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AC/17.2/TN6

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PORT
APR.-SEP

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PORT OF PIOMBINO - PORT
APR. - SEPT. 1945

COMMITTEE
MEETINGS

OPENED: 4 APRIL 1945
CLOSED: 11 SEPT. 1945

PORTS A

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10000 / 948/3405

THIS ENVELOPE
CONTAINS PAPERS
FROM APR. 45
TO SEP. 45
CATALOGUE

PORTS AND WAREHOUSE DIVISION

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino
Sept. 11th, 1945

File: P1:I2/I42

Subject: Port Committee Meeting - Piombino

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

1. Herewith copies of minutes of Port Committee " "
Meeting held at Piombino on August 16.

Lt. R.E. Evans
Lt. R.E. Evans
Port Liaison Officer A.C.
PIOMBINO

6774

AC/17.2

(DRT COMMITTEE PIOMBINO)

Minutes of meeting held on August 16, 1945 at Comando Marina building;

Members present:

Mr. James MacFarlane	- War Shipping Administration Rep. Chairman
Mr. V. De Pompeo	- War Shipping Administration Rep.
S.Ten. Vascello S. Piantanida	- N.O.I.C. Rep. (Italian)
Capt. G. Campo	- Harbor Master - (Italian)

Also Present:

Mr. G. Capenna	- Agent
Mr. G. Salvi	- Ilva Iron Works
Mr. Catanoso	- Ilva Iron Works
Mr. P. Pieri	- Stevedore

1. Refugees. 1014 refugees now at Piombino. As SS. Miraglia which was expected on the 13th did not arrive, due to necessary repairs, some refugees left for southern Italy by train.

2. Water Line. The Municipio Engineer was asked about the low pressure on the flow of water at the pier. He replied that due to lack of water during dry spell and some trouble with the electric power on the pump which pumped the water from the well into the storage tank, the storage tank was only being kept 2/3 full, which resulted in less pressure at the pier. He also stated that there seemed to be a much greater usage of water in Piombino, due to greater needs of population or some loss in bad piping under destroyed buildings. He stated they had checked the line and had already repaired all the damage they could find.

3. Lighters. Ilva's representative stated they had two wooden barges under repair and they were salvaging the tug "Po". The stevedore stated that his barge "Alice" (200 tons) would be ready in 10 days. Ilva representative stated he would like to send their steel barges (Vittorio, Alberto, Volterraio, Ilva4 - all 350 tons capacity) to the Orlando shipyard at Leghorn for repair. Mr. MacFarlane stated he would check ~~6743~~ if this could be arranged.

4. Romney Huts. It was stated that 7 Romney Huts were due to arrive in Piombino. Ilva representative is to check with A.C. Port Liaison Officer as to time of arrival and necessary preparations to be made for their erection.

5. Coal for Port Operation. Ilva's representative stated they were about to run out of coal for the operation of the tugs, cranes, etc., in the Port. Mr. MacFarlane advised Ilva to submit their bid through the Coal Reception at Caserta, but in the meantime he would contact Major Parsons and arrange for the delivery of an emergency supply of coal to Ilva.

6. Repair of crane on pier. Authorization was passed to Ilva Iron Works to use such dock space as required to make repairs to damaged crane at end of pier.

7. Tallymen. The new instructions as to tallying of cargo as received from Allied Commission and Regional Headquarters, W.S.A. were discussed. These instructions were understood by everyone concerned and copies of same were to be typed for those interested.

James MacFarlane
Chairman.

Distribution:

Mr. S.E. France	- A.C. Port Liaison Officer
G. Campo	- Harbor Master
Ten. Vascello	
A. Zonelli	- M.O.I.C., Piombino
N.O.I.C.	- Leghorn
Mr. C.W. Killoch	- W.S.A., Naples
Mr. R. Nicol	- W.S.A., Caserta;

785021

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino 21 August, 1945

File : P1/12/137

Subject : Port Committee Meeting + Piombino

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

1. Herewith copies of minutes of Port Committee meeting held at Piombino on July 11.

p.p; (Stanley P. France)

Port Liaison Officer A.C.
PICHINO

R. Cuccio

(R. Cuccio)

6771

AC/17.2/Tm6

PORT COMMITTEE PIOMBINO

Minutes of meeting held on July 13 at Comando Marina building.

