1945

SUBJECT : Berthing Facilities Piombino

TO : Port Liaison Officer
PIOMBINO

1. Your letter P1/8 of the 23rd and Minute No.10 of the Port Committee Meeting of the 10th April refers.
2. Present indications are that the Port will not now be required to operate in excess of an average of 1000 Tons per day.
3. It is felt that Port reconstruction work can be planned to handle this tonnage without having to build an additional berth over the Wreck along side the Ilva Pier.
4. In view of above no action will be taken regarding your letter of 23rd April.
5. Please make the necessary arrangement for the safe keeping of 20 cu. m. of 3" planking, due to arrive at Piombino during the course of the next few days. This lumber has now been earmarked for future operations.

6113

R.M. BAZZANELLA
Chief, Port & Warehouse Div.

785021

EEG:mdp

HEADQUARTERS ALLIED COMMISSION
APO 334
Transportation Sub-Commission

Ref. : AC/542/6I/Tn 3

28 April 1945

SUBJECT : Piombino Port.

To : Port and Warehouse Division.

1. Reference is made to paragraph 10 of minutes of Piombino Port Committee Meeting of 28th of April.
2. Present indications are that the port of Piombino will not now be required to operate in excess of an average of 1000 tons daily.
3. Port reconstruction work planned should now therefore be reconsidered based on this figure.
4. Will you please advise Piombino accordingly.

For the Director :


G. B. GODFREY,
Major I.E.

Copy to : Shipping Sub-Commission.
Mov. Rails
Mov. Roads:

6712

28/12/45

785021

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File: P1/8
Subject: Reconstruction of Ramp Pionbino, Pontile (LVA), South Sea end.
To: TR. S.O. MOV. DIV.
A.C. A.C.

23 April 45

1. Ref minute No 10 Pionbino Port Committee meeting 20 April 45 please find attached list of materials required by Ilve to complete this work.
2. Ilve wish to know who will pay the cost of labour for this work.
3. It is not known whether such a cost would fall on Ilve under reconstruction of the Port for which they are paying and for which they are to be reimbursed, at a later date, by the Italian Government.
4. Any information be supplied please? -

A. Wette L.T.R.A.

PORT LIAISON OFFICER
PIONBINO

6711

ac/10/7/26

Materiale occorrente

Travi da m. 9	n°	5 x 4 = n°	20
" " 7 + 8,3	"	5 x 4 = "	20
" " 5,40 + 6,40"	"	5 x 4 = "	20
Ferri Zore l. = 6 m.	n°	45 x 4 = "	180
Tavole s. = 6 cm.	mq.	135 x 4 = mq.	540
Chiodi l. = 150 mm.	n°	1000 x 4 = n°	4000

Nota

Per pontile n° 2

Pali Ø 35 cm. l. = 18 m.

Trave legno 0;30 x 0,25 x 6,3

n° 5
" 1

Con opportuni accorgimenti potranno ripristinarsi n° 2 pontili.

Il materiale mancante risulta:

Tavole da cm. 6	mq.	270
Chiodi l. = 150 mm.	n°	2000

Se il pontile n° 2 fosse compreso tra i riparandi occorrerebbe anche il materiale elencato in "nota".

Piombino 20 Aprile 1945

Materiale esistente

n° 12
" 5
" 15
" 96
==
==

Con opportuni accorgimenti potranno ripristinarsi n° 2 pontili.
Il materiale mancante risulta:

Tavole da cm. 6	mq.	270
Chiodi l. = 150 mm.	n°	2000

Se il pontile n° 2 fosse compreso tra i riparandi occorrerebbe anche il materiale elencato in "nota".

Piombino 20 Aprile 1945

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File:

Subject: Pontile Ilva Piombino

To: TM. S/C MOV. DIV. (2)
HQ. AC.

11 April 45

1. Ref conversation Capt. Werley - Lieut Webb 9 April
timber for Ilva for constructing platform over wreck Pontile
ILVA south, sea end.
2. I am informed by NOTIC that this ^{wreck} was loaded in three
holds with ammunition. The ammunition in one hold only exploded.
in the AMAC.
3. Liberty ships have in the past discharged alongside
this wreck and presume it is considered safe to proceed with
the work of construction and of discharging vessels when the work
is completed.
4. Will Capt. Werley please advise as to the possibilities
of obtaining tarpaulins in the event of it being found possible
to back pile at Piombino.

A Webb LTRA.

PORT LIAISON OFFICER
PIOMBINO

6709

cc-17-7-6

(TRANSLATION)

I I V A

Alti Forni E Acciaierie D'Italia
Societa Anonima Capitale L. 1,250,000,000 Interamente Versato

Il Commissario

Roma, 23 January 1945
N. 01507IA.M

AGO

Transportation Sub-Commission

Subject: Rehabilitation of our Pier at Piombino Plant.

Reference to the arrangements that were made yesterday between your Sub-Commission and our representatives about the rehabilitation of piers at Piombino Plant. We confirm that we will be bound to reactivate all railroad tracks leading to the piers within a month and the shifting of the cranes within 1 1/2 months, provided we be supplied by you with the following material and equipment:

- 500 quintals of cement
- 25 quintals of carbide - 5.5
- 50 bottles of oxygen - 1/2 and
- 1 bulldozer - 55
- 1 truck for the transportation of material from the plant to the port. - In Road Day.

It is necessary that we be assured priority on the supply of electric current of about 50 KW for 12 hours while work is in progress and 350 KW for 24 hours while operating. To start operations it will be necessary, in addition, to other material that we will specify later on, to have the following:

- 100 baskets for discharge
- 50 picks
- 50 shovels
- 500 Kiles per month of lubricating oil.

It will be necessary also, to have a tug boat for the port operations, which might be one of our own either "ARGO" or "COERNA" now requisitioned at Leghorn. Rehabilitation work will begin at once. D.O.H.C.

The lighting plant will be put into operation according to the plans we submitted to the Soc. Elettrica Maremmana, who will use their own equipment. The plans have already been submitted to the Allied Military Government at Piombino.

Water pipe installations and water supply for ships will be made by the Municipal Aqueduct of Piombino, who have already worked technical and financial plans and submitted same to the Governor.

- 2 -

For eventual storage of material discharged, we might temporarily provide a small storage place between the Darsena and the State railway track. It will be necessary that we be assured the obtaining of a moving crane with grab to be used for reloading the material in order to avoid very expensive costs of transportation and loading by hand. In any event, we anticipate submitting to the Sub-Commission a plan for restoring the efficiency of our large discharge bridge crane and accessories. It would greatly facilitate the storage and reloading of coal.

We take note of your statements that the discharge of goods arriving at our piers will be performed by our company, acting as your agents and furthermore, that owing to our actual financial status the Ministry of Marine will release about three million lire from one of our credits towards the Administration of the same Ministry or of the Marinarm.

c.c.
We confirm the necessity of receiving from you a written statement that will enable us to oppose any requisitioning of material or equipment indispensable for the restoration and operation of the piers, i.e., railroad equipment, electrical equipment, automotive and supply equipment, by Allied military or civil authorities.

Respectfully,

ILVA, Alti Forni e Acciaierie D'Italia
Il Commissario

Signature illegible

6.07

TELEGRAMMI: ILVA - ROMA
C.P.C. ROMA. 17230

TELEFONI: 43.272 - 484.516



ALTI FORNI E ACCIAIERIE D'ITALIA

SOCIETA' ANONIMA CAPITALE L. 1250.000.000 INTERAMENTE VERSATO

IL COMMISSARIO

Roma, 23 gennaio 1945
n. 0150/IA.m

Spett. A. C. C.
Sottocommissione dei Trasporti

R O M A

Riattivazione dei nostri pontili dello
Stabilimento di Piombino .-

Riferendoci agli accordi presi ieri fra codesta Spett. Sottocommissione ed i nostri rappresentanti per la riattivazione dei nostri pontili dello Stabilimento di Piombino, Vi confermiamo che prendiamo l'impegno di riattivare i binari ferroviari per l'accesso ai pontili entro un mese, e lo spostamento delle grues entro un mese e mezzo, purchè ci venga da Voi fornito tempestivamente il seguente materiale e macchinario :

- Cemento q.li 300 - Carburante q.li 15 - Ossigeno bombole 50 - una macchina per lo spostamento dei rottami ed il riempimento delle buche - un camion per il trasporto dei materiali dallo stabilimento al porto .

E' necessario che ci venga assicurata la fornitura privilegiata di energia elettrica di circa 50 Kw per 12 ore durante il periodo dei lavori, e di 350 Kw per 24 ore durante l'esercizio .

Per l'inizio dell'esercizio occorreranno, oltre ad altri materiali che vi specificheremo in seguito:

- n. 100 ceste per lo scarico - n. 50 zappe - n. 50 pale - Kg. 500 mensili di olio lubrificante .

Occorrerebbe anche poter disporre di un rimorchiatore per il servizio portuale, che potrebbe anche essere uno dei nostri rimorchiatori "Arno" od "Oceania" attualmente requisiti a Livorno.

6706

I lavori di riattamento saranno iniziati subito.

L'impianto di illuminazione verrà eseguito dietro nostra


ALTI FORNI E ACCIAIERIE D'ITALIA

Foglio N°

2

segue lettera n. 0150.IA.m del 23.1.1945

indicazioni dalla Soc. Elettrica Maremmana con i suoi mezzi: il relativo progetto è già stato consegnato al Governatore Militare Alleato di Piombino.

L'impianto delle tubazioni di acqua per il rifornimento idrico dei piroscafi sarà eseguito dall'Acquedotto Municipale di Piombino che ha pure elaborato un preventivo tecnico finanziario che è stato già consegnato allo stesso Governatore.

Per l'eventuale immagazzinamento del materiale scaricato si potrà provvisoriamente creare un piccolo deposito tra la darsena ed il binario delle FF.SS., occorrerà però che ci venga assicurato l'invio di una gru a cingoli con benna per il ricarico del materiale per evitare costosi trasporti e caricamenti a mano. In ogni caso ci riserviamo di presentare a codesta Spettabile Sottocommissione il progetto per la rimessa in efficienza del nostro grande carropon- te scaricatore con relativi servizi accessori che faciliterebbe moltis- simo la messa a deposito e la ripresa dei carboni.

Prendiamo atto delle Vostre dichiarazioni che lo scarico delle merci in arrivo ai nostri pontili sarà affidato alla nostra Società come Vostra Agenzia, e così pure che, data l'attuale nostra situazione finanziaria, il Ministero della Marina permetterà che ci vengano sbloccati circa 3/milioni di lire da uno dei nostri crediti verso l'Amministrazione della Marina stessa o del Marinarmi.

Vi confermiamo infine la necessità di avere da Voi una dichiarazione scritta che ci permetta di poterci opporre a qualsiasi requisizione da parte di Autorità Militari Alleate o Civili di mate- riali indispensabili per la riparazione e l'esercizio dei pontili, come materiali di armamento ferroviario, di trazione, materiali elettrici e di approvvigionamento.

Distinti saluti.

6.05
"ILVA", ALTI FORNI E ACCIAIERIE D'ITALIA

Il Commissario

recipit

LIST OF MATERIAL REQUESTED BY " IIVA " COMPANY AT HOMBING AS PER LETTER DATED 31 MAY 1949 Addressed to Th. port officer.

WOODEN BEAMS - centimetres 10 x 10 ✓ (4 in. x 4 in.)	660 linear metres (2166 ft.)
WOODEN BEAMS - Metres 0.30 x 0.25 x 6.30 ✓	No. 2
TIMBER PILES - 40 centimetres - each one 18 metres ✓	No. 5
FILE DRIVER ✓ (15 1/4 in.) (59 ft.)	No. 1
BOLTS for wood (each 120 x 12 millimetres) ✓	No. 1000
NAILS - 150 mm. each ✓ (4 1/2 in. x 0.47 in.) (5.9 in.)	No. 4000
PLANKS - each 6 to 7 centimetres - ✓ (2.36 in. x 2.75 in.)	300 sq. metres (3229.17 sq. ft.) (equal to 18 to 20 cu. metres) (635.65 to 106.28 cu. ft.)
IRON BEAMS (as per sketch - see original letter in Italian):	
a) each 9 metres in length ✓	No. 18
b) each 8.35 m. " " ✓	" 18
c) each 6.- " " " ✓	" 18

Translation of letter of Alti Fornie Acciaierie d'Italia, ILVA, Piombino works, dated May, addressed to Transportation Port Office, PION BINO.

See piers.

Following on your verbal request we transmit herewith list of materials required for the reconstruction of the four little piers thrown out on the steamer sunk to the right of the ILVA pier.

a) reconstruction of 2 piers (1 and 3)

The material still in place can be used, with the addition of 96 Zores irons 1 = 6,00 m. of our property. for the reconstruction of the supporting system of the little piers Nos. 1 and 3.

For the construction of the floor of these two little piers are required Boards cm. 6/7 square metres 270 (equivalent to about 17/18 cu. mt.) (material now in hands of ILVA for platforms 1 and 3)

Wood beams	cm. 10x10 - linear metres 660	} material required by ILVA to commence plat- forms 1 and 3
Nails 1 = 150 mm.	N°2000	
Bolts for wood 1 = 220 mm. Ø 12 mm.	N°1000	

b) Reconstructions of little piers Nos. 2 and 4:

MATERIAL REQUIRED FOR CONSTRUCTION OF PLATFORMS 2 & 4:

Of these platforms there exist only the supporting blocks; at No. 2 the head and piles are lacking. For reconstruction are required:

Timber piles 0/40 cm. 1 = 16 metres - No. 5

Pile-driver to carry out the work:

Wooden beam 0.30 x 0.25 x 6.30 No. 2

Iron beam composed as per sketch (see original letter in Italian)

1 = 9.00 metres	No. 18
1 = 8.35 "	" 18
1 = 6.00 "	" 18

Boards cm. 6/7 sq. metres 300 = 300 cu. mt. 18/20

Nails 1 = 150 mm. N°2000.

supporting system of the little piers Nos. 1 and 3.
For the construction of the floor of these two little piers are required
Boards cm. 6/7 square metres 270 (equivalent to about 17/18 cu. mt.)
(material now in hands of ILYA for platforms 1 and 3)

Wood beams cm. 10x10 ^{64 metres} 11 meter metres 660 } material required by
Nails 1 = 150 mm. N°2000 } ILYA to commence plat-
Bolts for wood 1 = 120 mm. Ø 12 mm. N°1000 } forms 1 and 3

b) Reconstruction of little piers Nos. 2 and 4:

MATERIAL REQUIRED FOR CONSTRUCTION OF PLATFORMS 2 & 4:

Of these platforms there exist only the supporting blocks; at No. 2
the head and piles are lacking. For reconstruction are required:

Timber piles 0/40 cm. 1 = 18 metres - No. 5

Pile-driver to carry out the work:

Wooden beam 0.30 x 0.25 x 6.30 No. 2

Iron beam composed as per sketch (see original letter in Italian)

1 = 9.00 metres	No. 18
1 = 6.35 "	" 18
1 = 6.00 "	" 18

Boards cm. 6/7 sq. metres 300 = 300 cu. mt. 18/20

Nails 1 = 150 mm. N°2000.

1.03

ILVA

Alti Forni e Acciaierie d'Italia

31-5-48 Rapina

Tenente Webb

Transportatic Port Officer

PICOMBINO

Stabilimento di PICOMBINO

N. 2229/ U.T.

Picombino 31 Maggio 1945

UFFICIO TECNICO

Material new in hands of Ilva for
Platform 1 & 3.

Pontili a mare

A seguito Vs. richiesta verbale Vi trasmettiamo l'elenco dei materiali necessari per la ricostruzione dei 4 pontiletti gettati sopra il vapore affondato alla destra del pontile Ilva.

a) - Ricostruzione di 2 pontili (1 e 3):

I materiali richiesti in opera possono essere adoperati con opportuni accorgimenti e con l'aggiunta di n° 26 ferri n° 8
1 - 6,00 m. di sua proprietà per la ricostruzione dell'ossatura dei pontiletti n° 1 e 3.
Per la costruzione del piano di questi due pontiletti occorrono:

Tavole da cm. 6/7 mq. 270 (equivalenti a circa no. 17/18 già da Voi forniti)

Traviplegno cm. 10x10 = ml. 650
Chiodi 1 - 150 mm. n° 2.000
Bolloni a legno 1 - 120 mm. Ø 12 mm. n° 1.000

Material supplied by
Ilva. to be delivered
Platform 1 & 3.

b) - Ricostruzione dei pontiletti n° 2 e 4:

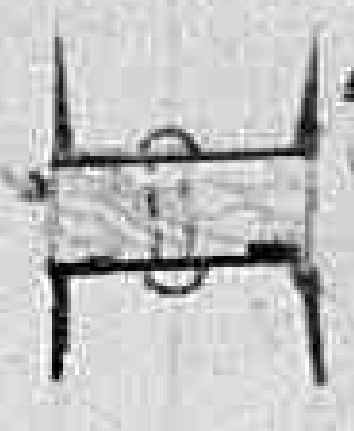
di questi esistono solo le tacche di sostegno; al n° 2 manca la palafitta di testata.

Per la ricostruzione occorrono:

Pali in legno Ø 40 cm. 1 - 18 m. n° 5
Battipalo per eseguire il lavoro
Trave legno 0,30 x 0,25 x 6,30 n° 2
Trave in ferro composte come da schizzo:

1 - 9,00 m. n° 18
1 - 8,35 " " 18
1 - 6,00 " " 18

Legno 300x6



Tavole da cm. 6/7 mq. 300 = mc. 18/20

C.U.2

ENP=300

A seguito Vs. richiesta verbale Vi trasmettiamo l'elenco dei materiali necessari per la ricostruzione dei 4 pontiletti gettati sopra il vapore affondato alla destra del pontile Ilva.

a) - Ricostruzione di 2 pontili (1 e 3):

I materiali rimasti in opera possono essere adoperati con opportuni accorgimenti e con l'aggiunta di n° 96 ferri coròs i = 6,00 m. di proprietà per la ricostruzione dell'ossatura dei pontiletti n° 1 e 3.

Per la costruzione del piano di questi due pontiletti occorrono:

Travigne da cm. 6/7 mq. 270 (equivalenti a circa mc. 17/18 già da Voi forniti)

Travigne da cm. 10x10 = ml. 660

Chiodi 1 = 150 mm. n° 2.000

Bolloni a legno 1 = 120 mm. Ø 12 mm. n° 1.000

*Natural required by
the Government
Platform 123.*

b) - Ricostruzione dei pontiletti n° 2 e 4:
di questi esistono solo le travi di sostegno; al n° 2 manca la palafitta di testata.

Per la ricostruzione occorrono:

Pali in legno Ø 40 cm. 1 = 18 m. n° 5

Battaglio per eseguire il lavoro

Trave legno 0,30 x 0,25 x 6,30 n° 2

Trave in ferro composte come da schizzo:

1 = 9,00 m.

1 = 8,35 "

1 = 8,00 "

n° 18

" 18

" 18

Tavole da cm. 6/7 mq. 300 = mc. 18/20

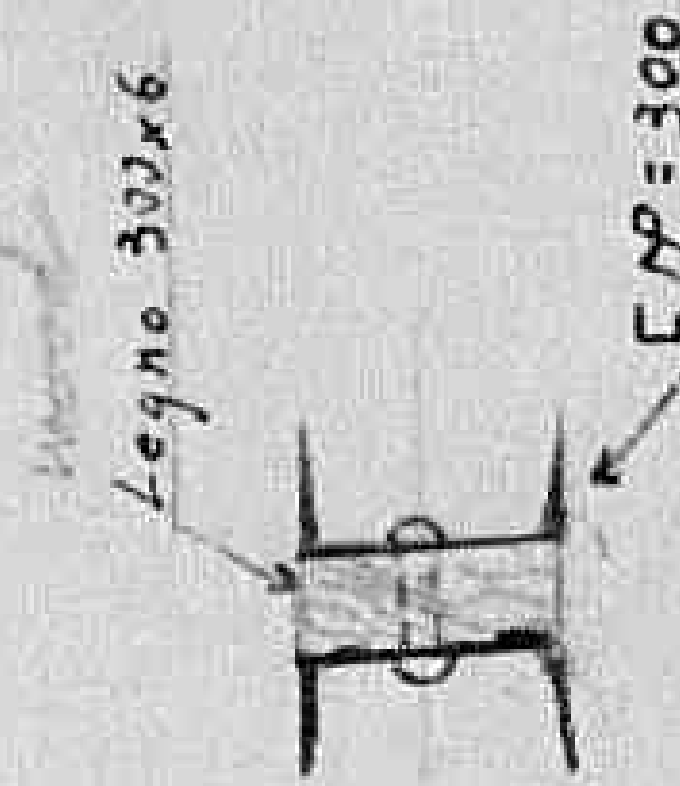
Chiodi 1 = 150 mm. n° 2.000

Distinti saluti

"ILVA" Alti Forci e Acciaierie d'Italia
Stabilimento di Piombino

F.to Ing. C. Salvi

*Natural required for
reconstruction of Platform 2 & 4.*



I
203

PLOMBINO

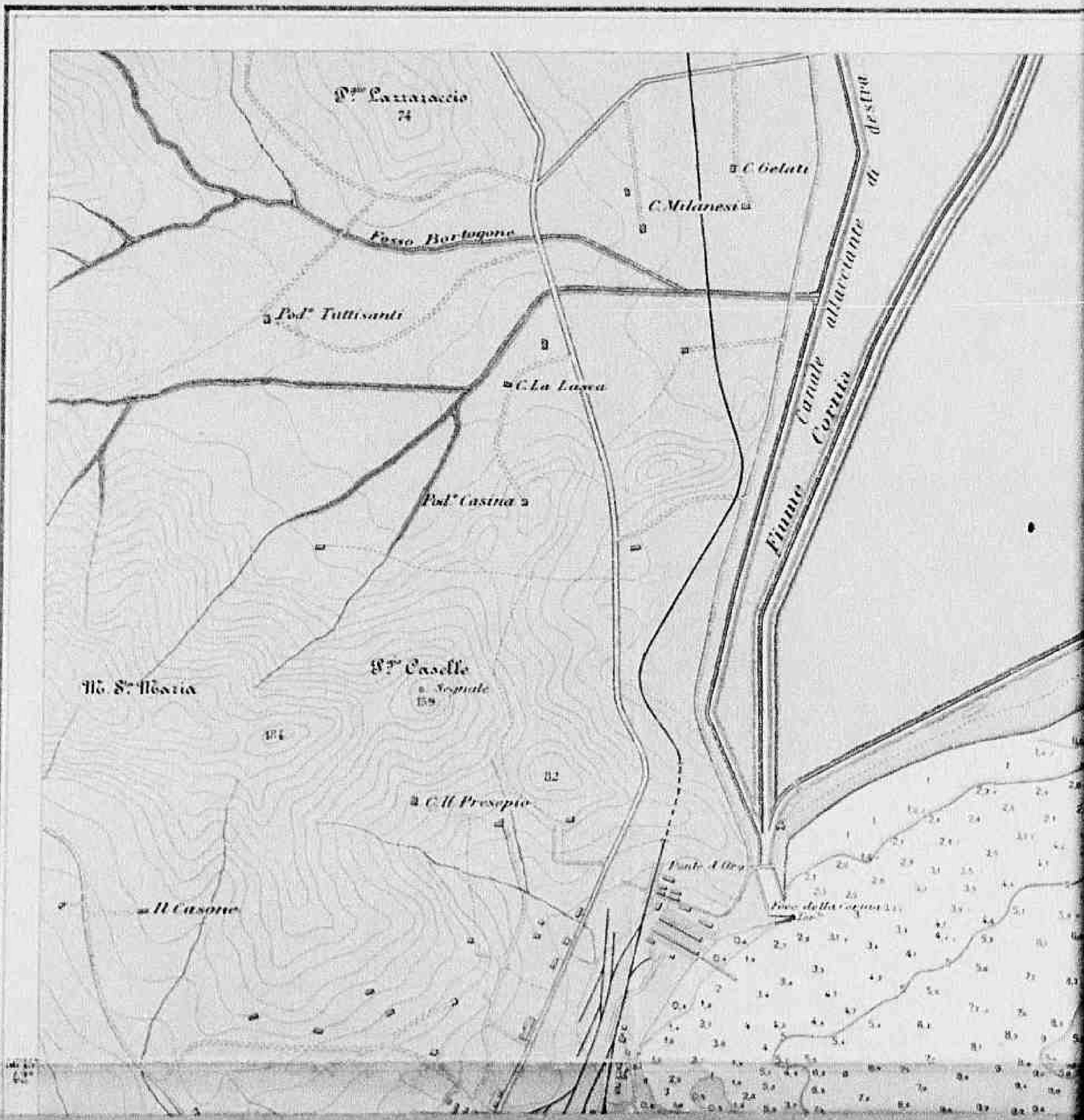
(TIRRENO-CO)

PORTO VECCHIO

DAI RILENTI DEL 190

alg. alg. - c. conchiglie - f. fango - r. roccia - s. sabbia - s. Punt. Trigonometrici

Le denazioni e gli scandagli sono espressi in metri e ridotti al livello medio delle basse maree stagionali



(TIRRENO-COSTA OCCIDENTALE D' ITALIA)

PORTO VECCHIO DI PIOMBINO

DAI RILIEVI DEL 1907 E SUCCESSIVI FINO AL 1929

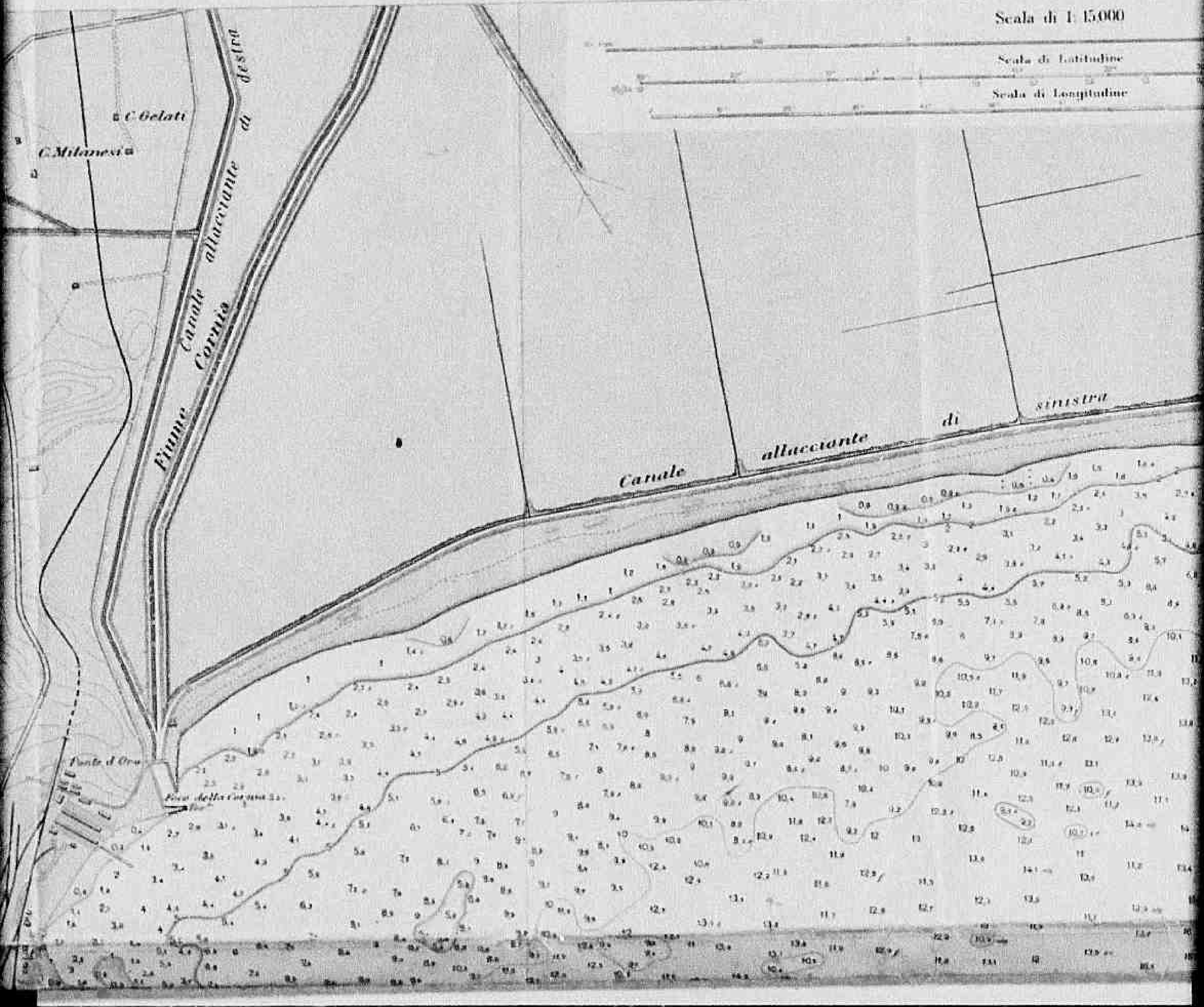
Antico Se

10° 33' 40"

Scala di 1:15000

Scala di Latitudine

Scala di Longitudine

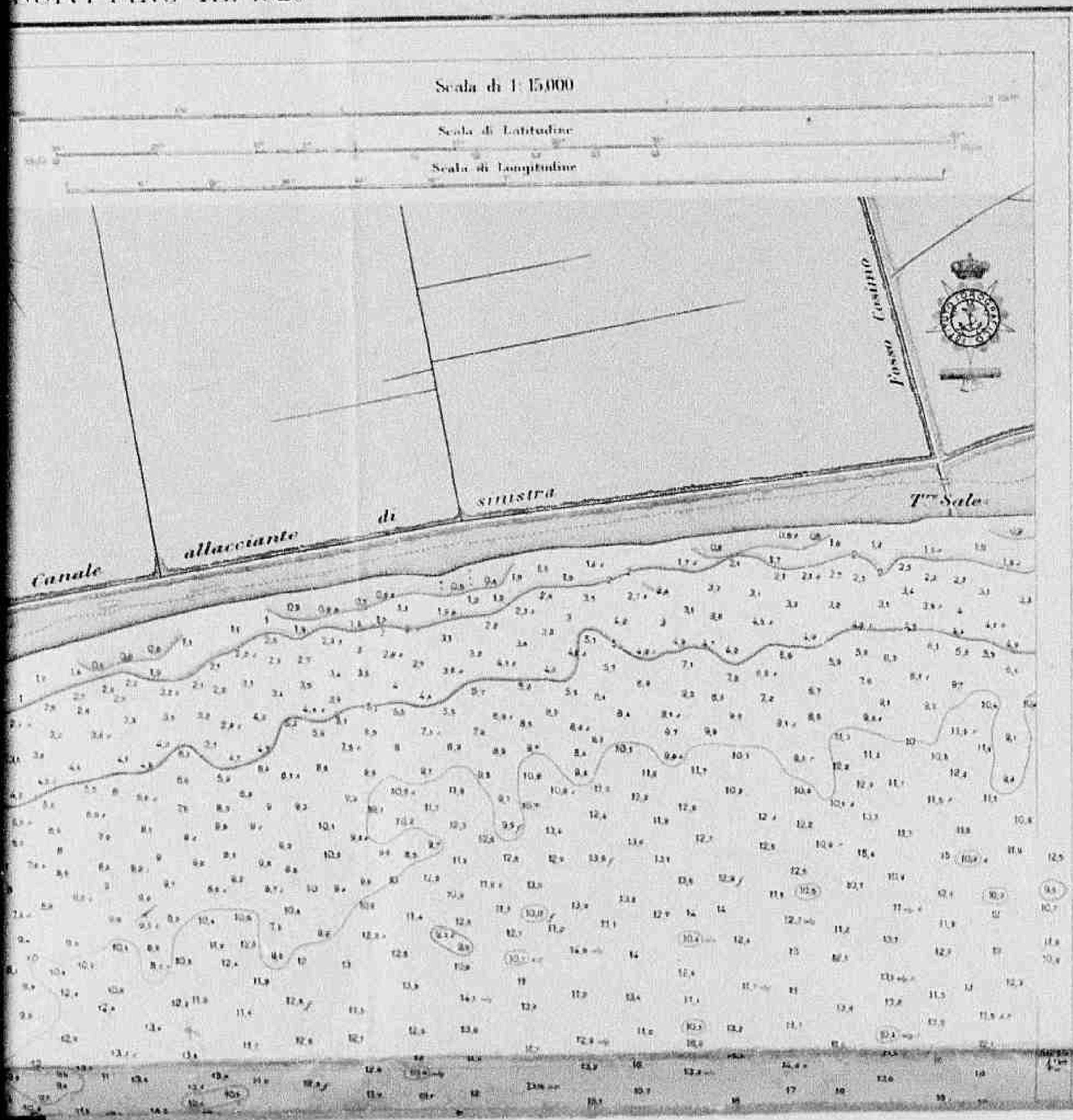


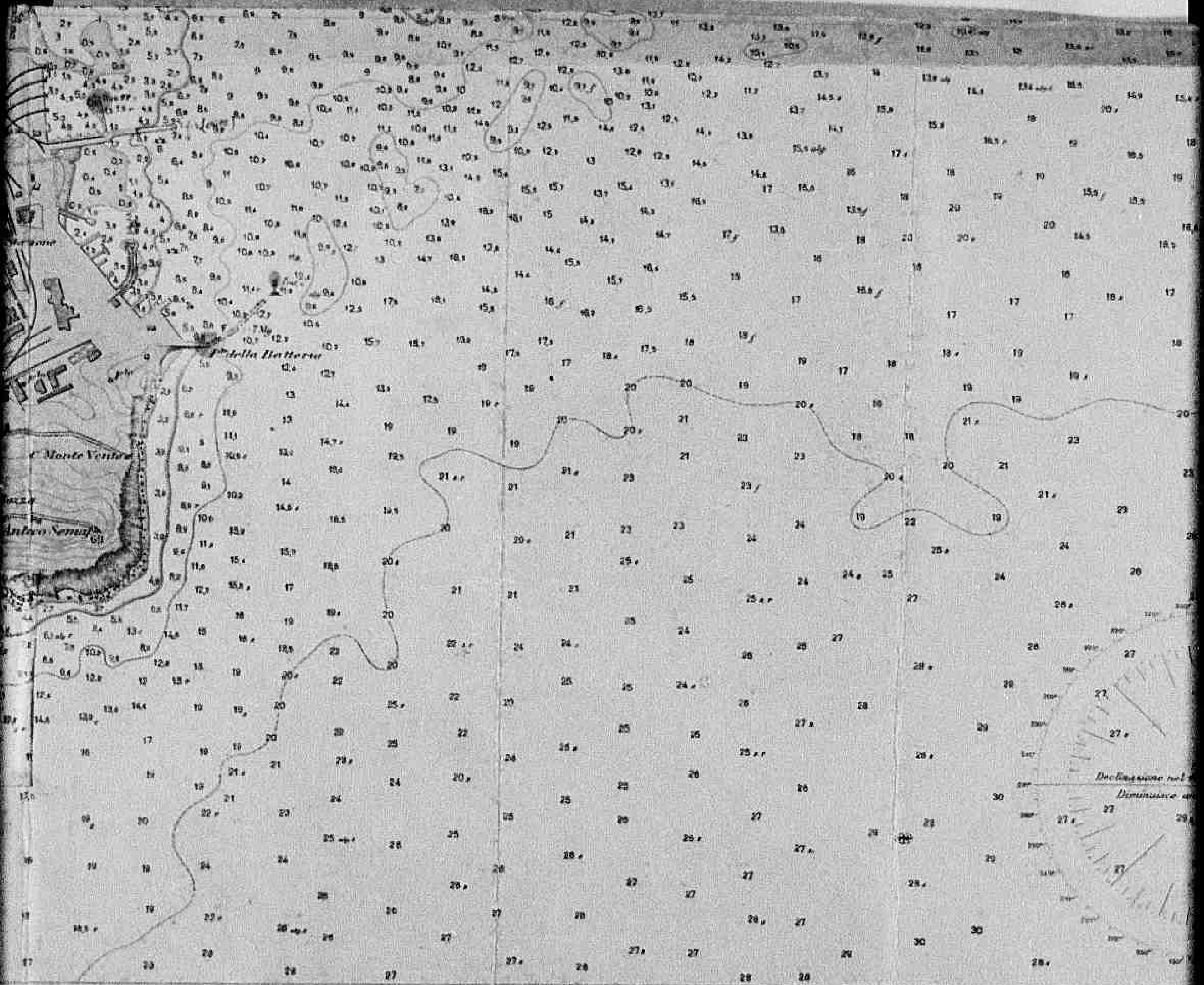
DE D'ITALIA)

DI PIOMBINO

SSIVI FINO AL 1929

Antico Semafo Lat. 42°55' 19" N-Long 10°32' 40" Est Greenwich





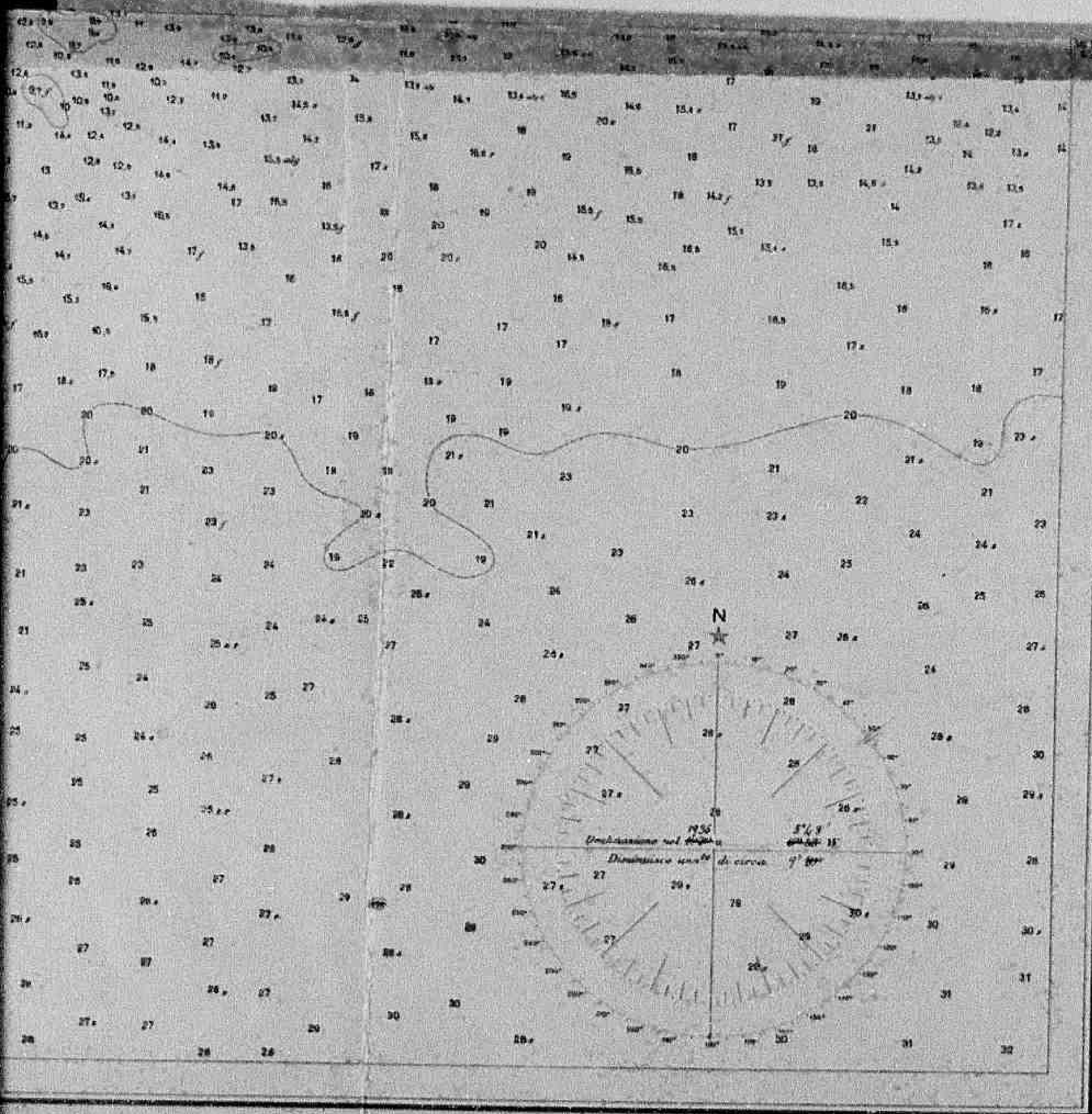
10° 33' 40" E.G.

Pubblicata dall'Istituto Idrografico della R. Marina - Genova - Ottobre 1910 - Direttore N. Gavotto, Capitano di Vascello

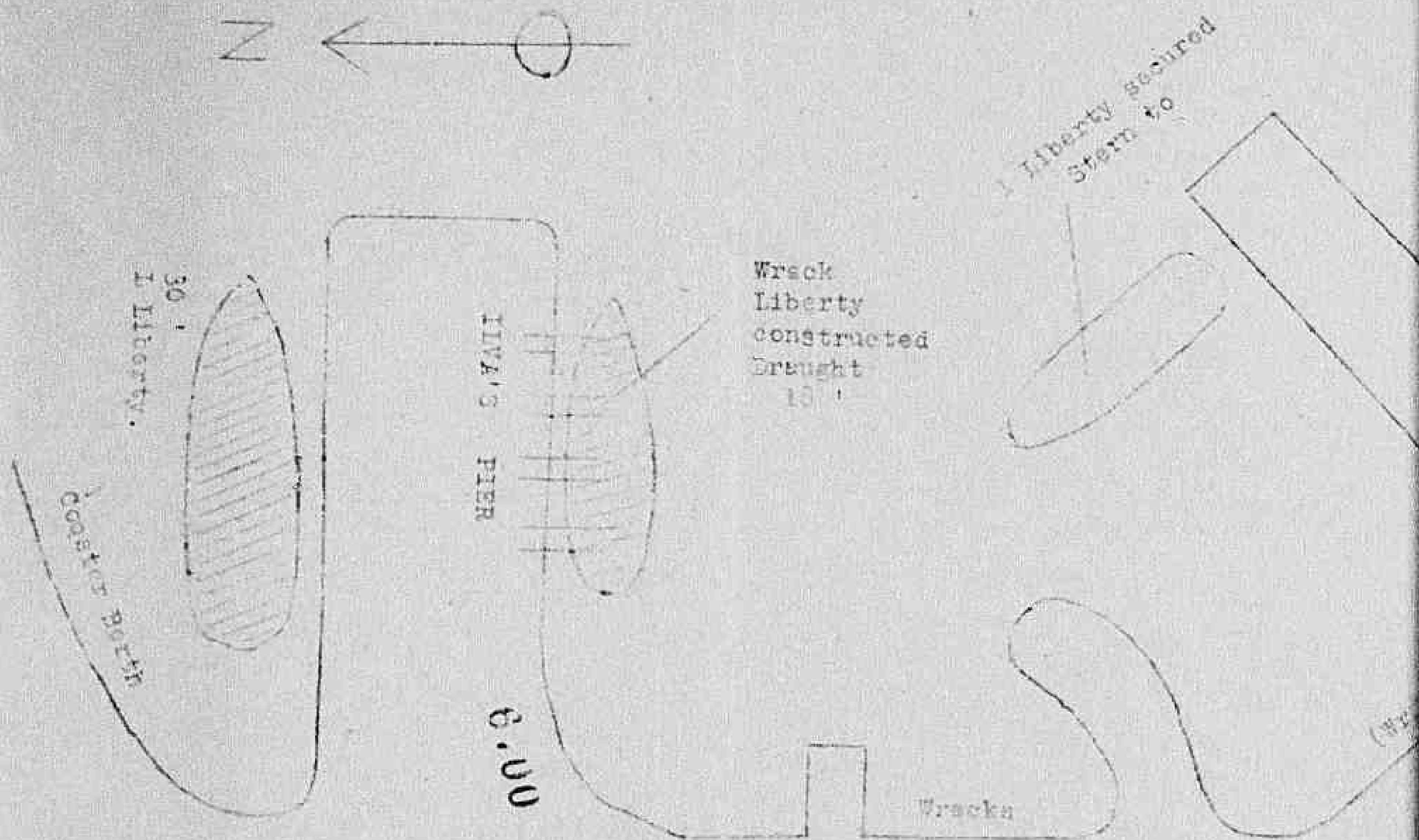
Genova

1938	18.1	51.18
5		6

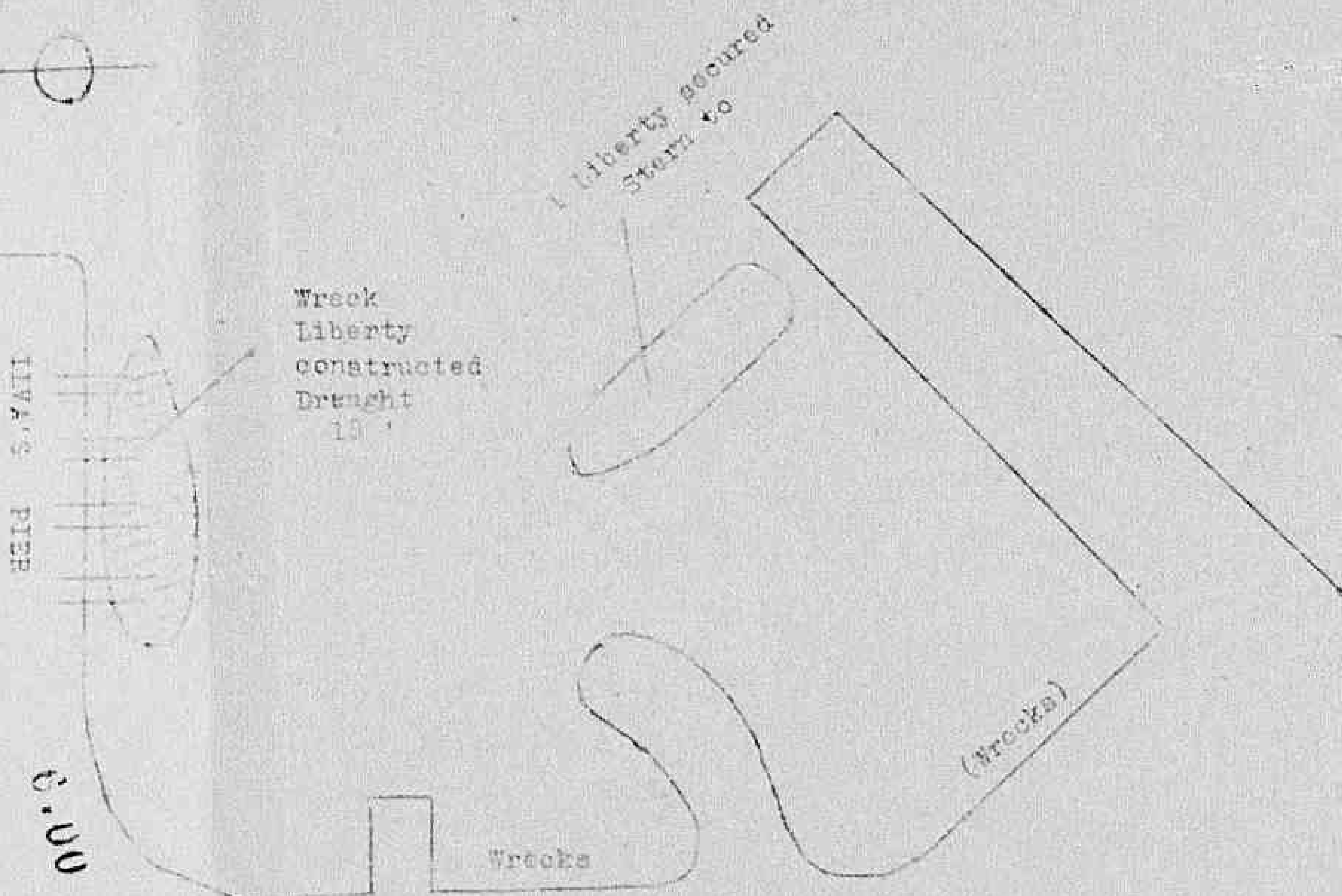
1941 7.1
7



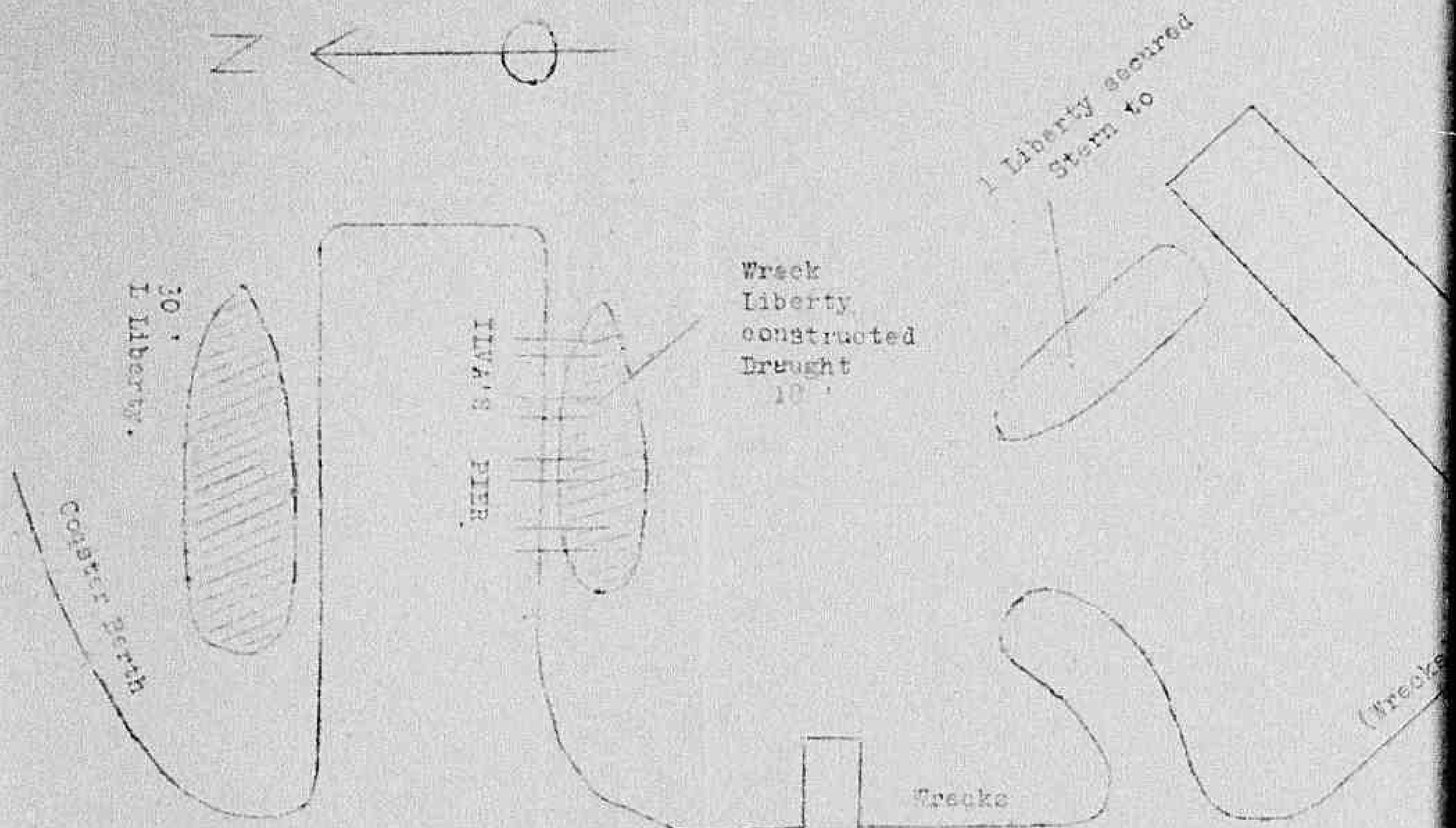
PORT PLUMBING.