Members presents:

Mr. J. Mao Parlani

Ens. De Pompeo

Mr. S. Franco

S. Ten Vascello

Stefano Mauro

Capt. Giuseppe Campo

Ten. Vascello

Attilio Zanelli

War Shipping Administration
Rep. Chairman

War Shipping Administration Rep.
A.C. Port Liaison Officer

N.C.S.O. (Italian)

Harbor Master (Italian)

N.O.I.C. (Italian)

Also present:

Mr. G. Capanna

Mr. C. Salvi

Mr. Catano

Mr. P. Pieri

Agent

Ilva Iron Works

" " "

Stevedore

1. Refugees - About 900 refugees are now at Piombino and a vessel is expected on July 16 to transport the refugees to Sicily.

2. Water Line - The flow of water has been low for the past week due to the dry weather and lack of electric power.

3. Back piling - Due to the lack of rail cars, a large quantity of cargo has been back piled on piers and discharged on to barges:

2000	tons	Ilva pier
2500	"	Barges (6)
1000	"	wheat (No. 6)
1000	"	phosphate (No. 6)

Mr. Franco inquired as to whether it would be possible to send the barges from Leghorn to unload the wheat for that town.

4. SS. Arlesford - This vessel carried 3700 tons phosphate, 2200 tons of which are still on board.

5. Lighters - Ilva's representative stated that the two wooden barges "Brancaleone" and "Enrichetta" are now under repairs at Piombino. "Marzocco" No. 668 and "No. 247" are under repairs at Portoferraio. It will require about 2 months to complete the repairs.

It will be necessary to send the steel barge "Vittorio" to Leghorn to be repaired at the Orlando Shipyard.

The 4 barges now at Leghorn, belonging to the

Iron Works, should be sent to Genova.

As soon as the Canal at Viareggio is cleared, the 2 barges "Alice" and "Antonietta", belonging to Mr. Pieri, can be brought to Piombino.

The stevedore stated that the barge "Astura" needs some repairs. The only unloading barge available "Koenisberg" has been sent to Portiglione for the loading of pyrites.

6. Workers situation - The stevedore stated that the unloading is now proceeding better; He had an agreement with the labourers and the Camera del Lavoro, for a minimum of discharging. It was stated that the Port workers' wages at Piombino are higher than in the other ports; It was mentioned that if lower national wages were to be fixed, there might be discontent among the laborers here.

7. Pilots payment - The Harbor Master stated that he received a letter from the Ministero Marina stating that one million will be sent to him from the Harbor Master Office at Naples. He is authorized to pay the pilots.

8. Coal for Ilva - The Ilva representative stated that next September they will need:

2500	tons coal "Lignite"
30000	" Sardinia coal
900	" South Africa coal

they need now for port operation 120 tons coal per month. It was also stated that next September some small ships and barges loaded with limestone, coal and machinery will come to the port for operation of the plant

9. Schooner situation - The Harbor Master and NCSO stated that frequently they have no information about schooners coming from the south.

10. The two electric cranes on No. 6 belonging to the Ilva Plant need repairs. A list of the requirement will be submitted and an effort made to have the cranes operated as soon as possible.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AG/17/23/Tn6

RMP/SMV
27 June 1945

SUBJECT: Minutes of Port Committee Meetings- Piombino
TO : Movements Division
(Att. Col. M. J. Sieff)

1. For your information and retention, attached are
copies of minutes of Port Committee Meetings held at
Piombino on 5 June 1945 and 14 June 1945.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated above.

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino
June 21, 1945

File: Pi/12/85
Subject: Port Committee Meeting - Piombino
To: Mr. R.M. Bazzanella
Chief, Ports & Warehouse Division

17/23

1. Herewith copies of minutes of
Port Committee meeting held at Piombino on June
5, 1945 and June 14, 1945.-

Stanley P. France

(Stanley P. France)

Port Liaison Officer AC.
PIOMBINO

6767

PORT COMMITTEE PIONBINO

Minutes of Meeting held on June 5, 1945 at Comando Marina Building

Members present :

Mr. James Mac Farlane	- War Shipping Administration Rep. Chairman
Mrs. L. Margrove	- War Shipping Administration Rep.
Mr. France	- A.C. Port Liaison Officer
Ten. Vascello Attilio Zanelli	- N.O.I.C. (Italian)
Capt. Giuseppe Campo	- Harbor Master

Also present :

Mr. G. Capanna	- Agent
Eng. G. Salvi	- Ilva Iron Works
Mr. Calabrese	- Ilva Iron Works
Mr. P. Pieri	- Stevedore
Mr. G. Viti	- "Consorzio Agrario" Rep.
Mr. A. Trani	- Director of Refugee Camp

1.- Refugees - 1150 refugees now at Pionbino. Vessel due June 6th to transport them to Messina. It was stated that the only interest the Port Committee had in the refugee problem was to make sure that in passing through the port area they did not interfere with the discharging operations in any way.