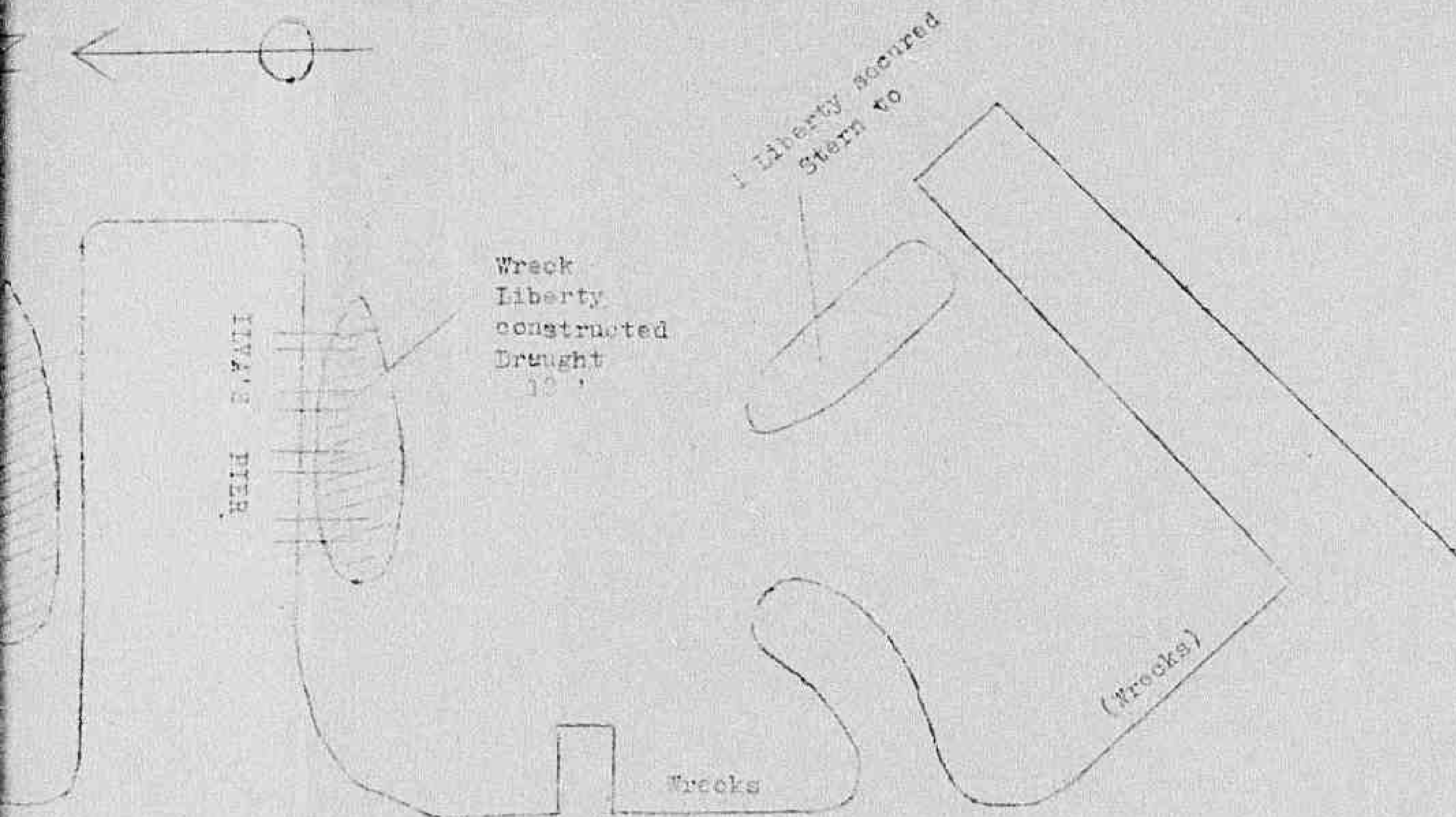
PORT PLUMBING.



PORT PIMBING.



PORT PIMBINO.



ACC

AC/17/TN6

10000/148/3404 (20F2)

PORT
FEB. 19

0000/148/3404 (2 of 2)

PORT OF PIOMBINO
FEB. 1945 - FEB. 1946

PORTS AND
WAREHOUSES

Piombino 11 Febbraio 1946

Prot. 614 / II / PLO.

Mr. Crooks, Chief
Ports and Warehouses Division
Transportation Sub-Commission
H.Q. A.P.O. 394

= RONA =

OGGETTO : Rapporto mensile arrivi e partenze del
naviglio durante il mese di Gennaio 1946.

.....

Come da istruzioni ricevute dal P.L.O. di
Piombino all'atto dello scioglimento dell'Uffi-
cio di collegamento Alleato, si trasmette l'uni-
to prospetto riassuntivo delle navi, M/v. e velie
ri arrivati e partiti durante il mese di gennaio
1946 e delle relative merci imbarcate e sbarcate
in detto mese nel Portovecchio di Piombino.

IL CAPITANO DI PORTO
COMANDANTE
(Giuseppe CARO)

6699

PROSESTO RIASSUNTIVO DELLE NAVI- N/VELLIERI ARRIVATI E PARTITI
DURANTE IL MESE DI GENNAIO 1946 - E DELLE RELATIVE MERCI IMBARCATE E SBAR-
CATE NELLO STESSO MESE NEL PORTO DI PORTOFINOCCHIO DI PIOMBINO.

ARRIVI

piroscafi.....	N° 6	tonn. di merce sbarcata	19.459
N/v. CO. GE. NA.....	" 6	" " "	297
N/v. inferiori alla 25 tonn.		" " "	
di S.L. e velieri.....	" 152	" " "	363
Totali " 166		" " "	19.119

PARTENZE

piroscafi.....	N° 6	tonn. di merce imbarcata	1.110
N/v. CO. GE. NA.....	" 6	" " "	245
N/v. inferiori alla 25 tonn.		" " "	
di S.L. e velieri.....	" 152	" " "	108
Totali " 164		" " "	1.563

N.B. Nei dati suddetti non sono compresi
quelli inerenti alla linea 84 e del
P/fo "LAREMBO" tuttora sotto discari-
ca.

IL CAPITANO DI PORTO
COMANDANTE
(Giuseppe CASTO)
J. Casto

IPC/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tale : 478701

15 November 1945

298/157/Tn.3.

SUBJECT: Allocation of Railway cars - Piombino

TO Mr. Ceccotti,
I.S.R. Servizio Movimento, IV Sezione
Ministero delle Comunicazioni, Roma.

1. The Station Master of Piombino Station has received from the Chief of the Movement Section of Florence a letter dated 9 October, No. 111/125/KE/1/B, giving the following instructions : " The bids for railway cars made by the 'Capitaneria di Porto' of Piombino from now till the arrival of new instructions, will be passed together with the others to the Movement Section of Florence. They must be sent daily so as to reach us not later than Monday of each week."
2. This instruction is not in accordance with the agreement reached, that the wagons will be allocated by the Port Liaison Officer and the forms KB completed by the Station Master for all traffic loading to rail from ships and schooners discharging at Piombino.
3. Will you please arrange to have this latest instruction amended or shipping will be delayed at Piombino awaiting discharge.

For the Director

[Signature]
I.F. CLINGING,
Captain, R.E.

Copy to : Ports & Warehouse Division ✓
Capitano di Porto Comandante, Piombino
Movements Division (Shipping Branch)

6697

To Mr. Ceccotti
AC/17

TRANSLATION

AS/gs

P.L.C.
No. P/7/180

Piombino 12 October 1945

SUBJECT : Allocation of Railway-cars. *Piombino*

TO : Mr. Crooks
Ports & Warehouse Div.

298/181

The Station Master of Piombino Station has received from the Chief of the Movement Section of Florence a letter dated 9 October No. 111/125/XB/I/B giving the following instructions : "The bids for railway-cars made by the "Capitaneria di Porto" of Piombino from now till the arrival of new instructions, will be passed together with the others to the Movement Section of Florence. They must be sent daily or so as to reach us not later than Monday of each week.

From instructions received by the last P.L.C. Lt. E.R. Evans this Command has always directly released the permits for the assignment of rail-cars.

With the a/m modifications the bids presented by this Ufficio Circondariale Marittimo" will take a week before returning from Florence. We, therefore ask this S/C precise instructions in case vessels with goods destined to the inland arrive at this Port informing you in the meanwhile that the Port of Piombino is not fitted with warehouses for the temporary storage of goods and that on the larger it is possible to store a total of 2600 Tons of goods and on the quays it is impossible to load more than 2000 tons evidently with the coming season the goods so stored will be spoiled. It is necessary at least that I receive permission before the loading on rail-cars in case of arrival of ships.

THE PORT CAPTAIN
(sgd) Giuseppe Campo.

6096

UFFICIO CIRCONDARIALE MARITTIMO DI PORTOVECCHIO DI

=PIOMBINO=

Ufficio P.L.O.
Prot.:P./7/180

Piombino:12 ottobre 1945

A Mr.S.C. Crooks, Chief Ports & Whse Div.
Transportations Sub_commission H.Q. A.C.
A.P.O. 394 .ROMEe p.o. Ispettorato Funzionamento Porti =Roma=
Lt. Lester P.L.O. Leghorn
Capo Sezione Movimento Ferroviario=Firenze=

ARGOMENTO: Assegnazione carri ferroviari.

Al Capostazione di Portovechio di Piombino è pervenuto dal Capo Sezione movimento ferroviario di Firenze l'epistolare M/I25/XB/I/B del 9 u.s. del seguente tenore: "Dal ricevimento del presente e fino a nuovo avviso le richieste di trasporto che eventualmente saranno presentate da codesta Capitaneria di Porto, dovranno essere rimesse a questa Sezione Movimento, unitamente alle altre, giornalmente e comunque in modo che non giungano oltre il lunedì di ciascuna settimana."

Come da istruzioni ricevute dall'ultimo P.L.O. Lt.R.E. Evans, questo Comando, a tutt'oggi, ha direttamente rilasciato le autorizzazioni per l'assegnazione di vagoni.

Modificate così le cose, per far giungere a Firenze e ritornare, debitamente autorizzate, le richieste presentate, questo Ufficio Circondariale Marittimo dovrà presumibilmente attendere una settimana. Pertanto si chiedono a codesta Sottocommissione precise istruzioni nell'eventualità dell'arrivo di piroscafi che debbano scaricare merci dirette al retroterra; non potendosi logicamente far costare a lungo le dette merci, in attesa dell'autorizzazione da Firenze per la ricarica sui vagoni. Si fa presente che il porto di Piombino non dispone di magazzini per il temporaneo accantonamento delle merci, che sulle chiatte disponibili a Piombino è possibile depositare complessivamente tonn. 2.600 circa di merci, e sulle banchine non è praticamente possibile depositarne oltre 2.000 tonn. E' evidente che colla stagione autunno-invernale in corso, le merci accantonate in banchina e sulle chiatte verrebbero sicuramente danneggiate. Lo scrivente ritiene pertanto necessario che gli venga rilasciata autorizzazione preventiva allo sbarco su vagoni almeno nel caso di arrivo di piroscafi.

IL CAPITANO DI PORTO
COMANDANTE
(Giuseppe JAMPO)

6 tu ER

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

GR/dg

Tel. 478509

19 October 1945

Ref. AC/5648/IND

SUBJECT : Zinc Oxide
TO : Istituto Commerciale Estero
- Rome -

1. We understand from Transportation S/C, this Headquarters, that 54 bags of zinc oxide are stored at Piosbino waiting disposition instructions.
2. It was not possible to find out for whom the above material has been requisitioned. As this material is required by the match industry the Consorzio Industrie Fiammiferi, 128, Via Nizza, Rome, has been contacted.
3. The Consorzio is prepared to take over the material and request to have it dispatched to the following address:
Deposito Fiammiferi
Anillo (near Rome)
Tenuta Dragoncello
4. It will be appreciated if we are informed of action taken, as well as of the relevant price and details of payment.

Copy to:
Transportation S/C (Attn.:
Port & Warehousing Div.)
Commerce S/C
Finance S/C
Ministry of Ind. & Comm. - Dir.
Gen. of Ind. & Mines (with
reference ltr. AC/5570/IND
dtd. 12 Oct. 1945)
CIF, 128, Via Nizza - Rome -

for

CHARLES FERGUSON
Major RASC

A.H. SULLIVAN
Director,
Industry & Commerce Division
Economic Section

6694

Ac/17

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRIAL SUB-COMMISSION

HRH/11

Tel. 489081-Ext. 599

Ref. A C/3570/IND

12 October 1945

SUBJECT : Zinc Oxide.

TO : Ministry of Industry and Commerce
(Attn.: Gen. Dir. of Industry and Mines-
Prof. Garbolla)

1. We are advised that 54 bags of zinc oxide are in storage at Pischino without specific designation for use.
2. This material can be used for rubber compounding or in paints and is available as part of category A supplies.
3. It is suggested that this material be allocated by you and moved as soon as possible.

Copy to:
Transportation S/C
R. Evans Lt. RB
P.O.L. Pischino

E. W. Rembert
E. W. REMBERT

for A. E. SULLIVAN
Director,
Industry & Commerce Div.
Economic Section

6693

AC/17

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

dyg
666

Piombino
Sept. 21/ 1945

File: PI/4/I67
Subject: Materials for manufacture of rubber
soles and heels.
To: H.Q., Allied Commission
Commerce Sub-Commission
(Special Material Section)
A.P.O. 394

1. This office is still awaiting your disposal instruction for the 54 sacks of Zinc oxide powder, which was discharged from the schooner "La Vittoria" on or about the 27th. August 45.

2. As this material has been here for almost a month it would be greatly appreciated if you could forward the instruction as speedily as possible.

W. Evans Lt. R.E.
W. Evans Lt. R.E.
P.L.O., Piombino

cc : Major C.A.F. Stephen, Chief
Commerce Div., HQ. Allied Military Government
Liguria Region

HQ., Allied Commission
Commerce Sub-Commission (Special Material Section)
A.P.O. 394

Mr. H.M. Bazzanella, Chief
Ports & Whse Div; Transport. Sub-Commission
HQ., Allied Commission, A.P.O. 394

Capt. A.P. Massey
Transportation Officer
Allied Commission
Leghorn.

6692

AC/17.3

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino
Aug. 29, 1945

Subject : Materials for the manufacture
of rubber soles and heels

To: H.Q. Allied Commission
Commerce Sub-Commission
(Special Material Section)
A.P.O. 394

1. Reference is made to LIG/COM/4/35, dated
17 Aug., 1945, addressed to your office, also LIG/COM/4/35, as
dated 17, Aug., 1945, addressed to A.M.G. Port Liaison
Officer, Leghorn, copy to your office, from Major G.A.W. de
Stephans, I.A., Chief, Commerce Division, H.Q., A.M.G., Liguria
Region.

2. The schooner "La Vittoria" was not permitted
to discharge the 54 sacks of Zinc oxide powder at Leghorn
and consequently discharged same at Piombino. It is
presently warehoused by the Consorzio Agrario Representative
in the Mero, to Comunale, Via G. Bruno, Piombino.

3. Please advise your disposal instructions.

Stanley F. France
Stanley F. France
P.L.O., Piombino

cc. Major G.A.W. Stephens, Chief
Commerce Division, HQ. Allied Military Government
Liguria Region

H.Q., Allied Commission
Commerce Sub-Commission (Special Material Section)
A.P.O. 394

✓ Mr. H.M. Bassanella, Chief
Ports & Whse Div. Transportation Sub-Commission
H.Q., Allied Commission, A.P.O. 394

AC/17.3

cc. Capt. A.G. Ramsey
Transportation Officer
Allied Commission
Leghorn

6690

785021

Copy

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
Commerce Division

29 August 1945

Ref. LIG/COM/4/35

TO: HQ Allied Commission - APO 394
(Commerce Subcommission) Special Materials Section

SUBJECT: Zinc Oxide Powder

1.... We enclose copy of letter received from Port and Warehouse Division, in reply to our LIG/COM/4/35 dated 17 August 45 copy of which was forwarded you for information, in which it is stated that the Port of Leghorn being closed to civilian supplies, the schooner "La Victoria" carrying the 1613 Kgs. Zinc Oxide Powder on your account has been routed to Piombino.

2.... Would you please get in touch with the Port Liaison Officer there re instructions for further despatch.

FOR THE REGIONAL COMMISSIONER.

/S/ G.A.W. STEPHENS
Major I.A.
Chief
Commerce Division

Mr. Fanchini
Rubber Div
599
Ind. c/c

6689

785021

Copy

HQ. ALLIED COMMISSION
Transportation Sub- Commission
Port & Warehouse Division
Leghorn
APO 394

25 August 1945

SUBJECT: Zinc Oxide Powder

TO : Chief Commerce Division
Liguria Region
(Attn. Maj. Stephens)

- 1.... Reference your LIG/COM/4/35, Schooner "La Victoria" unable to discharge at Leghorn due to this port being closed to civilian supplies.
- 2.... In some instances small amounts of such supplies are permitted to discharge here if, and only if, prior arrangements are made with P.B.S.
- 3.... In the future please obtain clearance, either through me or P.B.S. Water Transportation prior to shipment.
- 4.... The schooner and manifest have been forwarded to Mr. France, Port Liaison Off. Piombino.

/S/ Allen C. Ramsey
ALLEN C. RAMSEY
Capt. F.A.
Sr. Trans. Off., Leghorn

Copy to:
Maj. Klein
File

6088

R^o. UFFICIO CIRCONDARIALE MARITTIMO DI PORTOVECCHIO
DI PIOMBINO

Piombino
12 Ottobre 1945

Ufficio P.L.O.
Prot: P1/4/181

Ogg: P.L.O.

A : Mr. S.C. Crooks, Chief
Ports & Whse Div.
Transportation Sub-Commission
H.Q. Allied Commission

e p.c.: Ispettorato Funzionamento Porti
Roma

" " " : Lt. Lester
P.L.O. Leghorn

" " " : War Shipping Administration
Leghorn

Per opportuna conoscenza si comunica che
dal giorno 5 Ottobre le mansioni del P.L.O. di Piombino sono
state assorbite dal locale UFFICIO CIRCONDARIALE MARITTIMO.

Per eventuali comunicazioni telefoniche
il numero civile di detto Comando é: 20.06 - Piombino.



IL CAPITANO DI PORTO
COMANDANTE
(Giuseppe Campo)

[Handwritten signature]

For your information we have to state that as from 5th. Oct.
the work of P.L.O. of Piombino are carried on by the local Ufficio
Circondariale Marittimo (Port Authority)

For eventual telephonic calls ⁶⁰⁸⁷ the civilian No. 15 2006
Piombino.

AC/17

785021

Piombino/file

ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

Piombino
Oct 5th 1945

File : P1/4/178

To : Capitano del Porto - Piombino

Herewith passed to you are the files and business transaction which have not been completed during A.C. term of office here.

1. The bill for the collection of freight charges from Sig. Alessandro Freschi. Upon collection of this money (L. 1.158.060,40) would you please forward the money to Col. Fernyhough, Transportation Sub Commission ROME.

2. Supply of material for the Marina "warehouse" when this material is delivered to you would you give your prompt attention to see that the "warehouse" in question is made weatherproof.

3. Would you kindly allocate the rail cars required by Consorzio Agrario and to other merchants as you think fit.

4. If at any time you need transport (motor) get in touch with Lt. Lester (A) who is Port Liaison Officer at Leghorn and through him make a bid for transport as required. The telephone No. is value 553.

5. After a ship has discharged send the Discharge Report and Ship-Out-Turn to Chief Accountant - H.C., Allied Commission A.P.O. 394 - ROME. Your attention to these points will be kindly appreciated.

W. Evans Lt. R. E.
Port Liaison Officer A. C.
Piombino

AC/17

6686

785021

TRANSPORTATION SUB-COMMISSION

CFO/mb

INTER OFFICE MEMORANDUM

Tele : 478704

29 September 1945

276/58/Tn.3.

SUBJECT : Communications between Rome and Piombino

TO : Communications Sub-Commission

1. Telephone communication with the Port Liaison Officer at Piombino, never very good, has become virtually impossible with the withdrawal of the "Victory" military line.
2. It is important that this Sub-Commission maintains daily contact by phone with the Port Liaison Officer.
3. May consideration please be given to better communications.

For the Director

C. F. Constable

C.F. CONSTABLE,
Major, R.E.

Copy to : Movements Shipping
Ports & Warehouses Division ✓

AC/17

785021

ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

Piombino
17th., Sept., 1945

File: F1/4/I64

Subject: Harbor Craft

To: Mr. A.C. Allman
Ports & Whse Div.
Transportation Sub-Commission
H.Q., Allied Commission
A.P.O. 394

1. Herewith detailed list of Harbor Craft in the
Port of Piombino;

2. The time stated against some of the craft is
the approximate time necessary to get these into a seaworthy
condition, if materials are available.

W. Evans Lt. R.E.
W. Evans Lt. R.E.
Port Liaison Officer
Piombino

6685

AC/17

LIST OF HARBOUR CRAFT
Port of Piombino

Name	Tons Capacity	H.P.	Port and No. of registration	Owner	Remarks
<u>TUGS</u>					
Arno	106.86	259	1527-Genoa	Ilva	In use
Labrone		71.19	2471-Leghorn	Vestrini.	"
Sabotia		150	1315-Genoa	Ilva	"
XX Settembre		135	221-Leghorn	Lunardini-Bonatti	6 months repair
Marte		165	1-Portoferraio	Procchi	waiting repairs
Cepraia		140	114-Leghorn	Magona d'Italia	" "
Fo		600		Ilva	10 month repair
<u>Tanker</u>					
Vigneria	190			Ilva	waiting repair
<u>Floating Derricks</u>					
Sonette	-	Lifting capacity 50 tons	108-Leghorn	Vestrini	in use for salvage
<u>BARGES</u>					
Cicciolina	500	6084	201-Piombino	Procchi	in use
Ilva 5	350		-Portoferraio	Ilva	"
Alpino	350		301-Portoferraio	"	"
Attilio	350		- " "	"	"
Astura	300		-Leghorn	Neri	"

Name	Tons Capacity	H.P.	Port and No. of Registration	Owner	Remarks
Messina	150		3539-Leghorn	Lunardini-Bonatti	3 months repair
Antonietta	350			" "	waiting repairs
Piè	80		I452-Leghorn	" "	" "
Clorinda	80		I454-Leghorn	" "	" "
Angiolina	130		I453-Leghorn	" "	" "
Volterraio	350		-Portoferraio	Ilva	" "
Alberto	350		- " "	"	" "
Brancaleone	350		- " "	"	3 months repairs
Enrichetta	350		- " "	"	2 " "
<u>ALLIED Craft</u>					
Koenisberg	220			in use of Co.Ge.Na.	ex-German landing craft.
No. 30	300				
No. 31	300				

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino
6th September, 1945

File: Pi/2/157

Subject: Request for coal for the
Port of Piombino

To: Mr. H.M. Bazzanella, Chief
Ports & Whse Div.,
Transportation Sub-Commission
H.Q., Allied Commission
A.P.O. 394

1. Reference is made to my Pi/4/41 dated 14 August, 1945., and your AC/17/26 Tn 6 dated 16 August 1945, to the Industry Sub-Commission, Coal Division.

2. It is essential that coal be furnished *lva* for the operation of tugboat, railroad engines and cranes, etc., in the port.

3. Please advise *what* arrangements have been made for delivery of coal to Piombino.



Stanley P. France
Stanley P. France
P.L.O., Piombino

cc : Industry Sub-Commission,
Coal Division
Attention: Col. Evans

6683

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
Commerce Sub-Commission
Coal Division

FWJ/gv

Tel: 478489
489481 Ext 327

29 August 1945.

Ref: AC/CD/111/Commerce

Subject : Coal for Dock operating, Piombino

To : Transportation Sub-Commission
Port and Warehouse Division

1. Reference your AC3/17/28/Tn6 dated 22 August.
2. A verbal arrangement had been made with Major Long of Transportation S/C (Rail Sect) for supply of coal to ILVA to be made from local ISR stocks. This arrangement appears however to have worked very unsatisfactorily and a separate allocation of 150 tons monthly will now be made.
3. A vessel is expected to discharge at Piombino in the early part of September and first allocation will be made then.

P.R. Evans

P.R. EVANS
Colonel,
Coal Division.

Copy to:

AFHQ Coal Section, Leghorn
ALCOM Port Liaison Officer, Piombino.

AC/17

6082

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

UAG/rf

Tel. 290

22 August 1945

Ref. AG/17/29/Tn6

SUBJECT : Request for Coal for the Port of Piombino

TO : Industry Sub-Commission, Coal Division
Attention: Col. Evans

1. Further to our letter AG/17/29/Tn6, of 16 August 1945, we enclose herewith copy of communication received from our Port Liaison Officer at Piombino, for your information and action.

2. Your prompt attention will be greatly appreciated.

1 encl.
Copy of undated letter P1/4/41

R. M. BAZZANELLA, Chief
Ports and Warehouse Div.

Copy to:
ALCOM Port Liaison Officer - Piombino
Attention: Mr. Stanley P. France

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

File: / Pi/4/4I
Subject: Coal for Port operation
To: Mr. R.M. Pazzanella
Chief, Port and Warehouse Division, HQ. AC.
From: Mr. S.P. France
Port Liaison Officer - Piombino

Following the necessity to procure coal for the Ilva Iron Works, to keep operation of the Port of Piombino going, we have secured two rail-trucks of coal from Major Parson (AF Coal Section), which have been previously assigned to the Italian rail-way.

This coal will have to be returned from the quantity which will be assigned to the Ilva for the Port operation.

(S.P. France)
Port Liaison Officer
Piombino

B. Cuccio
B. Cuccio

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WAG/rf

Tel. 890

16 August 1945

Ref. AG/17/22/Tn6

SUBJECT : Request for Coal for the Port of Pionbino
TO : Industry Sub-Commission, Coal Division
Attention: Col. Evans

1. We enclose herewith translation of letter dated 10 August 45, addressed to Mr. Stanley P. France, our Port Liaison Officer at Pionbino, which is self-explanatory.

2. As this is an urgent matter, we shall be glad if you will kindly give same your immediate attention and arrange for the required amount of coal to be supplied to insure continued operations in the port.

Copy to:
ALCOM Port Liaison Officer - PIONBINO
Attention: Mr. Stanley P. France

R.M. Bazzanella
for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

1 encl.
As per para 1 above

0079

TRANSLATION

ILVA

Ref. No. 495/3.2

Piombino, 10 August 1948

Mr. Stanley P. France
Port Liaison Officer AG.
PIOMBINO

SUBJECT : Request for Supply of Coal

As we have repeatedly informed this office, it is necessary that there should be a constant supply of 100 tons of coal per month to operate the locomotives and tugs working in the port.

We are and will continue to collect the small quantity of coal which still remains, but we wish to point out to you that should we be left without coal and be obliged therefore to suspend work in the port and on shore, no blame should be placed on us. This will not be due to any fault of ours or negligence on our part because we have up to now taken all necessary steps, either in Piombino or at Caserta through Rome, without obtaining any result.

Awaiting your advice,

ILVA Company

6678

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino
August 13, 1945

File : P1/4/I38
Subject : Request for coal for the Port of Piombino
To : Mr. R.M. Bazzanella
Chief, Port and Warehouse Division, HQ. AC.
From : Mr. S.P. France
Port Liaison Officer - Piombino

We enclose letter by Iiva requesting 150 Tons
coal per month for Port operation.

Being an urgent matter will you please give
to it your attention.

pp. Stanley P. France
Port Liaison Officer A.C.

P.P. B. Cacciatore
B. Cacciatore

6677

ALTI FORNI E ACCIAIERIE D'ITALIA



Mr. Stanley P. France

Port Liaison Officer AC.

PIOMBINO

Stabilimento di PIOMBINO

N. 495
Da usare nella risposta

PIOMBINO, 10 Agosto 1945

Richiesta Carbone

Come abbiamo ripetutamente avvisato codesto Ufficio, necessita per l'esercizio delle locomotive e dei rimorchiatori in servizio al Porto un rifornimento costante di 150 tonn. di carbone al mese.

Stiamo cercando e cercheremo di rastrellare quel poco di carbone che ci è rimasto, ma teniamo a farVi sapere che se si dovesse restare senza carbone e quindi soppendere tutto il servizio terrestre e portuale, non dovrà essere imputato a nostra colpa o a nostra trascuratezza, perché abbiamo ~~solt~~olto finora tutte le pratiche necessarie, sia qui a Piombino e sia a Caserta, tramite Roma, senza ottenere nulla.

Distintamente.
In attesa di leggerVi Vi salutiamo

ALFA, ALTI FORNI E ACCIAIERIE D'ITALIA

Stabilimento di Piombino

IL DIRETTORE

6876

Da inviare nella Risposta

Stanley E. France

Port Liaison Officer AC.

PIOMBINO

PIOMBINO, 10 Agosto 1945

Richiesta Carbone

Come abbiamo ripetutamente avvisato codesto Ufficio, necessita per l'esercizio delle locomotive e dei rimorchiatori in servizio al Porto un rifornimento costante di 150 tonn. di carbone al mese.

Stiamo cercando e cercheremo di rastrellare quel poco di carbone che ci è rimasto, ma teniamo a farVi sapere che se si dovesse restare senza carbone e quindi sospendere tutto il servizio terrestre e portuale, non dovrà essere imputato a nostra colpa o a nostra trascuratezza, perché abbiamo svolto finora tutte le pratiche necessarie, sia qui a Piombino e sia a Caserta, tramite Roma, senza ottenere nulla.

In attesa di leggerVi Vi salutiamo

distintamente.

“ELVA”, Atti Forpi e Acciaierie d'Italia
Stabilimento di Piombino

IL DIRETTORE
6676

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino
August 13, 1945

File : P1/4/138
Subject : Request for coal for the Port of Piombino
To : Mr. R.M. Bassanella
Chief, Port and Warehouse Division, HQ. AC.
From : Mr. S.P. Franco
Port Liaison Officer - Piombino

We enclose letter by Ilva requesting 150 Tons
coal per month for Port operation.
Being an urgent matter will you please give
to it your attention.

pp. Stanley P. Franco
Port Liaison Officer A.C.

B. Cuccio

785021

To : Mr. R.M. Bazzanella
Chief, Port and Warehouse Division, HQ. AC.

From : Mr. S.P. France
Port Liaison Officer - Piombino

We enclose letter by Ilva requesting 150 Tons
coal per month for Port operations.

Being an urgent matter will you please give
to it your attention.

Pp. Stanley P. France
Port Liaison Officer A.C.

B. Cuccolo

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ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

File: P1/ I3/ I49

Piombino
Aug., 29, 1945

Subject : Movement of wine by road transportation

To: Mr. Franklin - Road Division
Transportation Sub-Commission
H.Q., Allied Commission
A.P.O. 394

1. Reference is made to our conversation of Aug. 27th.

2. Attached are records of 12 interceptions of motor trucks and trailers carrying wine contrary to AC/24/22/Tn.3 (Movements Division - Roads - Memorandum No.3), made between August 10th and 24th.

3. Numerous vehicles are loading wine daily at Piombino and Vada for long distance hauls to point north and south of the Northern Territory Boundary, as set forth in Para. No. 1 of Roads Memo. No. 3. In accordance with our conversation, no further action is being taken here in regard to same.

Stanley P. France

Stanley P. France
P.L.O., Piombino

cc : Mr. R.M. Bassanella, Chief
Ports & Whse Division
Transportation Sub-Commission
H.Q., Allied Commission
A.P.O. 394

6674

AC/17

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MRT/h1

323/10/TH 1

Doctor Ugo La Malfa,
Minister of Transport,
Rome.

26 July 1945

Re: Movement of Wagon by Road - Piacenza

My dear Dr. La Malfa:

Report of Mr. France dated 22 July is enclosed for your information and necessary action. Also enclosed is copy of order to Regional Commissioner, Venezia Region; a similar order has been sent to Regional Commissioners, Lombardia, Piemonte, and Liguria Regions.

Highway trucks operating in Italian Government territory in violation of this order are operating illegally, and should be disciplined by the Italian Government whether they carry AMO trip tickets or not.

Yours very truly,

2 encl: Rpt. 22 Jul 45
Order

MERRITT H. TAYLOR,
Director.

cc: Economic Section
Supply Division, Economic Section
Food Sub-Commission
Port & Whse. Div., Tn. S/C ✓
Road Division, Tn. S/C

6673

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ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

PIOMBINO

22nd July, 1945

TO: Mr. R.M. Razzanella,
Chief, Ports & Warehouse Div.

SUBJECT: Movements of Wine by Road - Piombino

1. Reference is made to Memorandum No. 3 (AC/24/22/Tn3), dated 26th June, 1945, issued by Movements Division - Roads.
2. During the period from July 4th to July 17th, a total of 416 tons of lemons were discharged at Piombino. Due to non-availability of rail cars, various consignees entered bids on EMAC, Florence and Leghorn, for road transportation. They were informed that none was available. On account of the perishable nature of the goods, the writer secured AFSCM military trucks from Leghorn and forwarded the lemons to various destinations.
3. Large quantities of wine have been discharged at Piombino, for which EMAC found no difficulty in providing road transportation - generally trucks and trailers of 16 ton capacity. The writer previously intercepted a number of trucks and trailers, and found that they were arriving from Florence and points in Northern Territory to load wine at Piombino. A common practice is to describe the goods to be carried as "agrumi" (citrus fruits) on the trip tickets, but the vehicles load wine. In a number of instances the writer compelled the trucks to unload wine and load grain for Florence, Leghorn and Lucca. Records have been kept of these operations.
4. The writer previously forwarded records of vehicles carrying wine to Northern Territory to Mr. George G. Gross, Chief, Roads Div.
5. Attached hereto are copies of 4 trip tickets issued by the Ufficio Autotrasporti di Florence on the 17th and 18th July, 1945. These trucks attempted to load wine, but were compelled to load grain for Florence instead.
6. Also attached hereto are records, taken from trip tickets, of interceptions made within a two day period. They represent only a drop in the bucket. Nine out of ten of the interceptions cover combination trucks and trailers of approximate 16 ton capacity. These vehicles came from ROME, VERONA, SAVONA, RIZZI, Monf., GENOA, INESCHIA, PIACENZA and MILAN. It will be noted that Piombino is not indicated in some of the itineraries as the point of loading, although wine was loaded at Piombino. Particularly flagrant cases are covered by interception reports Nos. 1 and 2. These two trucks and trailers arrived from Rome and loaded at Piombino a total of 12 tons of wine for Milan. Trip ticket indicated "Chemicals & Pharmaceuticals and Various Merchandise" to be transported

EC692

Memo - Mr. R.M. Zsanella

Sheet No. 2

22nd July, 1945

from Rome to Milan.

7. The writer has noted numerous other violations, but was handicapped in taking appropriate action on account of lack of assistance.

8. Trucks and trailers are still arriving from northern points, but have transferred their operations to night time to lessen or obviate interception.

9. The above, with attachments, are for your information and records; and such further action as you may deem necessary.

Stanley P. France

Stanley P. France,
P.L.O., Piombino



cc: Col. M.J. Sieff,
Chief, Movements

Capt. A.A. Gower,
Transportation Sub-Commission.

spf

MOVEMENTS OF WINE
by Road

(I)

Trip Ticket Inspections
by

S.P. FRANCE P.L.O. PIOMBINO

Place of interception : *connecting road between Piombino and Viareggio*
Date " " : *28 July, 1945, @ 14.00 hrs.*
Type of vehicle : *Truck & Trailer*
Licence plate Nos : *Truck: ROMA 8-4444 - Trailer: ROMA 1662*
Owner : *CONS. NAZ. NEOTERAPICO, V. PRISCHIA, 10.*
Load weight : *16 Tons*
Commodity : *Wine*
Trip Ticket issued by : *E.N.A.C., S. LORENZO, PROV. OF ROME*
Trip Ticket No : *203856 (Request No. 23235)*
Itinerary : *Rome to Milan & Return*
Distance indicated : *K.M. 1230*
Persons authorized to ride : *—*

Remarks



(See other side)

*Trip Ticket stated cargo of...
"chemicals, pharmaceuticals...
& various merchandise" - Rome
to Milan. This vehicle loaded
16 Tons Wine at Piombino*

P.T.O.

785021

The consignor is stated as:-
 Armandi, Renato
 Martine, 209

This Trip Ticket was stamped:-

Stazione S. Lorenzo

Pror. di Roma

(Signature of consignor)
 Station not legible



N.B. See attached interception report
 covering Rome Lic. Plate Nos:-

Truck, ROMA 4452

Trailer ROMA 2230



(See also page 2)

MOVEMENTS OF WINE
by Road

(2)

Trip Ticket Inspections

by

S.P. France, P.L.O., FIORENTINO

Place of interception : *Piombino*
Date " " : *19 July 1945 @ 2200 hrs.*
Type of vehicle : *Truck & Trailer*
Licence plate Nos. : *TRUCK: ROMA 4452*
TRAILER: ROMA 2230
Owner :
Load weight :
Commodity : *Wine - 12 Tons (loaded at Piombino)*
Trip Ticket issued by : *(Probably by ENK, S. LORENZO DI ROMA)*
Trip Ticket No. : *This vehicle could not (or would not) produce a...*
Itinerary : *Trip ticket. However, I am informed that the owners...*
Distance indicated : *were operating with Truck...*
Persons authorized to ride : *lic. Plate No. ROMA-8-4444*
Remarks : *covered in attached report... Trip ticket probably shows commodity carried to be "chemicals & pharmaceuticals, etc."*
ENK, S. LORENZO DI ROMA



785021

MOVEMENTS OF WINE
by Road

Trip Ticket Inspections
by

S.F. FRANCE F.L.G., PIOMBINO

(3)

Place of interception : Piombino
Date " " : 19 July 1945
Type of vehicle : Truck & Trailer - OM 6 "LIBERTI"
Licence plate nos. : Truck: VR-4716 - Trailer: VR-1366
Owner : ISOTTA, GIUSEPPE
Load weight : 15 Tons
Commodity : Wine - Vermouth & Marsala
Trip Ticket issued by : ENAC, VERONA
Trip Ticket No : 318826
Itinerary : VERONA, MODENA, BOLOGNA, FLORENCE, PISA,
PIOMBINO & RETURN TO DOMESTIC
Distance indicated : ✓
Persons authorized to ride : ✓
Remarks : ✓



6668

MOVEMENTS OF WINE
by Road

(4)

Trip Ticket Inspections
by

S.P. FRANCE P.L.O., PIOMBINO

Place of interception : Piombino
Date " " : 19 July 1945
Type of vehicle : Truck & Trailer - MAKE: SAUER
Licence plate No. : _____
Owner : G.A.P.S. SAVONA
Load weight : 16 Tons
Commodity : Wine
Trip Ticket issued by : E.N.A.C. SAVONA
Trip Ticket No : 53870 AMG - valid 17-20 July 1945
Itinerary : Savona to Vada (Liguria) & Return
Distance indicated : Km. 560
Persons authorized to ride : _____

Remarks

Please note itinerary. Wine
was loaded at Piombino and
not Vada.



6667

MOVEMENTS OF WINE

by Road

Trip Ticket Inspections
by

S.P. FRANCE P.L.C., PIOMBINO

Place of interception : PIOMBINO
Date " " : 19 JULY, 1945
Type of vehicle : Truck & Trailer - Fiat 626
Licence plate Nos. : AT 4719
Owner : BONINI, ARMANDE
Load weight : 9.40 TONS
Commodity : WINE
Trip Ticket issued by : E.N.A.C. ASTI
Trip Ticket No : 153949 AMG - VALID 16-21 JULY, 1945
Itinerary : NIZZA, MONTE TO PIOMBINO & RETURN
Distance indicated : KM. 600
Persons authorized to ride : _____

Remarks



: compelled wine to be
unloaded and loaded
again for Leghorn.

0066

MOVEMENTS OF WINE
by Road

Trip Ticket Inspections
by

S.P. FRANCE, P.L.O., PIGNORINO

Place of interception : Pignorino
Date " " : 19 July, 1945
Type of vehicle : Truck & Trailer - Fiat 686
Licence plate Nos. : Truck: CN13469 - Trailer CN5143
Owner : Fargu
Load weight : 15 Tons
Commodity : Wine
Trip Ticket issued by : E.N.A.C. SAVONA
Trip Ticket No. : 53742 AMG. SAVONA VALID 15TH TO 18TH JULY 1945
Itinerary : SAVONA, VADA (LEGNANO) & RETURN
Distance indicated : KM 520
Persons authorized to ride : —

Remarks



Please note that truck was
loading wine at Pignorino (ref.
to Itinerary). I compelled wine
to be unloaded, and loaded 15
Tons of grain for Lucca

785021

MOVEMENTS OF WINE
Road

7

Trip Ticket Inspections

S.P. FRANCE P.L.G. PIOMBINO

Place of interception : *Piombino*
 Date " " : *19 July, 1945. 22.00 hrs.*
 Type of vehicle : *Truck & Trailer*
 Licence plate Nos : *Truck: GE 32711 - Trailer: 321.*
 Owner : *E.C.T. N° 106. ENTE. COMUNALE. TRANSPORTI*
 Load weight : *16 Tons*
 Commodity : *Wine*
 Trip Ticket issued by : *F.N.A.C. GENOA - VALID 18-20 JULY 1945*
 Trip Ticket No : *16860 AMG*
 Itinerary : *GENOA - PIOMBINO - GENOA.*
 Distance indicated :
 Persons authorized to ride :
 Remarks :



6664

785021

MOVEMENTS OF WINE
by Road
Trip Ticket Inspections
by

S.P. FRANGE P.L.O., PIOMBINO

Place of interception : Piombino
Date " " : 19 July @ 1900 hrs
Type of vehicle : Truck - FORD
Licence plate Nos. : BS 19454
Owner : MALGARITTI, ADOLFO, BRESCIA
Load weight : 2 Tons
Commodity : Wine
Trip Ticket issued by : ENACAM & Ufficio Autotrasporti di Brescia & Province
Trip Ticket No. : 222315
Itinerary : BRESCIA - PIOMBINO
Distance indicated : Km 800
Persons authorized to ride : _____

Remarks



6063

MOVEMENTS OF WINE
by Road

9

Trip Ticket Inspections
by

S.P. France, F.L.O., PIOMBINO

Place of interception : *Piombino*
Date " " : *21 July, 1945 @ 1300 hrs*
Type of vehicle : *Truck & Trailer*
Licence plate Nos. : *P.C. 2486*
Owner : *Not stated*
Load weight : *16 Tons*
Commodity : *Wine*
Trip Ticket issued by : *Ufficio Autotrasporti di PIACENZA*
Trip Ticket No. : *1944*
Itinerary : *PIACENZA - PIOMBINO & RETURN*
Distance indicated : *Not stated*
Persons authorized to ride :

Remarks



6662

MOVEMENTS OF WINE
by Road

(10)

Trip Ticket Inspections

by

S.P. France, P.L.O., PIOMBINO

Place of interception : *Piombino*
Date " " : *21 July 1945 @ 1300 hrs*
Type of vehicle : *Truck*
Licence plate Nos. : *Truck 00003 AMG - Trailer 00010*
Owner : *L.A.C.S.A. BUSTO ARSIZIO*
Load weight : *16 Tons*
Commodity : *16 Tons Wine loaded - Trip Ticket made "AGRUMI"*
Trip Ticket issued by : *E.N.A.C. BUSTO ARSIZIO*
Trip Ticket No. : *1517 AMG*
Itinerary : *Italy, France, Morgante, Return*
Distance indicated : *Not stated*
Persons authorized to ride : *3*

Remarks



*16 Tons of Wine loaded at Piombino.
Itinerary indicated Morgante.
no place of loading.
Trip Ticket indicates "AGRUMI"
no cargo.*

785021

UFFICIO AUTOTRASPORTI DI FIRENZE
FLORENCE TRANSPORT OFFICE

Foglio di Viaggio per il Veicolo Targa 19200

del giorno 18.4.45
for the day

194 No

Work - Ticket for the Vehicle Targed

Chiesa
S. M.
Portale Q. U.
Carrying capacity

Proprietario
Owner

Zanelli L. R.

Autista
Driver

Aguiotti Aldo
Ramin Sestile

Accompagnatore
Accompanied by

Gasol

TRASPORTO Transport		GENERE DELLE MERCI Description of goods	VIAGGI Voyages	DA COMPLETARSI DALL'AUTISTA to be filled by the driver									
DA From	A to			PESO Weights Kg	Km.		ORE DI IMPIEGO Service hours						
					A CARICO Loaded	A VUOTO Empty	INIZIO SERVIZIO Start of service	PARTE Going	ARRIVA Arrives	RIPARTE Newly going	ARRIVA Arrives	TERMINE DEL SERVIZIO Finish service	
VIA road	Firenze	ANDATA going	1										
		Vuota	2										
			3										
	Firenze	RITORNO return	4										
		Agumi	5										
			6										

DICHIARAZIONE DEL DESTINATARIO
STATEMENT OF THE CONSIGNEE

Il sottoscritto dichiara di avere ricevuto i quantitativi di merce indicata, che le perdite e le ore segnate sono esatte, e che ha terminato lo scarico oggi (data)

I declare to have received the quantity of goods above mentioned, also that the route and time in written above are exact and that has finished the unloading to-day

Vi ordiniamo di non trasportare altre merci o persone che non siano quelle elencate su questo foglio di viaggio.

Firma
Signature

[Signature]

Presentarsi a

Ritorno previsto per il 18.4.45
Return foreseen within

Firma
Signature

Data
Date

18.4.45
17.4.45

UFFICIO AUTOTRASPORTI DI FIRENZE
FLORENCE TRANSPORT OFFICE

 Viaggio per il Veicolo Targa 19206 del giorno 18.7.45
 Ticket for the Vehicle Targed Fi for the day

194 N° 120514

Amelli H.R.