2.- Water Supply Line - Ilva's representative stated he had supplied the Municipal Engineer with the necessary pipe, oxygen and welding rod for the work on the water line. It was estimated that the work would require about 15 days.

3.- 2/6 Oessa Rider - Ship to be berthed alongside Ilva pier at 1700. Presently discharging into lighters to lighten vessel.

4.- Additional Liberty Barge - Additional lumber required for construction of ramps over sunken wreck has not yet arrived. Enough lumber on hand for two ramps but nails are required. Ilva's representative stated they wanted to know who was going to pay for the labor before they started the construction. An estimation as to the cost had been sent to Rome by Lt. Webb, but Mr. France asked for a copy of this so he could follow through with Rome.

5.- Dredge - H.O.I.C. to present a written statement as to what dredging is necessary alongside Ilva pier and at the entrance to the coaster berth.

6.- Lichters - The barge "Astura", now undergoing repairs at Leghorn, is to be brought to Piombino when ready. Mr. France stated he had endorsed the request for lumber for the repair of the wooden barges at Portoferraio. Ilva's representative stated they were going ahead with repairs to three of their wooden barges from Elba, named: "Biola", "Enrichetta" and "Vincenzo". Mr. Pieri stated that repairs to his barge No. 3559 would be finished in about 15 days.

7.- Pilots - Mr. France is to press the "Ministero della Marina" through A.C. to secure payment of pilots' wages.

8.- Coal Capacity - Ilva's representative and the stevedore stated that, if rail cars are available, it will be possible to discharge at Piombino 1500 tons of coal per day.

9.- Rail Car Situation - Mr. France to check again with Rome. The allocation of cars and priority of movement of cargo from the Port area will be handled by Mr. France. When he leaves Piombino, he will turn over the responsibility to the U.S.A. representative. It was suggested that the Harbor Master act as Port Liaison Officer.

10.- Remisey Huts - Ilva's representative will submit a drawing showing where the six Remisey huts might be placed in the Port area. These huts are to be requisitioned from the Army through A.C. channels in Rome.

June 5, 1945

James Mac Farlane
Port Representative
War Shipping Administration
Piombino

Distribution :

Mr. S. France
Gaugo Giuseppe
Mr. Wm. Lohr
Mr. E.L. Broutman
H.O.I.C.
Mr. C.W. Kallech
Mr. R. Nicol

- A.C. Port Liaison Officer
- Harbor Master
- B.M.W.F. Leghorn
- U.S.A. Leghorn
- Leghorn
- U.S.A. Naples
- U.S.A. Caserta

PORT COMMITTEE PIONIERO

Minutes of Meeting held on June 14, 1945 at Comando Marina building.

Members present :

Mr. James Mac Farlane	- War Shipping Administration Rep. Chairman
Mrs. L. Hargrove	- War Shipping Rep.
Mr. France	- A.G. Port Liaison Officer
S. Ten. Arduino Chioco	- H.O.I.C. Rep. (Italian)
Capt. Giuseppe Campo	- Harbor Master (Italian)
S. Ten. Vascello	
Stefano Mauro	- H.C.S.O. (Italian)

Also present :

Mr. Catanesio	- Ilva Iron Work
Mr. P. Pivri	- Stevedore

1.- Refugees. - About 1000 sailed on June 13th on the "Garibaldi". 350 are still at Pioniero. The Harbor Master stated the "Garibaldi" was in need of repairs and would probably be laid up for a few days. It was agreed that if the ship would not be available, the influx of refugees must be stopped.

2.- Water Supply Line. - The work has been started on the substitution of the small diameter piping with 5" diameter pipe.

3.- Additional Liberty Berth. - Mr. France stated he had written to Rome requesting all material necessary for the construction of ramps. He stated that the Italian Government would be charged for the labor.