Autista
DriverAgnelli H.R.
Amelli S. S. S.Accompagnatore
Accompanied byMascia H.R.
Mascia S. S. S.DA COMPLETARSI DALL'AUTISTA
to be filled by the driver

DA COMPLETARSI DALL'AUTISTA to be filled by the driver											
GENERE DELLE MERCI Description of goods	VIAGGI Voyages	PESO Weights Q.li	Km.		ORE DI IMPIEGO Service hours						TERMINI DEL SERVIZIO Final service
			A CARICO Loaded	A VUOTO Empty	INIZIO SERVIZIO Start of service	PARTE Going	ARRIVA Arrives	RIPARTE Newly going	ARRIVA Arrives		
ANDATA out Volo	1										
	2										
	3										
RITORNO return Agnelli	4										
	5										
	6										

DEL DESTINATARIO
THE CONSIGNEE
 Imitativi di merce indicata, che la percorrenza e
 lo scarico oggi (data)

mentioned, also that the route and time in written above are

Firma
Signature

Mascia

Presentarsi a

 Ritorno previsto per il 18.7.45
 Return foreseen within
Firma
SignatureData
Date

Mascia

17.7.45

Ora di consegna
Time of work ticket

Contabilità

PORTATA

Categ. Q.li

ATP

ATM

AP

AM

AL

MC

SEPRAL



785021



UFFICIO AUTOTRASPORTI DI FIRENZE
FLORENCE TRANSPORT OFFICE

Foglio di Viaggio per il Veicolo Targa 273851 del giorno 18-7-45
Ticket for the Vehicle Targed for the day

1944 No. 5

Richiesta N. 9

Portata Q.li 15
Carrying capacity

Proprietario Belli e Fioravanti
Owner

Autista Giovanni Gino
Driver

Accompagnatore Luigi
Accompanied by

COMMITTENTE No. of client	TRASPORTO Transport		GENERE DELLE MERCI Description of goods	VIAGGI Voyages	DA COMPLETARSI DALL' AUTISTA to be filled by the driver									DESTINATARIO NOME E COGNOME Name of consignee	
	DA from	A to			PESO Weights Q.li	Km.		ORE DI IMPIEGO Service hours							
						A CARICO Loaded	A VUOTO Empty	INIZIO SERVIZIO Start of service	PARTE Going	ARRIVA Arrives	RIPARTE Newly going	ARRIVA Arrives	TERMINI DEL SERVIZIO Finish service		
~~Prodotto~~ Belli e Fioravanti Emilio	Firenze	Prato	GRAN	1											
		Firenze		2											
		Firenze		3											
	VIA road		4												
	E RITORNO and return		5												
	Firenze		6												

DICHIARAZIONE DEL DESTINATARIO
STATEMENT OF THE CONSIGNEE

Il sottoscritto dichiara di avere ricevuto i quantitativi di merce indicata, che le percorrenze e le ore segnate sono esatte, e che ha terminato lo scarico oggi (data)

I declare to have received the quantity of good above mentioned, also that the route and time in written above are exact and that has finished the unloading today

Vi ordiniamo di non trasportare altre merci o persone che non siano quelle elencate su questo foglio di viaggio.

Firma
Signature

Presentarsi a

Ritorno previsto per il 19-7-45
Return foreseen within

Firma
Signature

Data
Date

IL SINDACO

Ora di consegna
Time of work

785021

194
UFFICIO AUTOTRASPORTI DI FIRENZE
FLORENCE TRANSPORT OFFICE

Contabilità

PORTATA

Viaggio per il Veicolo Targa
Ticket for the Vehicle Targed

del giorno
for the day

1944 No. 55083

Autista
Driver

Accompagnatore
Accompanied by

DA COMPLETARSI DALL' AUTISTA
to be filled by the driver

DESTINATARIO
NOME E INDIRIZZO

Name and address
of consignee

DA COMPLETARSI DALL' AUTISTA to be filled by the driver												
A 10	GENERE DELLE MERCI	VIAGGI	PESO Weights Q.li	Km.		ORE DI IMPIEGO Service hours						TERMINI DEL SERVIZIO Finish SERVICE
	Description of goods	Voyages		A CARICO Loaded	A VUOTO Empty	INIZIO SERVIZIO Start of service	PARTE Going	ARRIVA Arrives	RIPARTE Newly going	ARRIVA Arrives		
	<i>Grain</i>	1										
	<i>Grain</i>	2										
	<i>Grain</i>	3										
	<i>Grain</i>	4										
	<i>Grain</i>	5										
	<i>Grain</i>	6										

IONE DEL DESTINATARIO
MENT OF THE CONSIGNEE

quantitativi di merce indicati, che la percorrenza e
terminato lo scarico oggi (data)

above mentioned, also that the route and time in written above are

Presentarsi a

Ritorno previsto per il
Return foreseen within

Firma
Signature

Data
Date

IL SINDACO

Cia di consegna
Time of work ticket delivery



Categ.

Qli

ATP

ATM

AP

AM

AL

MC

altre
quelle
aggio.

Firma
Signature

785021

UFFICIO AUTOTRASPORTI DI FIRENZE
FLORENCE TRANSPORT OFFICE

Foglio di Viaggio per il Veicolo Targa 30819 del giorno 17.7.45
Work - Ticket for the Vehicle Targed for the day

194 N°

Richiesta N. 1368/31

Portata Q.H.
Carrying capacity

Proprietario
Owner

Cecchi Filippo e Giorgio
Driver

Accompagnatore
Accompanied by

gas

CONSUMENTE
Name of hire

TRASPORTO
Transport

GENERE
DELLE MERCI
Description of goods

VIAGGI
Voyages

PESO
Weight
Q.H.

Km.

DA COMPLETARSI DALL'AUTISTA
to be filled by the driver

ORE DI IMPIEGO
Service hours

INIZIO SERVIZIO
Start of service

PARTE
Going

ARRIVA
Arrives

RIPARTE
Newly going

ARRIVA
Arrives

TERMINI
DEL SERVIZIO
Finish service

UFFICIO STACCATO
SEPRAL

VIA
road

ANDATA
going

1

2

3

4

5

6

RITORNO
return

1

DICHIARAZIONE DEL DESTINATARIO
STATEMENT OF THE CONSIGNEE

Il sottoscritto dichiara di avere ricevuto i quantitativi di merce indicati, che le percentuali e le ore segnate sono esatte, e che ha terminato lo scarico oggi (data)

I declare to have received the quantity of goods above mentioned, also that the route and time in written above are exact and that has finished the unloading today

Vi ordiniamo di non trasportare altre merci o persone che non siano quelle elencate su questo foglio di viaggio.

Firma
Signature

Presentarsi a

Ritorno previsto per il 18.7.
Return foreseen within

Firma
Signature

Data
Date

17.7

785021

UFFICIO AUTOTRASPORTI DI FIRENZE
FLORENCE TRANSPORT OFFICE

Contabilità

di Viaggio per il Veicolo Targa 30819 del giorno 17.7.45 194 N° 120347
Ticket for the Vehicle Targed for the day

Caroli Filippo e Giorgio Bus Bruno
Autista Driver
Accompagnatore Accompanied by
gas carburanti
Rimborso

GENERALI DELLE MERCI		VIAGGI	PESO	Kg		ORE DI IMPIEGO					DESTINATARIO	PORTATA		
Description of goods		Voyages	Weight Qli	A CARICO Loaded	A VUOTO Empty	INIZIO SERVIZIO Start of service	PARTI Going	ARRIVA Arrives	RIFARTE Newly going	ARRIVA Arrives	TERMINE DEL SERVIZIO Finish service	Name and address of consignee	Categ.	Qli
ANDATA going fuori	1											Se just. Ticquet	ATP	
	2												ATM	
	3												AP	
	4												AM	
	5												AL	
	6												MC	
RITORNO return dentro													MF	

IONE DEL DESTINATARIO
MENT OF THE CONSIGNEE

quantitativi di merce indicata, che le pervenire e
terminato lo scarico oggi (data)

mentioned, also that the route and time in written above are

Presentarsi a

Ritorno previsto per il 18.7.45
Return foreseen within

Firma
Signature

Data
Date

Ora di consegna
Time of work ticket delivery

altre
quelle
aggio.

Firma
Signature



785021



UFFICIO AUTOTRASPORTI DI FIRENZE
FLORENCE TRANSPORT OFFICE

Foglio di Viaggio per il Veicolo Targa
Work - Ticket for the Vehicle Targed

del giorno 17-7-45
for the day

194

Richiesta N.

Portata Q.B.
Carrying capacity

Proprietario
Owner

Autista
Driver

Accompagnatore
Accompanied by

COMMITTENTE Name of client	TRASPORTO Transport		GENERE DELLE MERCI Description of goods	VIAGGI Voyages	PESO Weight Q.B.	DA COMPLETARSI DALL'AUTISTA to be filled by the driver									
	DA from	A to				ORE DI IMPIEGO Service hours		INIZIO SERVIZIO Start of service	PARTE GOING Going	ARRIVA ARRIVES Arrives	RIPARTE Newly going Newly going	ARRIVA ARRIVES Arrives	TERMINI DEL SERVIZIO Finish service		
						A CARICO Loaded	A VUOTO Empty								
Picciotto Mino	FIRENZE FIRENZE	FIRENZE FIRENZE	ANDATA going	1											
			VIA road	2											
				3											
				4											
				5											
				6											
			RITORNO return												

DICHIARAZIONE DEL DESTINATARIO
STATEMENT OF THE CONSIGNEE

sottoscritto dichiara di avere ricevuto i quantitativi di merce indicata, che le percorrenze e
ore segnate sono esatte, e che ha terminato lo scarico oggi (data)
I sottoscritto have received the quantity of goods above mentioned, also that the route and time is written above, and
that has finished the unloading to-day

Si ordina di non trasportare altre
merci o persone che non siano quelle
elencate su questo foglio di viaggio.

Firma
Signature

Presentarsi a

Ritorno previsto per il 18-7-45
Return foreseen for the

Firma
Signature

Data
Date

Ora di co
Time of w

785021

UFFICIO AUTOTRASPORTI DI FIRENZE
FLORENCE TRANSPORT OFFICE
Biglietto per il Veicolo Targa
Ticket for the Vehicle Targed
del giorno
for the day

17.7.65

194

120067
Contabilità
PORTATA
Categ. **Qli**

ATP

ATM

AP

AM

AL

MC

MF

AS

Autista
Driver
Accompagnatore
Accompanied by
DA COMPLETARSI DALL'AUTISTA
to be filled by the driver
ORE DI IMPIEGO
Service hour
DESTINATARIO
NOME E INDIRIZZO
Name and address
of consignee

GENERE DELLE MERCI Description of goods	VIAGGI Voyages	PESO Weight Qli	Km		INIZIO SERVIZIO Start of service	PARTE Going	ARRIVA Arrives	RIPARTE Newly going	ARRIVA Arrives	TERMINE DEL SERVIZIO Finish service
			A CARICO Loaded	A VUOTO Empty						
ANDATA going	1									
	2									
	3									
	4									
RITORNO return	5									
	6									

EL DESTINATARIO
THE CONSIGNEE
Indicare la merce indicata, che lo percorrerà e
la scarica oggi (data)

Indicare, oltre che la route and time in written above, ora
Presentarsi a
Ritorno previsto per il
Return foreseen within
Firma
Signature
Data
Date
Ora di consegna
Time of work hour delivery


ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino
15, July, 1945

File: P1/13:118

Subject: Movements of Wine by Road Transportation

To: Mr. George G. Gross
Chief, Roads Division

1. Attached are records of interceptions made this date of possible illegal transportation of wine from Piombino to points in Northern Territory.-

Stanley P. France

(Stanley P. France)
Port Liaison Officer 656
PIOMBINO

cc: Mr. R.M. Bazzanella
Chief, Ports & Warehouse Div.

Subject: Movements of wine by Road transportation

To: Mr. George G. Gross
Chief, Roads Division

1. Attached are records of interceptions made
this date of possible illegal transportation of wine
from Piombino to points in Northern Territory.-

Stanley P. France

(Stanley P. France)
Port Liaison Officer 65.6
PIOMBINO

cc: Mr. R.M. Bazzanella
Chief, Ports & Warehouse Div.
Capt. Gower
Transp. Sub-Commission

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino

13 July, 1945

File : P1/13/116

Subject : Movements of Wine by Road Transportation

To : Mr. George G. Gross
Chief, Roads Division

1. Consignors of citrus fruits discharged at Piombino for forwarding to Toscana and adjacent regions have found it impossible to obtain road transportation from ENAG, etc.

2. It has been necessary for the writer to secure ALCOM military trucks from Leghorn to remove lemons before they perish.

3. Nevertheless, large numbers, of motor trucks are allocated daily to remove wine from Piombino.

4. The writer has observed and recorded a number of illegal movements, representing only a small percentage.

5. The attached records of interceptions, were made today in less than one-half hour. They cover transportation of wine from Piombino to Voghera, Lodi, Canale, Genova and Lojano, all located in Northern Territory, and may be of interest to you.

6655

785021

have found it impossible to obtain road transportation from EMAC, etc.

2. It has been necessary for the writer to secure ALCOM military trucks from Leghorn to remove lemons before they perish.

3. Nevertheless, large numbers, of motor trucks are allocated daily to remove wine from Piombino.

4. The writer has observed and recorded a number of illegal movements, representing only a small percentage.

6655

5. The attached records of interceptions, were made today in less than one-half hour. They cover transportation of wine from Piombino to Voghera, Lodi, Canale, Genove and Lojano, all located in Northern Territory, and may be of interest to you.

Stanley P. France

(Stanley P. France)

Port Liaison Officer AC

PIOMBINO

cc: Mr. R.M. Bazzanella
Chief, Ports & Warehouse Div.

Capt. Gower
Transp. Sub-Commission

4/169

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/24/38/Tn6

ACR/mvm
9 August 1945

SUBJECT: Rehabilitation of Italian Ports

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti
(Att. Col. Enrico Lauricello)

1. Piombino

a. This Division of the Allied Commission, Rome, has requested as an urgent necessity the services of the bucket-ladder dredger "Duilio", at present completing work at Leghorn, for the dredging of the berths alongside the Ilva Pier and the approach channel to berth No. 6 in the Ilva Basin.

b. At a meeting of the Dredging Committee at AFHQ, Caserta, on 2 August 1945, the Dredging Committee stressed the necessity of their receiving, before allocation of dredger, a full report by a competent authority, based on a recent survey of the port, which should give full details of the areas requiring to be dredged, the depths required and feasible, the quantity and nature of material to be excavated and, in particular, details of any obstructions which exist in the form of sunken vessels or materials. A plan in duplicate showing these details should accompany the report which should also be in duplicate.

c. It is urgently requested that your Ministry will intervene at once with the Ministry of Public Works (Genio Civile) and press them to have this survey carried out by a competent marine surveyor assisted by diver, so that such report may be made available without delay.

d. It is requested also that steps be taken by the Ministry of Public Works to remove any and all obstructions which at present impede dredging of the areas designated and that this Division be advised when the areas to be dredged are cleared and rendered safe for the dredger to work.

2. Civitavecchia

a. You are also advised that the dredger "Duilio" is to proceed first to Civitavecchia to carry out extensive dredging operations there, commencing with berth No. 8. *6654* *Bicchieri* and

AC/17/Tn6

- 2 -

it is also requested that a similar survey be immediately put in hand at that port, commencing with berth No. 8, and a report in duplicate on the lines prescribed for Piombino be furnished to us at the earliest possible date.

b. As a general principle, kindly note that the procedure, as outlined above, is required to be adopted and followed in respect of all Italian ports before dredging operations, of which you will receive prior advice, are initiated.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

6053

785021

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Tr SP
9081

C-32

2 May 1945.

SUBJECT: Rehabilitation of Civitavecchia and Piombino.

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

1. The C.E., 1 District has been instructed to arrange to send a representative to Piombino, who will, in conjunction with the attached A.C. officer, assess the amount of work required to rehabilitate the port of Piombino. A bulldozer will be made available for this work, if the C.E., 1 District does not have one at hand.

2. Similar work is already in progress at Civitavecchia under the supervision of TN & C.E. 2 District, and is understood to be nearing completion.

For the Assistant Chief of Staff, G-5:

R. C. Carson

R. C. CARSON
Major, G.S.C.,
Economics & Supply Division.

6652

ad/12/ffx6

CONFIDENTIAL

No. 54

TRANSLATION

Subject: Dredging Portoveschio (Ilva pier and basin).

Piombino 28 July 1945.

To the Ufficio Circondario Marittimo of Piombino.
for information to: Port Liaison Officer (Mr. France), Piombino

In view of the lack of any whatsoever means to survey the bottom in the water areas in question, that is to say to North of the Ilva pier and in the Ilva Basin, the undersigned, with a view to replying to what has been asked, can only refer to the cursory examination made by the diver of Messrs. Vestrini, and to the information received from those who know the port well. From this information the following would appear to be the case:

A) AREA TO NORTH OF THE ILVA PIER.

- (1) Spread here and there over the bottom of the water area to N of the Ilva pier, there are numerous relics of cranes and hoppers which were on the Ilva pier.
- (2) In this area there are in the muddy bottom sleepers, rails and railway material which had been installed on the pier.
- (3) Presumably it is to be considered probable that on the bottom of this area, there is also other material of the kind, though not visible because evidently covered with mud.
- (4) As the German specialised troops have worked for a long time round the supporting piles of the pier and, though it is not apparent, it is to be presumed that there are mines in their vicinity.

6651

and to the information received from those who know the port well. From this information the following would appear to be the case:

A) AREA TO NORTH OF THE ILVA PIER.

(1) Spread here and there over the bottom of the water area to N of the Ilva pier, there are numerous relics of cranes and hoppers which were on the Ilva pier.

(2) In this area there are in the muddy bottom sleepers, rails and railway material which had been installed on the pier.

(3) Presumably it is to be considered probable that on the bottom of this area, there is also other material of the kind, though not visible because evidently covered with mud.

(4) As the German specialised troops have worked for a long time round the supporting piles of the pier and, though it is not apparent, it is to be presumed that there are mines in their vicinity.

0051

B) CANAL GIVING ACCESS TO THE BASIN.

(1) In this canal there have been found on the bottom two depth charges, but no iron relics emerging from the bottom have been found. We do not exclude, however, the existence of material covered by mud.

C) ILVA BASIN.

(1) In the basin, even if not visible, it is believed probable that there be iron relics appertaining to the equipment destroyed as above-mentioned, as such equipment was installed all round the basin.

2

(2) Along the wharf of the basin there are numerous iron relicts and other debris due to demolition of the wharf itself.

From above it is evident that eventual dredging of the areas in question must be preceded by a careful examination to be carried out in the limited space to be dredged daily, which could be done by the dredger's diver, and effecting the lifting out of the material lying on the bottom.

The area in question, besides being a target for numerous aerial bombardments, was the scene of a naval and land action the 12th. Sept. 1943, and finally was the subject of particular defence measures by the Germans, and all this brought about the almost total destruction of the port works at Portovecchio.

For these reasons, and in the absence of precise and detailed surveys, which cannot be done immediately through lack of the required means, it is believed that dredging of the zone must be carried out with special and serious precautions, as suggested

above.

Mod. N. 2

OPERA ED ALTRI MEZZI D'OPERA IMPIEGATI DALL'IMPRESA		OSSERVAZIONI ED ISTRUZIONI del Direttore dei lavori	
A nave			
Protocollo n° 54			
Cognome			
Esplorazione Portogaleopoli (Pontile e Darsena Ilva)		Piombo il 28 luglio 1945	
ALL'UFFICIO CIRCONDARIALE MARITTIMO DI PIOMBINO per conoscenza		AL PORT LIASON OFFICER (Mister FRANCE), - <u>Piombo</u>	
A) ZONA A NORD DEL PONTILE ILVA-		In mancanza di qualsiasi mezzo atto a riconoscere la consistenza del fondo marino negli specchi d'acqua in oggetto, cioè a Nord del Pontile Ilva ed all'interno della Darsena Ilva; lo scrivente allo scopo di correre ordine quanto è richiesto, non può che riferirsi alla visita nominale effettuata dal palombero della Ditta Vestriani e da quanto riferiscono i pratici del porto. Risulterebbe pertanto quanto segue:	
(1) Sparsi ma non dovuti nel fondo dello specchio acque a Nord del Pontile Ilva, esistono numerosi relitti delle Cric e trancelle già impiantate sul Pontile Ilva.			
(2) In zona area all'incirca sul fondo melmoso anche in verso rotale e materiale ferroviario già installato sul Pontile stesso.			
(3) Presumibilmente è da ritenere propabile, nel fondo di detta zona, anche l'esistenza di altro materiale del genere dovuto non visibile perché evidentemente ricoperto dalle acque di fondo.			
(4) Potrebbe risultare che le truppe specialiste Tedesche hanno lavorato per vario tempo attorno ai pali di sostegno del Pontile Ilva, per quanto ciò non risulta evidente nel fondo.			
B) CANALE D'ACCESSO ALLA DARSENA-			
(1) Nel canale di accesso alla Darsena Ilva, sono state constatate, sul fondo marino 2 mine di profondità, senza			

785021

Piombino 11/11 Luglio 1945

ALL'UFFICIO CIRCONDARIE MARITTIME DI PIOMBINO
AL PORT LIAISON OFFICER (MASTER FRANCE) - Piombino

In mancanza di qualsiasi mezzo atto a riconoscere la consistenza del fondo marino negli spiccioli d'acqua in oggetto, cioè a Nord del Pontile Ilva ed all'interno della Darsena Ilva, lo scrivente allo scopo di corrispondere a quanto è richiesto, non può che riferirsi alla visita sommaria eseguita dal palombero della Ditta Vestrini e da quanto riferiscono i pratici del porto. Rileverebbe pertanto quanto segue:

- A) ZONA A NORD DEL PONTILE ILVA-
- (1) Sparsi ma non dovuti nel fondo dello spicciolo acque a Nord del Pontile Ilva, esistono numerosi relitti della Crue e Trambucchi già impiantati sul Pontile Ilva.
 - (2) In detta area affiorano sul fondo melasse anche traverso fondo e materiale ferroviario già installato sul Pontile stesso.
 - (3) Presumibilmente è da ritenere probabile, nel fondo di detta zona, anche l'esistenza di altro materiale del genere dovendosi non vedere perché evidentemente ricoperto dalla marea di fondo.
 - (4) Potrebbe risultare che le truppe specialiste tedesche hanno lavorato per vario tempo attorno ai pali di sostegno del Pontile Ilva, per quanto ciò non risulti evidente.

B) CANTIERI D'ACQUEDO ALLA DARSENA-

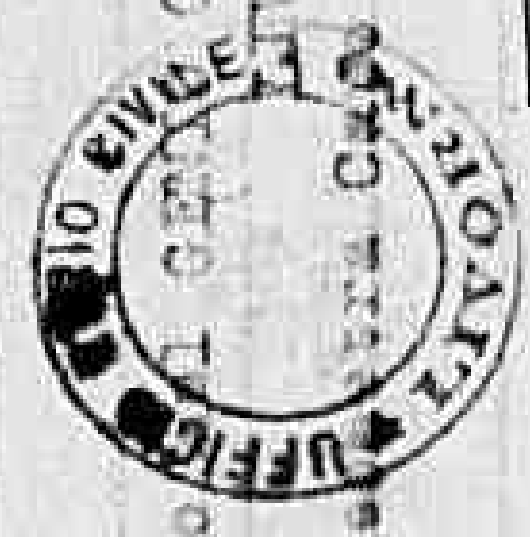
- (1) Nel canale di accesso alla Darsena Ilva, sono state constatate, sul fondo marino 2 mine di profondità, mentre non risultano emerse dal fondo relitti ferrosi. Non è peraltro da escludersi l'esistenza di altro materiale attualmente ricoverato.

C) DARSENA ILVA-

- (1) Nell'interno della Darsena anche se non visibile, è da ritenere probabile l'esistenza di relitti ferrosi provenienti dalle avviserie distrutte delle attrezzature portuali già impiantate tutto intorno alla Darsena stessa. Invece la zona, che delimita la Darsena stessa col suo numero di relitti di ferro ed altro materiale proveniente dalle demolizioni dello scalo stesso.
- (2)

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DATA	ANNOTAZIONI SPECIALI E GENERALI sull'andamento e modo di esecuzione dei lavori, sugli avvenimenti straordinari e sul tempo utilmente impiegato
	Da quanto precede è evidente che l'eventuale dragaggio delle sone in questione dovrà essere preceduto da un esame minuzioso e attento da eseguire nel limitato spazio da dragare giornalmente, ciò che potrà essere fatto dal palombaro al bordo della stessa draga che eseguirà il lavoro, provvedendo al preventivo passaggio di tutto il materiale estraneo esistente. In zona in esame oltre ad essere stata bersaglio polittico di numerose azioni aeree, fu teatro della famosa azione navale terrestre del 12 settembre 1943 ed infine fu oggetto della particolare misura di difesa tedesca che portarono alla distruzione quasi totale delle opere portuali di Portoveschio. Per tali ragioni anche in assenza di presidi e dettagliati rilievi imponderabili ad eseguire immediatamente per mancanza di mezzi adatti, si ritiene che il dragaggio della zona dovrà essere eseguito con particolari e serie precauzioni, come più sopra suggerito. per l'Ufficio di CANTIERI CIVILI AL COMANDO IN CAPI  <i>L. L. L.</i>

Translation of report by Lt. Sergio Piantanida (It. Navy), dated

2nd. June 1945, addressed to WSA, Piombino.

Subject: Report concerning dredging work in the port of Piombino.

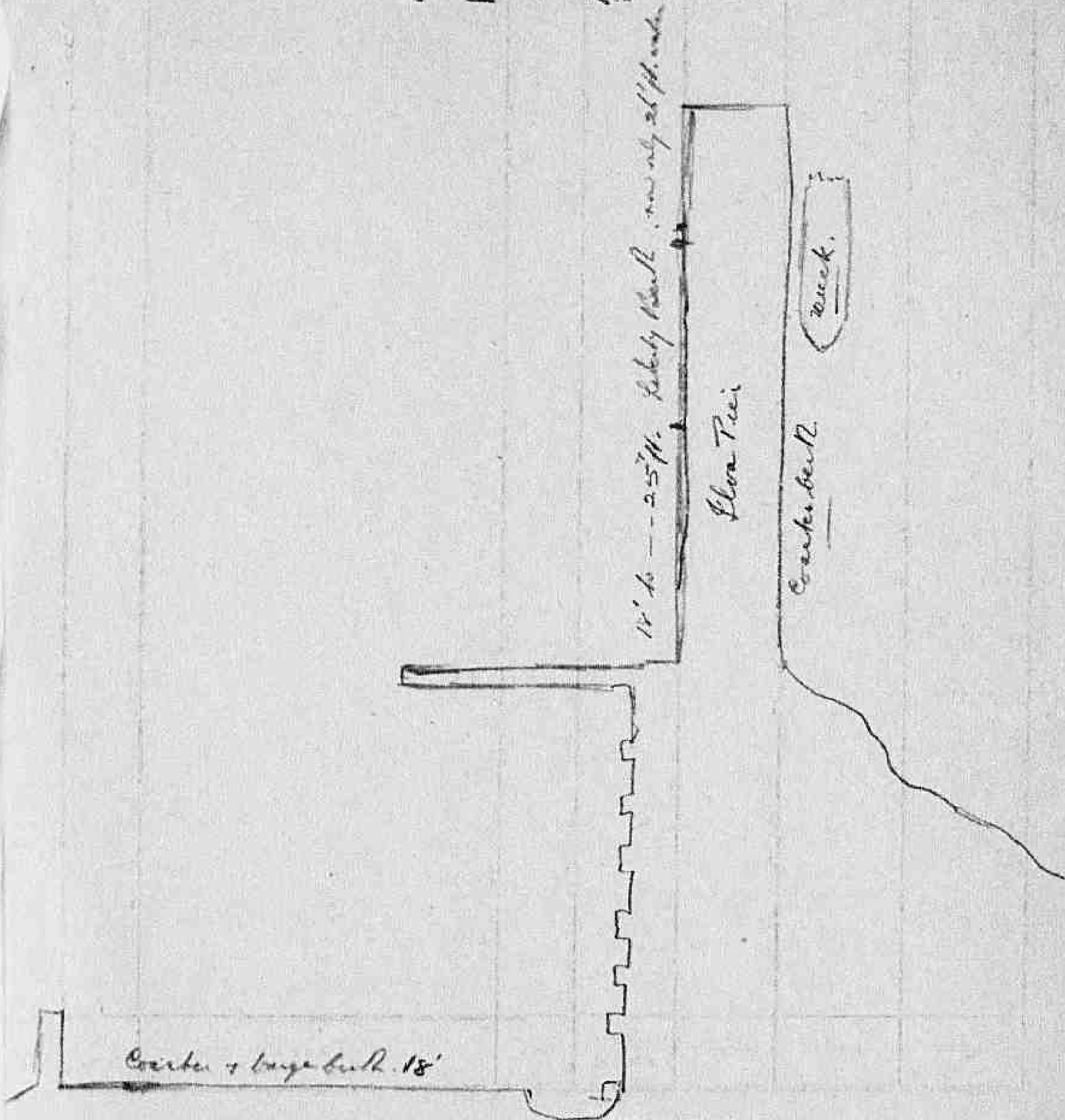
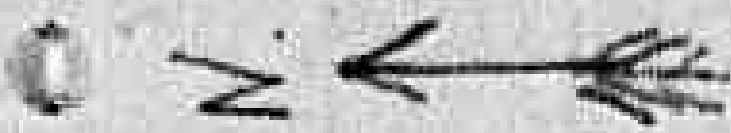
In accordance with verbal agreements made at the port

Committee on last Tuesday, I hereby give report concerning dredging work to be carried out in the port of Piombino, in accordance with data furnished to me by the diver of the Ventrone and by local pilots.

- 1) All the area of the Ilva basin, where depth of water is round about 5 metres, must be dredged to as to allow free access of vessels of average draught.
- 2) The area round the Ilva pier, which at North extends for a length of 150 metres, to East for a length of about 60 metres, and South for a length of 50 metres, which was dredged, but must be again dredged to allow free access to steamers with deep draft.
- 3) It is further necessary to dredge, according to the Pilots, all the following zone:
 - a) East extremity of the Ilva pier - N E extremity of the breakwater pier
 - b) Ilva pier (at the level of the stern of the sunken a/c "Corbet" - N extremity of Magona d'Italia pier
- 4) In any case the area included between the Magona d'Italia pier and the Elba pier, where depth varies from 2 to 6 metres, and that immediately N E of the breakwater must be all dredged.
- 5) The area which is to W of that described in para. 3) does not require dredging because the depth is too low (1 - 2 metres about).
- 6) I point out that the above described does not take into a/c the sunken craft in the areas to be dredged.
- 7) To make clearer what I have written above, I attach plan of port, not to scale, with relative areas to be dredged.

785021

Perkins



ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino

23rd July, 1945

File: P1/8/126

Subject: Proposed Dredging at Piombino

To: Mr. R.M. Bazzanella

Chief, Ports & Warehouse Div.

1. Reference your No.2049, received at Piombino 19th July, 1945.

2. Attached is copy of report of Capt. Giuseppe Campo, Italian Port Captain of Piombino.

3. It will be noted from this report that broken machinery and pieces of barges are laying submerged along the north side of the Ilva Pier.

No mention is made of any iron obstacles, etc, laying in the channel leading to Wharf No.6. It is understood from Capt. Campo that only sand and silt is lying on the bottom of this channel.

4. Capt. Campo's report is based on divers' statements. He states that the dredging is already planned and obstacles likely to damage the dredging equipment will be avoided.



Stanley P. France

(Stanley P. France)
Port Liaison Officer A.C.
PIOMBINO

6647

R° UFFICIO CIRCOND. MARITIMO
PORTOVECCHIO DI PIOMBINO

Piombino, 15 luglio 1945

UFFICIO ESCAVAZIONE PORTI - LIVORNO
presso UFFICIO GENIO CIVILE LIVORNO
e p.o.

Prot. n° 1731

MARIMERCANT ROMA
ISPETT. FUNZIONAN. PORTI ROMA
COMPANARE PORTOFERRIO

ARGOMENTO : Escavazione fondali in Portovecchio di Piombino

Da 1° aprile c.a., data d'inizio del traffico marittimo in Portovecchio di Piombino, si è verificato che due piroscafi, diretti qui per la discarica, giunti con un pescaggio tale per cui potevano ormeggiarsi alle banchine, durante le operazioni di manovra hanno toccato il fondo. L'aiuto del Rimorchiatore e la forza delle eliche hanno evitato l'incaglio. Tale fatto ha obbligato e costringe tuttora ad allibare i piroscafi di un tonnello di merci fino a raggiungere l'immersione sicura per l'attracco alle banchine.

Tale notevole inconveniente, si risolve in una maggiore sosta delle navi in rada, con intralci e notevoli ritardi nelle operazioni di discarica.

I lavori che si rendono necessari si rilevano dalla seguente descrizione degli ostacoli alla navigazione in porto.

1°) - Darsena Ilva - Lungo tutta la banchina esistono fondali di 18 piedi tranne un tratto di circa 10 metri, in cui vi sono 15 piedi, dovuti a detriti per demolizioni della banchina per causa di bombardamenti. Nel canale di accesso alla predetta darsena vi è una zona con fondali di 15,5 piedi al traverso della diga Darsena Ilva ed un'altro punto, entro la darsena, con 13 piedi.

Durante l'accosto a tale banchina si sono verificati i due lamentati momentanei incagli.

Adesso i piroscafi che possono attraccare per utilizzare le due gru elettriche debbono avere l'immersione di 15,5 piedi, quindi debbono essere allibati di piedi 2,5 il che equivale a scaricare in rada e quindi in chiatte circa 10000 tonnellate di merce.

Lavoro necessario : dragaggio della darsena e del canale.

2°) - Pontile Ilva - lato Nord - Esiste un canale di circa 60 metri di lunghezza a sinistra del pontile, a partire dalla testata. Andando verso la diga della darsena Ilva esistono sul fondo relitti provenienti da numerose distruzioni di galleggianti e macchinari che si trovano sotto il ciglio del pontile. A cominciare dalla testata e per 150 metri lungo il pontile vi sono fondali teorici di 30 piedi, mentre di fatto con 26 piedi si incaglia. I fondali poi scendono fino a 14 piedi in prossimità della radice del pontile.

Portare i fondali effettivi a 30 piedi equivale a non allibare piroscafi tipo "Liberty" per una immersione di 4 piedi, cioè non scaricare in chiatte circa 1500 tonnellate di merci.

Lavoro necessario : rimozione dei relitti e dragaggio.

3°) - Pontile Ilva - lato sud - Verso la testata trovasi poggiato sul fondo il piroscafo "Carbet" sinistrato irrimediabilmente. Recentemente una fiancata del piroscafo si è staccata dalla nave e si è abbattuta in mare. I fondali da 23 piedi all'altezza della poppa del "Carbet", raggiungono i 26 piedi a propra.

Lavoro necessario : rimozione della fiancata.

.../.../...

MARIDIST - PIOMBINO

Piombino, 2 giugno 1945

Prot. n. 536

WAR SHIPPING ADMINISTRATION - PIOMBINO

ARGOMENTO : Relazione concernente i lavori di dragaggio del porto di Piombino

In ottemperanza agli accordi verbali presi nella riunione del Comitato del porto matto scorso, qui di seguito redigo il rapporto concernante i lavori di dragaggio da eseguire nel porto di Piombino, secondo i dati forniti dal palombaro della ditta Vestrini e dai piloti locali.

- 1°) - Tutta la zona della darsena Ilva, i cui fondali si aggirano intorno ai 5 metri, deve essere dragata perché sia consentito un libero passaggio ai natanti anche di media portata.
- 2°) - La zona intorno al pontile Ilva, che a Nord si estende per una lunghezza di 150 metri, a Est per una lunghezza di 60 metri circa ed a Sud per una lunghezza di 50 metri, che in un primo tempo fu già dragata, ha bisogno di essere nuovamente dragata per consentire un libero accesso ai piroscafi di pescaggio elevato.
- 3°) - E' necessario inoltre dragare, secondo le affermazioni dei piloti, tutta la zona delimitata dalle congiungenti seguenti:
 - a) - estremità Est del pontile Ilva - estremità Nord-Est del pontile diga.
 - b) - Pontile Ilva (all'altezza della poppa del piroscafo affondato "Corbet" - estremità Nord pontile Magona d'Italia.
- 4°) - In ogni caso la zona compresa fra il pontile Magona d'Italia ed il pontile Elba, i cui fondali si aggirano dai due ai sei metri, e quella immediatamente a Nord-Est della diga hanno bisogno di essere dragate tutte.
- 5°) - La zona invece che si trova a Ovest da quella descritta nel paragrafo 3°) non ha bisogno di dragaggio poiché i fondali sono troppo bassi (1-2 metri circa).
- 6°) - Faccio presente che quanto descritto sopra non tiene conto dei natanti che si trovano a fondo nelle varie zone da dragare.
- 7°) - Allo scopo di rendere più chiaro, quanto sopra descritto, rimetto in allegato una pianta del porto, non esiguita in scala, con le relative zone da dragare.

IL S. TENENTE DI VASCELLO
F/to Sergio Piantanida

per copia conforme :

IL CAPITANO DI PORTO

Comandante

(Giuseppe CARPO)

Blanc

MARIDIST. = PIOMBINO

Piombino, 2.6.1945

A WAR SHIPPING ADMINISTRATION
PIOMBINO

Prot. 546

ARGOMENTO : Relazione concernente i lavori di
dragaggio del porto di Piombino;

Prosecuzione foglio n. 536 in data 2
corrente allo stesso argomento.

Specifico che i punti che essenzialmente
hanno urgenza di essere dragati sono i se-
guenti :

- a) - lato nord - pontile Ilva - da 100 a 120
metri circa dalla testata del pontile stesso.
- b) - punto situato a circa 50-70 metri a nord
dalla testata del pontile, normale al pontile
Ilva.

IL S. TENENTE DI VASCELLO
Ufficiale in 2°
F/to Sergio Piantanida

per copia conforme :

IL CAPITANO DI PORTO
Comandante
(Giuseppe CAMPO)

6644

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

18th July, 1945

File: P1/8/120

Subject: Port Warehouse at Piombino

To: Mr. R.M. Bazzanella
Chief, Ports & Warehouse Div.

1. The port warehouse has been cleared of all machinery and tool shop.
2. Additional protected backpiling space for approximately 250 tons grain has been created thereby.-

Stanley P. France

(Stanley P. France)

Port Liaison Officer A.C.
PIOMBINO

cc: Col M.J. Sieff
Chief, Movements.

*Frank
Klein*
PM

6043

785021

Handwritten:
17

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION.

Tel. 489081
Ref. SC/37/23/Tn6

REB/evm
17 JULY 1945

SUBJECT: Barge "Vigneria"

TO : Director of Harbor Craft
Navy House, Naples

1. For your information, attached is copy of letter received from Mr. Stanley P. France, Port Liaison Officer at Giombino, dated 5 July 1945.
2. If there is any further information you wish, please let us know.

E. H. BARMANELLIA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

6642

785021

ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

P
Y

Piombino, 5 July 1945

File: P1/8/109

Subject: Barge "VIGNERIA"

To : Mr. R. M. Bazzanella
Chief, Ports & Warehouse Div.
Attn. Mr. Allman

1. Reference is made to the attached signal received from the Director of Harbour Craft.
2. The captioned steel barge, owned by Ilva, was formerly used for tar, pitch or petroleum products.
3. Its appearance indicates that it was probably sunk and later salvaged. It is now afloat with a 12 degree list, probably caused by water in one of the tanks.
4. The pipe supply lines and pumping equipment are damaged, and other repairs are necessary. The barge is by no means damaged beyond repair necessary to restore it to operating condition.
5. The writer believes that the vessel can be converted to a water barge by cleaning and cementing its tanks when repairs are made.
6. The barge is not in use because of its present condition.
7. Kindly pass the above information to the Director of Harbour Craft.

(signed)

Stanley P. France
Port Liaison Officer AC Piombino

6641

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

12 July 1945

SUBJECT: Piombino Trip
TO : Mr. Bayard McDonnell
Operations Branch

1. The main purpose of your trip is to obtain full, complete and clear descriptions of material needed for the building of:

- a) ramp
- b) warehouse repairs
- c) levelling of port area ground.

2. It would also be advisable to secure, if possible, a sketch of the proposed ramp construction. It is very important that the Genio Civile representative, who, we are now informed is at Leghorn, give definite instructions to the Genio Civile representative in Piombino so that the construction of the ramp will commence as soon as material is available. We understand that a pile driver will be needed. Possibly they have one at Leghorn. Please investigate.

3. There is some material already at Ilva intended for the construction of this ramp, consisting mainly of lumber which is not sufficient to begin construction.

4. Inform Mr. France that the building of the ramp will be done at the expense of the Italian Government. However, Genio Civile may find it advisable to make a deal with Ilva and use their laborers and supervision for this construction. AC is not interested in any arrangements except the right ones so that the construction will not be delayed in any way.

5. The repairs to the warehouses, no doubt, will be for the account of Ilva and they will have to pay for the material and the labor. This may also be the case with the ground levelling job. Discuss this first with Mr. France and get his ideas as it is very necessary for us to know who will pay for the material and labor.

6. We are informed that the barge "Koenigsberg" has been renamed "Oliveta". If this is correct, the name must again be changed to "Koenigsberg" as no one has any authority

- 2 -

to change the name of this barge.

7. Inform Mr. France that we expect to have 4 steel barges arrive at Civitavecchia towards the latter part of this month with a cargo capacity of 80 tons each. When these barges are available at Civitavecchia, it is intended to tow them to Piombino and to bring back the "Koenigsberg" which is needed for the Tiber river navigation. It is necessary that Mr. France advises us whether or not these 4 steel barges will be sufficient to replace the "Koenigsberg" which must be taken away from Piombino in due time. If these 4 barges are not sufficient, there will be another 6 similar barges arriving at Civitavecchia at a later date and we can send any number or all of them to Piombino if Mr. France believes this should be done.

8. In telephone conversation with Mr. France today, informing him of your arrival at Piombino, he was requested to give us a written description of the dredging needed at Piombino. This report should be given in as much detail as is possible and you are to bring the report back to this office.

9. Also ask Mr. France to give you a written report on the number of trucks carrying wine to Milan which is in direct violation of regulations on road transportation, since long hauling of wine is forbidden. I have taken the matter up with the Roads Division and they want a complete report on the matter. They inform us that if Mr. France does not have enough trucks from the local Italian agency, it could be arranged to send an additional 20 trucks from Leghorn for service at Piombino.

10. Roads Division informed us that they ordered 40 trucks to Piombino to lift the lemons. In your report of wine hauling, advise how long the lemons were held there. The more details you give us, the better we will be able to work on this.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino,
5 July 1945

File: P1/4/110

Subject: Lighterage - Piombino

To: Mr. R.M. Bazzanella
Chief, Ports & Warehouse Div.
H.Q. Allied Commission
Transportation Sub-Commission

1. The following landing craft arrived at Piombino on 3 July, 1945 :-
N S C (L) 30
N S C (L) 31
2. Approximately 50 tons of water is being pumped from the craft, after which they will be put into service as lighters.
3. The vessels each have a lighterage capacity of approximately 350-400 tons.

Stanley P. France

(Stanley P. France)
Port Liaison Officer AC.
PIOMBINO

cc: Col. M.J. Sieff
Chief Movements.

6038

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081

Ref. AC/17/25/Tn6

Crossing 17/37/Tn6

3 July 1945

RMB/mvm

SUBJECT: Schooner "Volonta di Dio" #1765

TO : CO.GE.NA. , Naples

1. In reply to your letter #4698 of 5 May 1945, we quote hereinbelow information sent to this office by Mr. Stanley P. France, AC Port Liaison Officer at Piombino:

"The master of the schooner, Capitano Pennello, informed the writer that from November, 1944, to March, 1945, he operated under the jurisdiction of Captain Smith, of AMG, Elba, carrying wine to the mainland and returning with foodstuffs. Since being released by AMG, he has operated free and independent."

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino

June 30, 1945

File: P1/4/101

Subject: Schooner "Volontà di Dio" // 1765

To: Mr. R.M. Bazzanella, Chief
Ports, & Warehouse Division

1. Reference is made to your AC/17/15/Tn6 of 5 June, 1945.-

2. Supplementing the writer's report of 21st June, 1945, the captioned vessel has been operating between Elba, Corsica, Piombino, Vada, Leghorn and Viareggio, carrying wine to the mainland for the account of Gentini, of Leghorn.

3. The master of the schooner, Capitano Pennello, informed the writer that from November, 1944, to March, 1945, he operated under the jurisdiction of Capt. Smith, of A.M.G., Elba, carrying wine to the mainland and returning with foodstuffs. Since being released by A.M.G., he has operated free and independent.-

Stanley P. France

(Stanley P. France)
Port Liaison Officer AC.
Piombino

6636

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

June 21, 1945

File P1/4/87

Subject: Schooner " Volontà di Dio " # 1765

To: Mr. R.M. Bazzanella, Chief
Ports & Warehouse Division

1. Reference is made to your AC/17/15/tn 6 of 5 June, 1945.
2. The captioned vessel is owned and operated by Pennello Pietro, of Marina di Campo, Elba. Gross tonnage 18. Net tonnage 12. H.P. 25. registered at Portoferraio No 294.
3. This schooner discharged a cargo of wine at Piombino and sailed for Marina di Campo, Elba, on 1 June, 1945. She has not returned to Piombino since the date indicated. Possibly she is now plying between Elba and Vada.
4. I will endeavour to intercept this vessel and furnish you with the information desired.

Stanley P. France

(Stanley P. France)

Port Liaison Officer AC.

PIOMBINO

Record of Telephone Conversation with France, Piombino

6 June 1945

SUBJECT: Schooner "Volanta di Dio"

The following particulars were given to Mr. Bazzanella over the telephone by Mr. France.

- 1) Gross tonnage - 18 tons
- 2) Net tonnage - 12 tons
- 3) Power - 25 h.p.
- 4) Registered at Porto Ferrajo #294
- 5) Captain and owner Pietro Pannello

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/15/Tn6

RMB/mvm
5 June 1945

SUBJECT: Schooner "VOLONTA DI DIO" - #1765

TO : Stanley P. France
Transportation Officer
Port of Piombino

1. It is our understanding that the above schooner is operating from Piombino to Leghorn, Corsica to Elba.
2. We need to know exactly under what basis this schooner is operating. COGENA has inquired if vessels should not be under the jurisdiction of the MEDCO Schooner Control Board.
3. Please let us have a reply by return mail.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

6633

785021

MEDITERRANEAN SCHOONER CONTROL BOARD,
NAPLES.

76/Shipping/76

12 May 45.

SUBJECT : M.S. "Volonta di Dio" - 1705.
TO : Port & Warehouse Division,
(Att: Mr Bazzanella),
Transportation Sub-Commission,
H.Q. Allied Commission.

1. Enclosed find letter from COGENA concerning schooner operating on Ferry Service from Piombino.
2. This office has no record of the arrangements made for this service.

Charles C Crooks

CHARLES C. CROOKS,
Medbo Schooner Control Board,
Naples.

*Schooner**Transportation*

COMITATO ITALIANO GESTIONE NAVI

"CO. GE. NA."

OGGETTO	N°	DATA
M.S. "Volontà di Dio" n°1765	4698 /SC-	NAPOLI 5 Maggio 1945 PIAZZA GARIBOLDI 28 - TEL. 081-111111 IS. ALLIED NAV. COM. 604.

To: ALLIED COMMISSION
Transportation Sub Commission

HEAD QUARTER - R O M A

From our Agent in Leghorn, we heard about the motor schooner, this ship from the 20th of July 1944 is at disposition of the Allied Commission Piombino, at effect is travelling from Piombino to Leghorn, Corsica to Elba.

At the COMENA do not result any assignation about it, in that case, will you please let us know if the motor schooner above mentioned, is at disposition of the A.C., or like every other Motor schooner must be under the control of the MEDBO SCHCONER CONTROL BOARD, in that case, we must do the charter party with the owner.

Thanking you in advance. We remain

E. Sarnella
Dr. Eugenio Sarnella
Director

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/17/22/Tn6

ACA/mvm
18 June 1945

SUBJECT: Shipment of Ten Steel Barges
Bari to Nearest Suitable Port to Piombino
TO : Movements Division, Shipping Branch

1. Reference conversation Godfrey/Allman, this is to confirm that the reference in para 4, your letter AC/593/10/Tn.3 of 16 June 1945 to offloading at Piombino is cancelled.

2. It is agreed that the barges be shipped at Bari as suggested in para 3 your letter and arrangements be then made as to port of discharge in accordance with nearest available facilities for lifting off-board.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/18/Tn6

ACA/mvm
12 June 1945

SUBJECT: Piombino-Vada Service

TO : Mr. Stanley P. France
Transportation Officer
Port of Piombino

1. We have been informed that the requirements of the Solvay plant are 10,000 tons per month.
2. In view of the acute shortage of rail cars, every effort must be made to lighten the coal required at Vada.
3. Discharging facilities at Vada Pier limits the daily amount of 220 tons. This would mean that an average Liberty could only discharge direct into lighters 1,000-1,200 tons.
4. Please let us have your views on the possibility of backpiling the balance of the Solvay plant allocation for transshipment into lighters after departure of collier.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Movements Division

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/17/17/Tn6

RMB/mvm
12 June 1945

SUBJECT: A. C. Shipping Instruction No. 12

TO : Mr. Stanley P. France
Transportation Officer
Port of Piosbino

1. For your information and retention, we attach hereto copy of A. C. Shipping Instruction No. 12, dated 5 June 1945.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Rel. 290
Ref. AC/17/16/Tn6

RMB/mvm
9 June 1945

SUBJECT: Allocation of Rail Cars - Piombino

TO : Mr. Stanley P. France
Transportation Officer
Port of Piombino

1. Referring to recent telephone reports received from you regarding shortage of cars at Piombino, we wish to inform you that MRS has now agreed to provide 50 rail cars daily for operations at Piombino.