4.- S.S. Mathew Brady. - Discharging about 800 tons of coal per day. Stevedores complained that the "Camera del Lavoro" was supplying him with very young and inexperienced workers. It was agreed that the Port Committee should write to the "Camera del Lavoro" requesting that more experienced workers be supplied to the stevedores. Mr. France stated that there were twenty-two receivers for the coal. Ilva's representative stated they were going to run out of coal in about five days for their cranes, railway engine and tugs. Mr. France agreed to check into the possibility of letting Ilva have 150 tons from the Mathew Brady's cargo.

5.- Lichters. - The two steel barges "Alberto" and "Volterra", which are awaiting their turn to be repaired, are presently being used to salvage the tug "Fe". As soon as the barge "Astura" is ready at Leghorn, the tug "Arna" will go there to bring it to Pioniero and at the same time will tow up to Leghorn for repairs the barge "Vittorio".

6.- Backpiling.-- Ilva pier to be cleared of all backpiling by noon of June 14th. On pier #6 (Coaster berth) there is still backpiled:

salt	}	200 tons
grain		
wine		450 "

Forty tons of grain and twenty-five tons of salt are stored in the warehouse. Two barges are now being discharged and will be ready on June 15th.

7.- Tug Tariff.-- The Harbor Master stated that in Civitavecchia the local Harbor Master does not pay for tug hire as the Italian Government is responsible for payment of hire on requisitioned tugs. It was felt the same would apply at Piccino but this was to be confirmed.

8.- Pilotage.-- Pilots have not yet been paid. Mr. France will ask A.C., Rome, to contact the "Ministero della Marina" to provide payment as soon as possible.

9.- Romney Rate.-- Ilva's representative described on a map the best location for the Romney Rate, which is between Berth No. 6 and the railroad. Ilva's representative asked if it would be possible to secure 100 tons cement to be used in levelling off a large space near Berth 6 which would then be available for backpiling.

James Mac Farlane
U.S.A. Port Representative
Piccino

Distribution:

Mr. France	- A.C. Port Liaison Officer
Giuseppe Campa	- Harbor Master
Mr. W.H. Laker	- B.M.V.R. Leghorn
Mr. E.L. Troutman	- U.S.A. Leghorn
H.O.I.C.	- Leghorn
Mr. C.W. Kallach	- U.S.A., Naples
Mr. R. Nicol	- U.S.A., Caserta

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File: F1/12/7
Subject: Piombino Port Committee
To: TN. S.C. MOV. DIV.
H.Q. A.C.

22 May 1945

1. Enclosed please find attached copy of minutes of Piombino Port Committee meeting May 15, 1945.-



A. Webb R.A.

A. Webb R.A.)

PORT LIAISON OFFICER
PIOMBINO

6162

ad/17/fub

*Lt. Webb
Piombrino*

PIOMBINO PORT COMMITTEE

Minutes of Meeting held on May 15, 1945 at Comando Marina Building.

Members present :

Mr. James Mac Farlane	- War Shipping Administration Rep. Chairman
Lt. A. Webb	- A.C. Port Liaison Officer
Attilio Fanelli	
	Tenante Vascello H.O.I.C. (Italian)
Giuseppe Campo	- Harbor Master (Italian)

Also present :

Mr. G. Capanna	- Agent
Eng. G. Selvi	- Ilva Iron Works
Mr. Catanoso	- Ilva Iron Works
Mr. P. Pieri	- Stevedore

1.- Coal Ships - It was stated that at a meeting of the Coal Reception Committee at Genoa on May 16th the question of discharging coal ships at Piombino would be discussed.

2.- Additional Liberty Berth - With the possibility of coal ships being discharged at Piombino, the construction of ramps over the sunken wreck alongside Ilva Pier was discussed in order to provide an additional Liberty berth for any other A.C. ships that might be sent to Piombino for discharge. Lt. Webb stated that he would check on the additional lumber necessary for this work.

3.- Dredge - It was stated that the dredge Duilio was due to arrive at Leghorn on May 16th and after completing the work there it would come to Piombino.

4.- Water Supply Line - The importance of completing the work in replacing the small diameter piping in the water line was again emphasized. Ships carrying troops to the U.S.A. were going to have even greater demands for water than before. A.C. representative stated he would contact Rome again regarding requisition for pipe.