2. We have asked for a greater number of rail cars but while everything possible will be done to allocate the required number of cars for Piombino operations, only 50 rail cars have been definitely agreed upon.

3. In connection with our last telephone conversation, we regret very much that the information you conveyed to us was in error since we were informed later on in the day that some 61 rail cars had been loaded at Piombino, whereas it had been reported that there were only 6 rail cars which had arrived at Piombino with refugees. Needless to say, it is very important that information passed on to this headquarters be personally checked by you in order that we may present actual facts to all other divisions concerned, thereby eliminating unnecessary work and embarrassment.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Movements Division

Missing Caros filed AC/17/34/Tn6 6627

785021

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MJS/eh

Phone 489081

542/73/TN 3

4 June 1945

SUBJECT: Port of Piombino

TO : Regional Commissioner, Toscana Region
Headquarters, AMC

1. Reference your RVIII/35/64/1/12, in view of the program for Piombino, which is now much increased due to the non-availability of Leghorn for civilian stores, it was felt that there should be a transportation representative at this port in the immediate future.

2. Mr. S. P. France, a civilian, has been sent up to replace Lieutenant Webb, and has been instructed to report to you at the earliest opportunity.

3. Mr. France has been informed that it is desired to turn over the port completely to the Italian authorities at the earliest possible moment. The main difficulty will be that of obtaining sufficient rail capacity for clearance of imports and the tie-up between the port authorities and those responsible for the allocation of railway cars. In view of the above and the importance of not delaying shipping at the present time, it is proposed that Mr. France remain at Piombino for a short period, and then the port turned over to the Italians along the lines that you suggest.

By order of Rear Admiral STONE:

M. J. SIEFF

M. J. SIEFF, Colonel
Chief, Movements Division

cc: Chief Transportation Officer,
Toscana Region

ports & Warehouse Division.

6626

Port & Warehouse Division

Copy

/ccg

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/64/1/12/

31 May 1945

SUBJECT : Port of Piombino

TO : Transportation Sub-Commission Hq. Allied Commission.

1. The Prefet of Livorno will not accept any responsibility for the Port of Piombino.
2. The Italian Naval Officer in charge is prepared to accept Lt. Webb's responsibilities.
3. Tenente Zanelli N.O.I.C. requires no emolument outside Italian Naval pay, of which he is already in receipt.
4. The Regional Commissioner proposes to instruct Lt. Webb to hand over his responsibilities to the Naval Officer in charge during the next fortnight.
5. Ten. Zanelli is considered capable of executing these duties satisfactorily.
6. Have you any objections , please?

J.A.N. GILES,
Lt. Col. KRRC,
Chief Transportation Office

JANG/lr

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AG/17/12/Ta6

OWEN/lml
24 May 1945

SUBJECT : Return of Capt. F. H. Smith to
Port of Piombino.

TO : Capt. F. H. Smith
Hotel Milano
Rome

1. It is requested that you report immediately to Headquarters Allied Commission and report to Captain Hoyle.
2. Arrangements are being made for your return to the Port of Piombino tomorrow morning 25 May 1945 at 0600 Hours.
3. You are to remain at Piombino until relieved by Mr. Stanley P. Frances, who is making arrangements to leave Rome for Piombino on Monday 28 May 1945.

R. M. BAZZANELLA
Chief, Port & Whse. Division

CC: Movements Division

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/17/11/Tn6

GWEN/121
23 May 1945

SUBJECT : Port of Piombino - Dredging.

TO : Port Liaison Officer
Port of Piombino

1. Before the Dredging Committee can consider the allocation of a dredger to the Port of Piombino, it is necessary to cover the application with a diver's report detailing all obstructions and also the nature of the bottom. A justification for the removal of particular obstructions must also be given. Please take the matter up through the Port Committee.

2. For your information the Dredger "DUILIO" is committed to work at Leghorn until approximately the end of July and immediately after that at Civitavecchia.

R. M. BAZZANELLA
Chief, Port & Whsec. Division

6623

AC/17

FCE/71/62248.

Headquarters Allied Commission,
Transportation Sub Commission,
Port and Warehouse Division,
Rome.

(Copy to:- Secretary, M.E.D.E.O.,
G.4 (Mov. & Tr.).)

Dredging Committee,
Mediterranean Shipping Board,
C.M.W.
8th May, 1945.

PORT OF PIOMBINO - DREDGING

In reply to your letter ref: AC/17/8/TH6 of 2nd May, 1945 I have to state that the Dredger "DUILIO" now at Olbia, San Gilla and Hopper Barge P.23, which has recently been sailed to Leghorn from Naples, are by decision of the Dredging Committee committed to work at Leghorn until approximately the end of July and immediately thereafter to work further at Civitavecchia. I regret that in view of the high priority allocated to each of these works I am not empowered to modify the above programme without the consent of the committee.

2. There appears to be considerable uncertainty as to requirements at Piombino. At meeting No.6 of the Committee it was stated and recorded in Minute 50 that dredging was required from 14ft. to 18ft. depth and that rock was understood to be found at 19ft. H.Q., JCOM Message No.1460 dated 10th February, 1945 stated that no dredging was required. Your letter under reference states that dredging is required to a depth of 28ft.

3. At meeting No.7 it was proposed and recorded in Minute 69 that a diver's examination should be made if a suction dredger was to be allocated to the port as there were believed to be a certain number of concrete blocks on the bottom. From this it appears possible that S.S. "FESLIE SHAW" struck an isolated obstruction. Will you, therefore, kindly arrange for a diver's report to be made on any obstructions and on the nature of the bottom, and forwarded with a statement of firm dredging requirements to the Secretary, MDEO.

4. It is not certain that the "DUILIO" can work down to 28ft. and the only other dredger at present available on the west coast is the suction dredger "GMA" under modification at Naples for use at Salerno. Further consideration as to how best to meet any requirement at Piombino will be given on receipt of the information asked for in paragraph 3 above.

In reply to your letter ref: AG/17/8/MG of 2nd May, 1945 I have to state that the Dredger "DULIO" now at Olbia, Sardegna and Hopper Barve P.23, which has recently been sailed to Leghorn from Naples, are by decision of the Dredging Committee omitted to work at Leghorn until approximately the end of July and immediately thereafter to work further at Civitavecchia. I regret that in view of the high priority allocated to each of these works I am not prepared to modify the above programme without the consent of the committee.

2. There appears to be considerable uncertainty as to requirements at Piombino. At meeting No.6 of the Committee it was stated and recorded in Minute 50 that dredging was required from 11ft. to 18ft. depth and that rock was understood to be found at 19ft. 11.Q., ALGM Message No.1460 dated 10th February, 1945 stated that no dredging was required. Your letter under reference states that dredging is required to a depth of 28ft.

3. At meeting No.7 it was proposed and recorded in Minute 59 that a diver's examination should be made if a suction dredger was to be allocated to the port as there were believed to be a certain number of concrete blocks on the bottom. From this it appears possible that S.S. "TASILE STIA" struck an isolated obstruction. Will you, therefore, kindly arrange for a diver's report to be made on any obstructions and on the nature of the bottom, and forwarded with a statement of firm dredging requirements to the Secretary, MEDIO.

4. It is not certain that the "DULIO" can work down to 28ft. and the only other dredger at present available on the west coast is the suction dredger "MMA" under modification at Naples for use at Salerno. Further consideration as to how best to meet any requirement at Piombino will be given on receipt of the information asked for in paragraph 3 above.

6022

J. J. Bradford

for CAPTAIN, R.N.V.R.
Chairman, Dredging Committee,
MEDIO.

20/5/46

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Port & Warehouse Division

GWEW/or

Ref : AC/17/8/TN6

2 May 1945

SUBJECT : Port of Piombino

TO : Dredging Committee (Att. Capt. Robinson R.N.)
A.F.H.Q.

1. A dredger is urgently required at the Port of Piombino. This demand has arisen since the last Committee meeting was held and when priorities were decided.

2. On the 16th April the S.S. "LESLIE SHAW" with a draught of 24' 7" aft struck bottom at the Ilva Pier. The stern was approx 440' from the end of the pierhead.

3. During a recent visit to Piombino, a representative from this Division discussed the matter with Mr. Mac Farlane (M.W.T. Representative) and it is estimated that the loan of a dredger for a period of 4/5 days would make the berth safe up to 28' ;

4. From information received it is learnt that the Dredger "DUILIO" now at Naples will shortly be proceeding to Leghorn. Could this dredger stop at Piombino on the way up? Failing this it is recommended that another dredger be allotted.

R.M. BAZZANELLA
Chief, Port & Whse.Div.

6621

785021

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/34/S/Tab
Cross Ref. AC/17/Tab

CHIEF/lml
21 May 1945

SUBJECT : Piombino-Vada Coal Service.

TO : Compagnia Marittima
102 Via del Tritone
Rome, Italy

1. Arrangements have been made for the tug boat "ARNO" now at Piombino, to be used by your company for the coal ferry service Piombino/Vada. The arrangement is temporary, pending nomination of an additional tug.

R. M. RAZZANELLA
Chief, Ports & Whse. Division

CC: Captain Smith
A. G. Port Liaison Officer, Piombino

Mr. Hughes has been
notified —

372/008

INTER-OFFICE MEMO

Our Ref. : AC/17/7/021

25 April 1945

SUBJECT : Fortiglioni

TO : Ports & Warehouse Div. ✓

1. Reference AC/18/1/126 undated.

2. - Confirming conversation Godfrey/Warley today, it is understood that arrangements have been made for a standby tug at Pionbino in the event of "ARCO" becoming unavailable at any time.

For the Director :

G. B. Godfrey
G. B. GODFREY
Major, I. S.

6619

785021

INTER OFFICE MEMO

RB/er

Ref : ad/17/17-als
ad/15/1/17-6

24 April 45

SUBJECT : ~~Portaliens~~ *off Bombino*

FROM : Port & Warehouse Division

TO : Movement Division, Tn.S/C (Att. Col.Sieff)

1. It is confirmed that the following craft will be available for the loading of the "PERTUSOLA" at Pionbino at the end of this month.

- 1 Tug (ARNO) 250 HP.
- 2 Ilva Lighters 300/350 tons

2. Representatives of this Sub-Commission are visiting Pionbino on Thursday next, to ensure that all necessary arrangements are put in hand.

R. MAZZARIELLA
Chief, Port & Warehouse Div.

6618

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/17/1/Tn6

0822/121
22 March 1945

SUBJECT : Port of Piombino.

TO : M. J. Sieff, Colonel
Chief, Movements Division

1. Reference is made to your letter 512/17/Tn3 dated 9 March.
2. It is confirmed that the two cranes on the coaster berth are in working order and that sufficient power is available to enable them to be used effectively.
3. The Tug "ARNO" 250 H.P. is now in the hands of ROIC Leghorn, under repairs but should be ready to hand back to the Ilva Steel Works during the course of the next few days. At Piombino there are four or five steel barges of two or three tons which appear to be a practical salvage operation. Two of these barges are afloat and only need minor repairs. The Montecatini plant has approximately 30 barges in the area, of various tonnages in various stages of repairs and the necessary materials for repairs have been requisitioned.
4. Timber for the decking-over of the Liberty Berth has been released and the Ilva Steel Works are in charge of the work.

R. M. BATTAGLIA
Chief, Port & Whse. Division
Transportation Sub-Commission

CC: Industry Sub-Commission
Shipping Sub-Commission
F. S. T.
W. S. A.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJS/vb

Tel: Ext. 318

9th March, 1945.

542/47/Tn.3.

SUBJECT: Port of Piombino.

TO : Port & Warehouse Division,
Tn. S/C.

1. The port of Piombino has now recommenced operations.
2. There are two cranes on the lighter or coaster berth, which lies at right angles to the main discharging pier. Can you please confirm that these cranes are in working order, and that there is sufficient power to enable them to be used effectively.
3. Can you also state what arrangements, if any, have been made for lighters and tugs at this port.
4. It was noted during a visit to this port on the 7th March that no progress has been made with decking over the Liberty berth. What action is being taken, as the number of berths is obviously a deciding factor in dealing with programmes?

h/Staff Lt.

M.J. SIEFF, Colonel,
Chief, Movements Division.

cc.

Industry Sub-Commission.
Shipping Sub-Commission.
M.W.T.
W.S.A.

785021

JAB/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

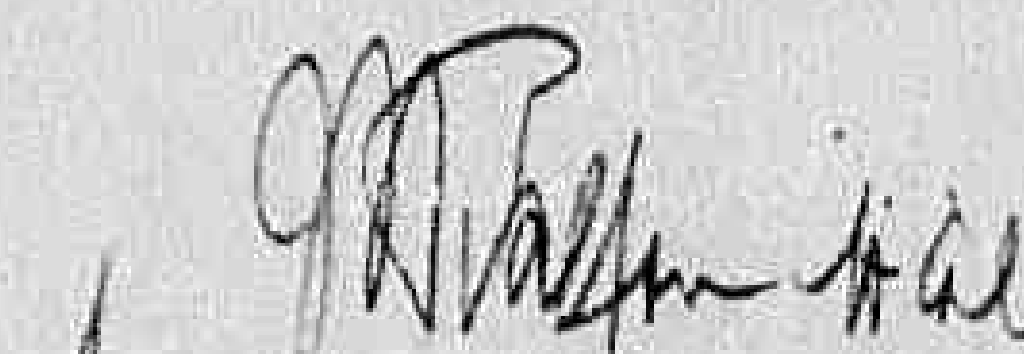
Tel: 489081 Ext: 362
Our Ref: AC/542/40/Tn.3.

3 February 1945.

SUBJECT: Port of Piombino

TO : D.O.H.C.
c/o M.W.F. Navy House, Naples.

1. The work of rehabilitating Piombino Harbour is being undertaken by ILVA "Alti Forni e Acciaierie d'Italia" with certain material assistance from Allies.
2. It is necessary to have a tug in operation early and either the "ARNO" or "OCEANIA" now at Leghorn would be most suitable.
3. May one be derequisitioned and returned to ILVA the owners.


MERRITT H. TAYLOR
Director

Copy to: Tn.6.
Tn. Sub-Commission

6615

785021

HEADQUARTERS ALLIED COMMISSION
APO 994
TRANSPORTATION SUB-COMMISSION

Tel. 947
Ref. AG/7/52/Tub

Chas. G. G. AG/7/52/Tub

JMH/1st
14 May 1945

SUBJECT : Port Equipment, Port of Pionbino.

TO : Lt. Colonel, H. C. Quartier
Economic Section

1. Attached herewith are 9 copies of a requisition calling for water piping for the Port of Pionbino, to be submitted to AFHQ G-5 Section. As this piping is urgently needed at the port, we shall appreciate your expediting the requisition as quickly as possible.

R. M. BAZZANELLA
Chief, Ports & Whse. Division

Attachment:

As stated above.

6614

CAS/elo

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

6 May 1945

283/30/Tn 3

SUBJECT : Rehabilitation of Railway Line
Ilva works to Piombino Station

TO : Regional Commissioner, Toscana Region
Port Liaison Officer, Piombino

1. Reference the various requests from Port Liaison Officer Piombino and Ports & Warehouse Division for the rehabilitation of the Railway line from Ilva works to Piombino station.
2. A reconnaissance of the line has been carried out by Rail Division who are recommending that the ISM take steps to reconstruct their portion of the line from the works to the station.
3. It is understood that Ilva works are at present reconstructing various lines within the works area, which it is pointed out should provide additional stabling and off loading facilities for Railway wagons.

By Command of Rear Admiral STONE

E. R. Worthington
E. R. WORTHINGTON
Major

Copy to : HQ Livorno Province ASB
Shipping Branch
Ports and Warehouse Division ✓
Rail Division (Tn 4)
M.O.W.T. Piombino

6613

adn/HKub

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/17/2/Tn6

GWKE/lml
10 April 1945

SUBJECT : Port of Piombino.

TO : Movements Division
Rail Branch

1. Enclosed is a copy of report on a reconnaissance effected by representatives of this Division on 2-4 April 1945.

2. Your attention is directed to the paragraph concerning the rail connections on the Ilva Pier. From information received, it would appear that the State Railway were a little behind their schedule for the opening of the port and stopped work on linking up the Ilva Plant Railway. It is now required to link up the other end of the Ilva Railway to the Piombino Station, a distance of 2/300 meters as per original agreement.

R. M. BAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

Enclosure:

As stated in
Para. 1.

6612

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 290
Ref. AC/17/3/Tn6

RMB/lml
10 April 1945

SUBJECT : Coal Service from Piombino to Vada
for Solway Company.

TO : Lt. Colonel M. J. Sieff
Movements Division

1. For your attention and consideration, I am enclosing a copy of a letter from Compagnia Marittima, which is self-explanatory.

2. I am also enclosing a copy of a report of trip made by Captain Warley and Lt. Marens, and your attention is directed to report under the subject "Vada Pier".

3. Recommend that this matter be given due consideration and if there is any further information you may require, please advise.

R. M. BAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

Enclosure:

1- Copy of Letter
Compagnia Marittima, 3/31/45.

1- Copy of Report.

6611

(COPY)

(COPY)

COMPAGNIA MARITTIMA

Ufficio di Roma-31 March 1945
Via Del Tritone 102

To the Allied Commission
Transportation Sub-Commission
Rome

Transportation of coal from Pionbino to Vada
for the Solvay Company.

With reference to previous conversations regarding the carriage of coal from Pionbino to the Solvay plants at Vada, as suggested by the Coal Division of the A.C., we beg to confirm that we are ready to undertake such transportation with our own barges in tow of a small tugboat that might be released for this traffic.

We consider that with two barges only, having a cargo capacity of 300 tons each, we could discharge at Vada the total quantity required which we understand is estimated to be about 10,000 tons per month.

After a personal inspection at loading and discharging places to be effected in the next days, together with officials of your services, we shall make a definite proposal so as to give you the assurance that this transportation will be carried out by us satisfactorily in every regard.

Yours faithfully,
COMPAGNIA MARITTIMA

/s/Francesco Cameli

6010

REPORT ON M.C.C. TO TALAMONE, POMBINO AND VADA
REPORTED 2-4 APRIL 1945 BY CAPT. G. W. S. HARLEY
4 LT. A. F. MAHNA OF PORTS & MARSHALLS DIVISION
TRANSPORTATION SUB-COMMISSION

TALAMONE

Two special barges for dumping dredging waste material located in the canal. Both barges belong to the Excavation Department, Ministry of Public Works.

Barge A-50-1 is in good shape. Several holes on her hull have already been patched and she is in condition to be towed.

Barge A-50-2 requires some repairs to equipment - wheel, chain, etc. On account of presence of a wreck of a dredge barring the exit of the canal, a widening of same is necessary in order to enable barges to get out. A few men with shovels could do the work required in a couple of days.

A tug boat will be required to tow barges to Fiumicino. One of the Tusa tugs in Civitavecchia might be used for the job, since there is not enough work for both tugs at Civitavecchia, and they are there on a staging basis.

POMBINO

S/S "SCHIAFFINO" berthed at Ilva Pier discharging Sardinian coal. Discharge proceeds satisfactorily. There has been a certain delay due to shortage of rail cars on the first 24 hours after ship's arrival, but discharge is now proceeding satisfactorily. Average daily discharge 1000/1200 tons. On a Liberty ship with longer booms rate of discharge would increase.

The ILVA Barge (N.5) recently salvaged by Royal Navy was berthed at the Darsena quay. The barge is in good condition and ~~is~~ released to A. C. for transport of coal on the Ferry Service Pombino-Vada.

The two cranes on Darsena Quay are ready except for an electrical connection of pilot cables. Connection to be finished in two days. Electric power is available for 24 hours work.

Bottom along side of Darsena Quay where small coasters may be berthed thus saving much rail traffic on pier, is reported to be uneven due to debris. Inspection by divers is suggested in order to decide what kind of dredging equipment is most suitable.

In order to expedite railroad traffic in and out of the Ilva Plant, experts of the Ilva Company consider it necessary for the Italian State Railway to complete junction ~~of~~ ³⁰⁰ tracks to the Porto Vecchio Station. The saving of at least 1/2 hour's time for every shifting of rail cars in the Ilva yard will result, if junction is completed as per initial plan made by the State Railway. If heavier traffic of ships is to be expected at Pombino, an expeditious completion of this job is considered necessary. Italian State Railway is doing some work

- 2 -

at the Porto Vecchio Station now, but is going too slowly.

VADA PIER : Safe Berth available for barges of 10 foot draught. Three narrow gauge tracks on pier leading to a single track is that middle portion of the pier that has been rebuilt after war damages. One 5 ton portal crane is to be assembled on pier's head and should be ready in four weeks. A similar crane will be repaired and assembled later. One portal hopper for loading cars is already assembled on pier's head. Pier connected by narrow gauge track with Solvay Plant. Part of this track dismantled over a small bridge near the main highway (about 100 meters). This could be restored in a few days. A letter from A. C. to Solvay Plant asking to rehabilitate pier and transportation equipment from pier to plant is requested by Solvay manager, in order to arrange with ANS authorities for permission to restore traffic in that zone. No difficulties expected. Possibility of discharge considered 200 tons per working day (24 hours) at present due to difficulty of clearance from pier. A week's notice required by Solvay plant before arrival of first barge in order to arrange for transfer of equipment from another nearby plant. General Manager of Solvay Plant states that operation could start on 1st of May. In view of the present limited possibility of discharge, it is considered that the Ferry Service from Piombino could start in the same way as at Civitavecchia, helping by barges to expedite turnover of ships and using them to the utmost clearance capacity of the pier.

Solvay people are very eager to get coal in order to start operation of plant and will certainly improve discharging capacity of pier.

6608

COMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTELLO, 8

TELEGRAMMI: MARINERE - GENOVA

TELEFONI: 26-424 - 26-788

TELEGRAMMI: MARINERE - ROMA

CODICI: NEW 802 - 802

SCOTT'S 10TH EDITION

A. B. C. - BENTLEY'S

UFFICIO DI ROMA, ~~31st March 1945~~

VIA DEL TRITONE, 102

TELEFONI: 485-404 - 485-405

to the Allied Commission,
Transportation Sub Commission,
A. B. C.

Transportation of coal from Piombino to Vada
for the Solvay Company.

With reference to previous conversations regarding the carriage of coal from Piombino to the Solvay plants at Vada, as suggested by the Coal Division of the A.C., we beg to confirm that we are ready to undertake such transportation with our own barges in tow of a small tugboat that might be released for this traffic.

We consider that with two barges only, having a cargo capacity of 300 tons each, we could discharge at Vada the total quantity required which we understand is estimated to be about 10,000 tons per month.

After a personal inspection at loading and discharging places to be effected in the next days, together with officials of your services, we shall make a definite proposal so as to give you the assurance that this transportation will be carried out by us satisfactorily in every regard.

Yours faithfully,

COMPAGNIA MARITTIMA

[Signature]
R. B. C. - BENTLEY'S

6607

HEADQUARTERS ALLIED COMMISSION
C.P.O. 394
Food Sub-Commission

KJC/au

23 April 1945

Tel : 466

Ref : 51-7/30/FOOD

SUBJECT : Shipments to Piombino

TO : High Commissioner of Food
(Attn: Avv. Storoni)

1. The experience in unloading the S/S Zaanstroom at Piombino has made it clear that it is advisable under present conditions to avoid sending ships to that port where the cargo must be handled by many shippers or consignees.

2. The objection to ships at Piombino with cargo belonging to many shippers is as follows :

- a. The cargo must be discharged on to the quay and be sorted out according to owners instead of being discharged directly into rail cars. The result is that the cargo reaches destination more slowly and may spoil if perishable, the cargo is handled twice instead of once, quay space is tied up and the ship is limited to those quay's with sufficient space to permit sorting the cargo.
- b. The shippers follow the cargo to Piombino and the police officer at Piombino is deluged with requests for passes to Firenze, Lucca etc, most of which can be obtained only after a long period of delay.

3. Please explore the possibility of arranging shipments to Piombino with a single organization responsible for the distribution of the cargo of each ship. The small shipper can move his cargo to Piombino by placing bids for movement by schooner and if there are a number of large associations capable of arranging the cargo of an entire ship a measure of justice can be obtained by assigning one ship to one association and a later ship to another association etc.

W. J. LEOG
Colonel

Director . Food Sub-Commission

Copy for Info to:
HQ. AC. Transportation E/C

6606

ac/12/426

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. MC/17/5/Tn6

AM/lml
20 April 1945

SUBJECT : Port of Piacentino.

TO : Port Liaison Officer
Port of Piacentino.

1. Your letter Reference PI/8 of 12 April addressed to Movements Division.

2. The pontoon MACINTOSH was ordered to Civitavecchia on priority work as agreed by Allied Commission and the Italian Ministry of Marine and approved by FOMAM. This work consists of clearing the wreck of a tug obstructing the berth at Molo del Bicchiere. The tug is being cut into pieces in order to suit the pontoon lifting capacity. The pontoon will be returned to your port on completion of the work.

3. Regarding the clearance of the submerged railway line, it is pointed out that we were informed that Procehi was engaged in a survey and estimate for salvage work. It was on this understanding, that Captain Warley advised the survey and estimate could proceed, but actual operations were not to start. This is in accordance with agreed salvage policy. Now that we have the full facts, it is agreed that the work should be taken in hand through the following channel:

a. As Piacentino is in AMG territory, the Italian Ministry has no direct jurisdiction; it is therefore suggested, that AMG Leghorn be contacted and in turn issue the necessary directive to GENIO CIVILE to assume supervision of operations and responsibility for payment.

4. In view of the remarks contained in your letter, it is felt necessary to clarify the correct procedure to be followed. Pending a decision from higher authorities stating what responsibility, if any, remains with the Allies for ports which have been handed back to Italian

- 2 -

Government control, your duties consist of passing and receiving information regarding port operations, assisting the operating officials and reporting on all Italian operations. The Port Committee acts in an advisory capacity to NCIC and not as an executive body. Disagreements or comments on action by NCIC should be forwarded through proper Allied channels.

M. B. THOMAS, Colonel
Deputy Director

CC: Movements Division

6604

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File: PI/8

Subject: Picubino Port

To: TM. 3.C. Mov. Div. (2)
H.Q. A.C.

12 April 45

1. I should be glad of instructions & clarification of the U/A points which have arisen in connection with Picubino Port.
A. 12 Ton Pontoon Machine owned by Franco Picubino has been ordered to Civitavecchia by the Italian Ministry of Marine. The Port Committee at Picubino desire to retain this pontoon, and on 7 Apr. at their request and after consulting P. & Whase Div. I requested H.Q. I.C. to ignore this order. Subsequently I ascertained from F.L.O. & the Reconstruction Officer at Civitavecchia that this pontoon was much smaller than they had believed and would not fully meet their requirements. Today H.Q. I.C. states he must carry out his orders from Italian Ministry of Marine and the pontoon will leave Picubino this evening. I have a gain written to H.Q. I.C. on behalf of the Port Committee forbidding its departure. Whether he will obey remains to be seen.

What is the correct procedure in such a matter please?
P. The Port Committee are in agreement that a submerged railway line constitutes a danger to Berth 6. It was considered likely that 3.3.2. AMSTRONG would berth there in the immediate future.
W.S.A. Picubino also Representing B.A.W.T. requested Procchi contractors, to report on the obstruction. Procchi states work would take approx four days at a cost of 10,000 lire. I telephoned Capt. Warley Port & Whase Div. who informed me no work was to be carried out without further instructions from him.
W.S.A. are of opinion that work should proceed on proper channels be explored after war, as this is the important factor.

Again what is the correct procedure?

2. It will be appreciated that owing to the great difficulty of communicating with Rome - mail taking 6 days, signals 24 hours & the telephone very uncertain - it is greatly assist the work of F.L.O. if fairly detailed instructions could be

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by the Italian Ministry of Marine. The Port Committee at Pionbino desire to retain this pontoon, on 7 Apr. at their request after consulting F. & Whose Div. I requested N.O.I.C. to ignore this order. Subsequently I ascertained from F.L.O. & the Reconstruction Officer at Civitavecchia that this pontoon was much smaller than they believed it would not fully meet their requirements. Today N.O.I.C. states he must carry out his orders from Italian Ministry of Marine and the pontoon will leave Pionbino this evening. I have a gain written to S.O.I.C. on behalf of the Port Committee forbidding its departure. Whether he will obey remains to be seen.

What is the correct procedure in such a matter please?

B. The Port Committee are in agreement that a submerged railway line constituted a danger to Berth 6.

It was considered likely that S.S. MANOTACCA would berth there in the immediate future.

N.3.A. Pionbino also Representing B.L.W.T. requested Procchi contractors, to report on the obstruction. Procchi stated work would take approx four days at a cost of 30,000 lire.

I telephone Capt. Werley Port & Whse Div. who informed me no work was to be carried out without further instructions from him.

N.3.A. are of opinion that work should proceed and proper channels be explored after war's, as time is the important factor.

Again what is the correct procedure?

2. It will be appreciated that owing to the great difficulty of communicating with Rome - Mail taking 6 days, signals 24 hours & the telephone very uncertain will greatly assist the work of F.L.O. if fairly detailed instructions could be issued.

3. In the absence of any such instructions the Port Committee will take such action as it is able in order to render the Port of Pionbino fully efficient to discharge 2000 TPD as envisaged in Lt. Col. Belfour's recommendations report on Pionbino dated 17 Jan 45 at the earliest possible date.

Copy to : W.S.A. Pionbino

A. Wells Lt. RA.
PORT LIAISON OFFICER
PIONBINO

5/2/45

1066

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AG 424 EPODS (17 Jan 45)

1st InA

SHI/pjp

Headquarters, Peninsular Base Section, APO 782

20 April 1945

TO: Commanding Officer, Allied Commission, APO 394
(Attn: Transportation Sub-Commission)

1. Tarpaulins, six (6) each, have been issued to the War Shipping Administration.

2. It is the understanding of this headquarters that these tarpaulins were to be used for purpose cited in basic communication. Therefore suggest your request be forwarded to that organization for disposition.

FOR THE COMMANDING GENERAL:

CC: Port Representative
WSA, Leghorn

C. Zucker
C. ZUCKER
CAPTAIN, A. G. D.
ASS'T ADJ. GEN.

6602

act/17/1946

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11/20/4

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/17/3/Tn6

GWEN/1ml
17 April 1945

SUBJECT : Port of Piombino.

TO : PBS - Leghorn

1. The A. C. Port Liaison Officer at Piombino advises us that you are supplying a number of tarpaulins to meet an emergency on a discharge of barley from the S/S "LESLIE SHAW", which is expected at that port in a day or two.

2. We thank you for your assistance and would be pleased to learn if it would be possible to leave these tarpaulins at Piombino, until such time when we can take delivery of order which should be fulfilled during the course of the next few weeks.

R. M. Razzanella
R. M. RAZZANELLA
Chief, Ports & Whse. Division

CC: Port Liaison Officer
Port of Piombino

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CRS/ab

INTER OFFICE MEMORANDUM

9 April 1945

Tele : 478704

285/23/ra.3.

SUBJECT : Rail Clearance from Pombino Port.

TO : Food Sub-Commission.

1. Reference your 51-2/6/Food, dated 3 April '45.
2. The general question of tonnage allocation for Rail Clearance Northbound from the Port of Pombino is at present under discussion with G-4 (Mov & Tr) AFHQ. Every effort is being made to secure a daily block tonnage for this movement to cover any ships that are set up and may arrive late at Pombino.
3. Until such time as a definite decision is reached it is agreed by the Movements Rail and Shipping Branches of this Sub-Commission that bids for the importation by sea of non rationed civilian supplies through the Port of Pombino should be made, and if accepted by Shipping AFHQ a close liaison will be maintained between the Shipping and Rail Branches of this Sub-Commission to ensure that the necessary rail tonnage is asked for at the Priority of Movements Meeting each Monday.
4. Immediately a definite decision is reached regarding Rail Clearance from Pombino you will be advised.

W. L. G. C.
 for M. R. THOMAS, Colonel,
 Deputy Director,
 Transportation Sub-Commission

Copy to : Economic Section
 Transportation Sub-Commission, Shipping Branch
 " " " " Rail Division
 " " " " Ports & Warehouse Division.

U. C. D.

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act 17/4/46

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2 April 45

SUBJECT : Port Liason Officer Piombino
TO : In S/C H.Q. A.C. (4)

ad/17/12/45

1. Tel. No Victory 27 Ring 3
Signal Address Alcom Piombino
Official Mail C/O A.M.G. Livorno Province

Copy to : H.Q. Toscana Region
A.M.G. Livorno Province
P.L.O. Civitavecchia

A. Urso C. AA

PORT LIASON OFFICER
PIOMBINO

copy

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1923
23 March 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. AC.
Subject: PIOMBINO Harbor - Chart of.
Enclosure: (A) Italian Navy Hydrographic Chart of PIOMBINO
Harbor dated February 1945. (Scale 1:1500
meters).

1. Enclosure (A) is forwarded herewith for information.
It is a comprehensive chart of PIOMBINO Harbor which is based on
soundings taken by the Italian Navy Hydrographic Office during
February 1945, at the request of the Navy Sub-Commission.

H. S. J. Butler
H. S. J. BUTLER,
Captain, U. S. Navy,
for REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
Supply Division

HR/ag

R/VIII/F/46/F

21 March 1945

SUBJECT : Salt Ship

TO : Food S/O HQ AG.

1. Report on unloading of salt ship at Piombino completed 15 March 45, is as follows.

2. The cargo consisted of 17659 sacks of an average of 43 Kg of which 130 were so badly damaged and the contents mixed with coal dust to such an extent that the captain ordered them jettisoned. Seventeen more fell into the sea during unloading operations and so were lost.

3. The remaining 17512 sacks were shipped as follows:

For Salt Monopoly at Piombino	2287	sacks
" " " " Cecina	3493	"
" " " " CAP Grosseto	800	"
" AMG 5th Army, Montecatini; transferred later to Salt Monopoly Pistoia	2272	"
" AMG 5th Army Navacchio Depot	1820	"
" " " " at AG Warehouse		
12150 Livorno	6840	3

4. Security during unloading was provided by the Guardia di Finanza and guards from the "Ilva" plant at Piombino.

5. Cooperation of the 719th Railway Operating Bn, C.E., was excellent.

J. CHAYTON
Lt Col
RSC

Copy to:

Tn S/O HQ AG
AMG 5 Army (Gen Sup Offr)
R.G. Toscana Region
R Tn Offr Toscana Region
R Rev Offr Toscana Region

HEADQUARTERS
24 MAR 1945

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Subject: Port Equipment
CIVITAVECCHIA and PIGNINO

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN) 5/121-GDM

28 February 1945

TO : G-4

Tel: FREEDON 302

1. It is requested that provision responsibility be defined for provision of the following from Military sources within this theatre and that the items be made available to Allied Commission.

(a) CIVITAVECCHIA

3000 sq feet of platform for beach-piling 10,000 of dunnage wood.
50 tarpaulins of standard railroad size.
15 nets, coal, canvas lines, 12 ft x 12 ft x 5 in mesh.
One floating combined pile-driver and crane, 50 tons capacity.
2 Caterpillar tractors (chassies) with trailers, for hauling material from reconstruction area.
Spare parts for steam roller (to be specified later).
Electric lamp bulbs 120 volt 200/250 watts, 1 gross.
8 slings, chain, double, with rings and 2 hooks.

X (b) PIGNINO

15 quintals of carbide.
1 Bull-dozer.

2. These stores are required for the rehabilitation of CIVITAVECCHIA and PIGNINO and have been carefully screened and approved by the Transportation Sub-Commission of HQ Allied Commission. They are the only items remaining for which local provision cannot be made.

V. KINE, Major,
for Brigadier,
D.Q.M.G. (Mov & Tn).

VE/DNC

Copy to: G-4

Allied Commission, Tn Sub-Commission ROE.

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JAB/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 489081 Ext: 362
Our Ref: AC/542/42/Tn.3.

3 February 1945.

SUBJECT: Port of Piombino

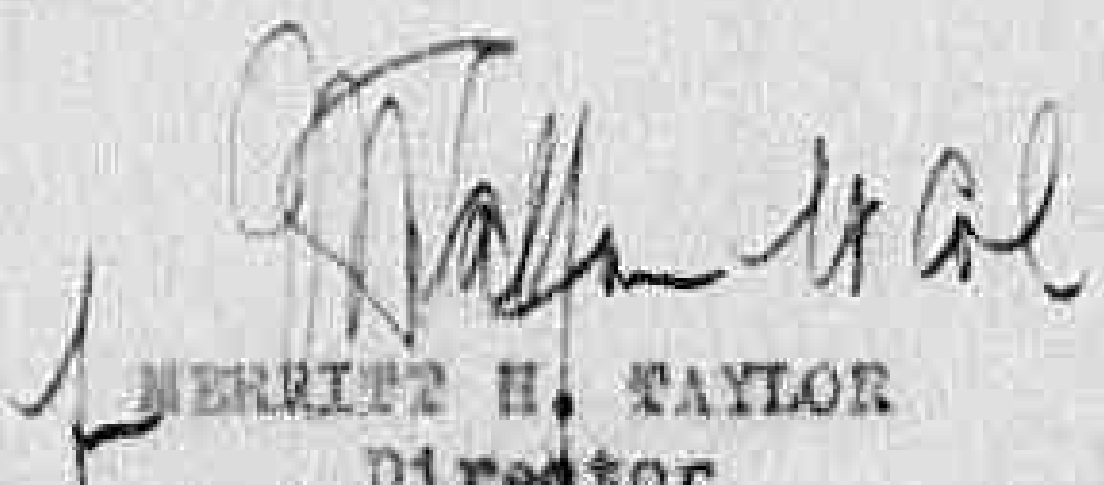
TO : G - 5
Allied Force Headquarters

1. The work of rehabilitating Piombino Harbour is being undertaken by ILVA "Alti Forni e Acciaierie d'Italia" with certain material assistance from Allies.

2. It is anticipated that with the exception of the undermentioned two items, all material can be produced from local resources by Allied Commission.

15 quintals of carbide
1 Bull-dozers

3. Your assistance is requested to supply in order that work can proceed earliest possible.


MERRITT H. TAYLOR
Director

Copy to: Tn.5.
Tn.Sub.Commission

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file
804/3

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

KJB/vb

Casualty

24th February, 1945.

Tel: Ex. 318

SOu/3/Tn.1.

SUBJECT: Use of Piombino.

TO : AFHQ, G-4 (Mov. & Tn.).

1. Reference your G-4/Mov 5/86/GDM, dated 20th February, 1945.
2. A number of areas are being examined with a view to the establishment of a V.A.U. for the erection of cases/vehicles on A.C. account. The areas under examination are Piombino, Rome, and Naples.
3. From reconnaissance made it would appear that, if A.C. are to undertake the erection of these cases/vehicles with the present A.C. and civilian resources, it will be necessary to carry out this work in Rome. Facilities do not exist at Piombino or Naples, while experiments in erection have already been successfully carried out at an existing Rome plant.
4. In so far therefore as A.C. carries out assembly and it is not undertaken on behalf of A.C. by any existing military units, it will be necessary for the cases once discharged to be railed to Rome. This will necessitate a considerable rail haulage, as Civitavecchia is not yet in a position to handle cases/vehicles in addition to its coal and fertiliser commitments.
5. Of course any assistance that can be given by military assembly units in the Naples or Leghorn areas will be most welcome, and will obviate rail hauls.
6. Reference para 3 of your letter, attached is the proposed programme for Piombino in the months of April and May, a total of 35,375 tons per month, provided shipping is so loaded that these commodities can be brought to Piombino without wastage of shipping. In so far as the port capacity is concerned, it is considered that

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- 2 -

by April it should be possible to handle two or three cased vehicle ships in addition to the above programs provided rail clearance from the port can be obtained. Agreement has been given that cased vehicles on A.C. account will be bottom stowed, and it was thought that an economic method of handling this cargo might be through Piacino even if it ~~was~~ necessary to rail to Rose, provided that there was a sufficient number of vehicles in the ships to justify a ship which had been discharged at Leghorn, for example, moving to Piacino to complete.

[Handwritten signature]

MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:
AFHQ, G-5
Road Division, Tn. S/C.
Movements Div. Rail, Tn. S/C.
Movements Div. Shipping Tn. S/C.

Encl.

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[illegible]

ESTIMATED PROGRAMME FOR PORT OF LIGNANO FOR APRIL AND MAY (FIGURES ARE MONTHLY) BY COM

COMMODITY	Apunnia	Arezzo	Firenze	Grosseto	Livorno	Lucca	Pisa	Pistoia	Siena	Orbetello
Grain (Imported)			4500		1200	1800	1500	1000		
Miscellaneous Foodstuffs		100	700	50	200	150	100	150	50	
Medical supplies			75							
Salt			225		60	90	75	50		
Sulphur (Agricultural)	75	145	150	30	55	95	100	75	75	
Phosphate Rock										2500
Coal										
	75	245	5650	80	1515	2135	1775	1275	125	2500

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IND FOR APRIL AND MAY (FIGURES ARE MONTHLY) BY COMMODITIES AND DESTINATIONS

	Grosseto	Livorno	Lucca	Pisa	Pistoia	Sienna	Orbetello	Rossi-ghano	Railways	TOTAL
		1200	1800	1500	1000					10.000
										1.500
	50	200	150	100	150	50				75
										500
		60	90	75	50					800
	30	55	95	100	75	75				2.500
							2500			
								12000	6000	18.000
										33.375
0	80	1515	2135	1775	1275	125	2500	12000	6000	

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804/2

MEMO/FA

INTER OFFICE MEMO

Tele : 434

Our ref.: AO/342/45/Tn 3

SUBJECT : Anticipated programme for Port of Piombino
for April and May 1945.

TO : Chief, Movements Division

FROM : Movements (Shipping)

1. Reference G-4 letter Mov 5/86/GHE dated 20 Feb. 45
the following is the estimated programme for Piombino for the
months of April and May:-

a) Total tonnage anticipated through the Port per
month is 33,375.

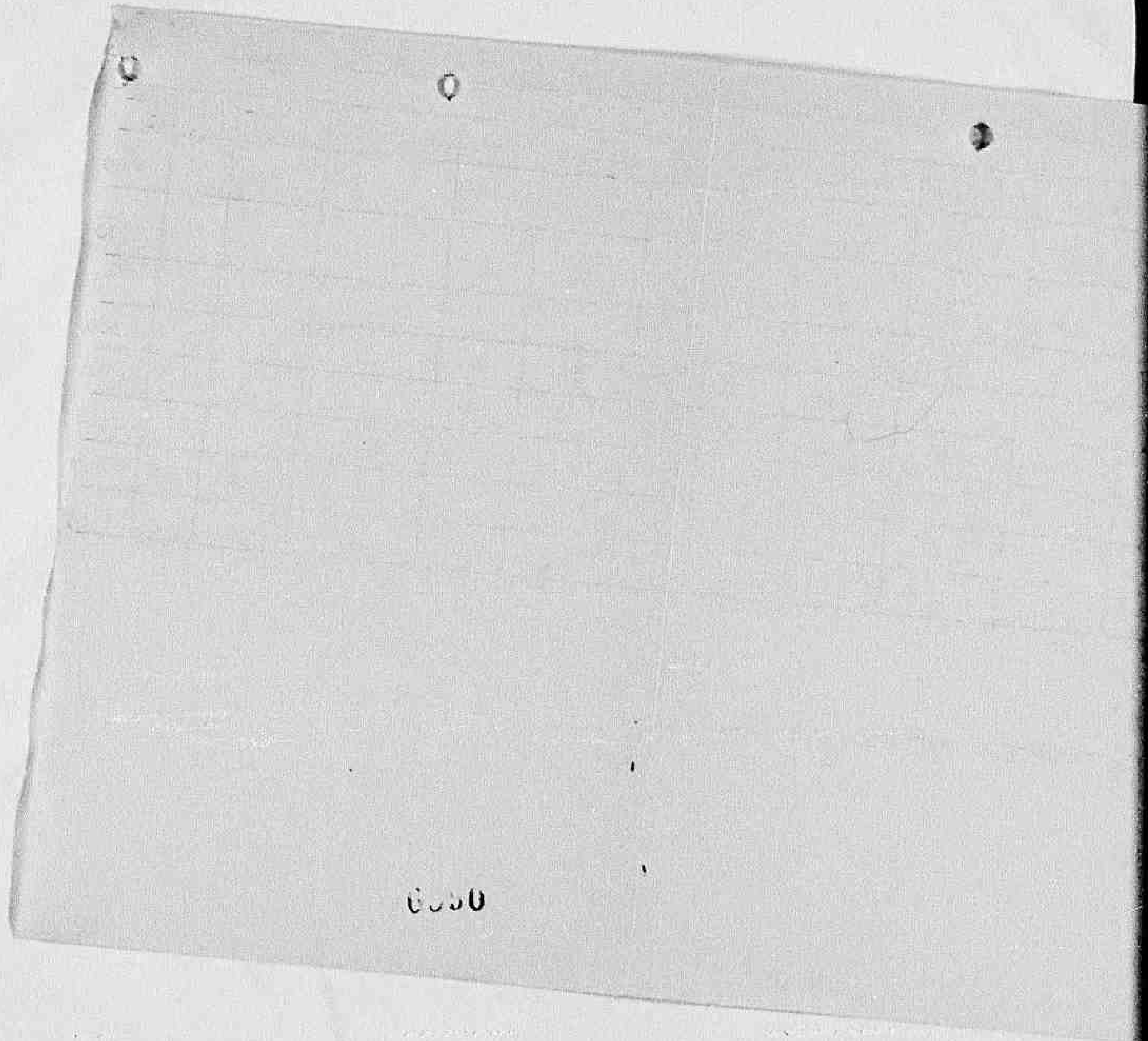
b) Breakdown is shown at Appendix "A".

2. This programme is subject to satisfactory warehouse
or storage accommodation being arranged at Piombino.

Ambrose McClure
A.M. McCLURE *hija RA*
Major R.A.
Movements (Shipping)

Encl.: Appendix "A"

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ESTIMATED PROGRAMME FOR PORT OF PIOMBINO FOR APRIL AND MAY (FIGURES ARE MONTHLY) BY COMMODITY

COMMODITY	Apuania	Arezzo	Firenze	Grosseto	Livorno	Lucca	Pisa	Pistoia	Si
Grain (imported) X			4500		1200	1800	1500	1000	
Miscellaneous Foodstuffs		100	700	50	200	150	100	150	
Medical supplies			75						
Salt			225		60	90	75	50	
Sulphur (Agricultural)	75	145	150	30	55	95	100	75	
Phosphate Rock									
Coal									
TOTALS	75	245	5650	80	1515	2135	1775	1275	1

~~Note:- Estimated exports for April/May 1945 are 8000 tons Pyrites per month.~~

PIOMBINO FOR APRIL AND MAY (FIGURES ARE MONTHLY) BY COMMODITIES AND DESTINATIONS

/nf

	Firenze	Grosseto	Livorno	Lucca	Pisa	Pistoia	Siena	Orbetello	Rossi- gnano	RAIL WAYS	tot- al
0	4500		1200	1800	1500	1000					10000
0	700	50	200	150	100	150	50				1500
	75										75
	225		60	90	75	50					500
5	150	30	55	95	100	75	75				800
								2500			2500
									12000	6000	18000
5	5650	80	1515	2135	1775	1275	125	2500	12000	6000	33375

May 1945 are 8000 tons Pyrites per month.

785021

Subject:- USE OF PIOMBINO.

ALLIED FORCE HEADQUARTERS

G-4 (Mov 5/86/GIM).

Tel: FREEDOM 443

To:- A.C. Tn Sub Commission -
(for attention MOV).

1. It is understood that it is proposed to open the port of PIOMBINO for use by A.C. about the 15th March.

2. Tn (A) state that Col DANAHAR is discussing with G-5 and A.C. the question of the acceptance of cased vehicles through this port and the establishment of a V.A.U. in the vicinity. As it is understood that the port can only handle one ship alongside and as the 1700 cased vehicles will obviously be stowed over a large number of ships, there appears to be a possibility of demands to move large numbers of cases from other ports to PIOMBINO. From the rail movement point of view, it would, however, seem undesirable to have a V.A.U. at PIOMBINO. The port where most of the ships will discharge appears to be the most desirable place, in order that rail haulage may be minimised.

3. Will you please say as early as possible:-

- (a) the tonnage anticipated through PIOMBINO from 15 Mar
- (b) the breakdown of this tonnage
 - (i) by main commodities -
 - (ii) by destinations.

It is realised that this can only be a very general estimate, but some forecast is necessary as line 50 is being used to capacity and steps may have to be taken to handle this new commitment.

20 Feb 45.
tlw.

R.W.L. Fellowes

R.W.L. FELLOWES
Brigadier
for D.Q.M.G. (Mov & Tn).

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3/5