5.- Water Rate - Harbor Master accepted the rate of 18

lire per ton as submitted by Mr. Pieri covering water supplied in any quantity at either Ilva Pier or Elba Pier.

6.- Lighters - Royal Navy Salvage group are now salvaging the third sunken barge belonging to Ilva Iron Works. Ilva's representative stated that the two lighters "Attilio" and "Alpino" at Portoferraio would be available for use within the week.

7.- Crew on Lighters - It was agreed that crew was only necessary when lighters were working and that their wages were for account of receiver.

8.- Dumping of Ammunition - It was stated that at Port Control Committee meeting at Leghorn a report had been received that the dumping of ammunition off Piombino was being done too close to the Port. N.O.I.C. stated he knew about this and had spoken to the American officer in charge of dumping and also to the C.A.O. and P.S.O. at Piombino.

9.- Pilotage - The Pilots were present to register the complaint that they had not been paid. The Harbor Master was asked to write again to the "Ministero della Marina" in Rome and secure authority and funds to pay the Pilots.

James Mac Parlano
James Mac Parlano
W.B.A. Port Representative
Piombino

May 15, 1945

DISTRIBUTION :

Lt. A. Webb
Giuseppe Campo
Mr. W.M. Loker
Mr. E.L. Troutman
N.O.I.C.
Mr. C.W. Kalloch
Mr. R. Nicol

- A.C. Port Liaison Officer - Piombino ✓
- Harbor Master
- A.M.W.T., Leghorn
- W.B.A., Leghorn
- Leghorn
- W.B.A., Naples
- W.B.A., Caserta

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HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File: P1/12/5
Subject: Piombino Port Committee
To: TN. S.C. MOV. DIV.
H.Q. A.C.

4 May 1945

1. Enclosed please find attached copy of minutes
of Piombino Port Committee meeting April 27, 1945. -

A. Webb, Lt. RA

(Lt. A. Webb R.A.)

PORT LIAISON OFFICER
P I O M B I N O

6759

ac/17/mab

*Lt. A. Webb
Piombrino*

PIOMBINO PORT COMMITTEE

Minutes of Meeting Held on April 27, 1945 at Comando Marina Building.

Members present :

Mr. James Mac Farlane	- W.S.A. Representative, Chairman
Lt. A. Webb	- A.C. Port Liaison Officer
Attilio Zanelli	
Tenete Vascello	- N.O.I.C. (Italian)
Francesco Magnus	- Harbor Master (Italian)

Also present :

Mr. G. Capanna	- Agent
Mr. Catamoso	- Ilva Iron Works
Mr. Viti	- Consorzio Agrario Representative

1 - Port Clearance - Ilva representative stated that all the barley on the pier would be cleared away tomorrow night. Representative of Consorzio Agrario stated that if electricity for cranes, and the rail cars were available, all the barley in the barges would be cleared by Sunday. Mr. Viti stated he did not need rail cars to transport barley from warehouse to Leghorn or Venturina, as he had trucks available for this work.

2. Lighters - Ilva's representative stated they have in Portoferraio six wooden barges which are in need of extensive repairs. The names of these are:

(a) Marzocco	- 180 tons
(b) Brancalcione	- 180 "
(c) Biela	- 180 "
(d) Enrichetta	- 180 "
(e) No. 669	- 150 "
(f) No. 237	- 70 "

These barges will be repaired in Piombino. Ilva will submit to Lt. Webb a list of material required for these repairs. Ilva representative stated the steel lighter "Alpino" would be ready in 10 days and the "Attilio" in 15 days. Both are at Portoferraio and are of 350 tons capacity each.

3. Water and Tug Tariffs - The harbor Master stated he had not yet received an answer from Rome as to who was to pay these charges.

785021

In the meantime it is understood that he will ultimately be advised to pay such charges and as these bills are being presented to him.

4. Rome request for Tugs & Barges - Harbor Master stated he received a telegram from the Italian Ministry of Marine at Rome requesting the names of two steel barges, two wooden barges and two tugs which they understood were available at Piombino. The Harbor Master was cautioned to include in his reply that such barges and tugs as might be available were being requisitioned, or had already been requisitioned, and were allocated to Piombino.

5. Repair Facilities - Ilva's representative stated they had reached an agreement with Mr. Giannone and were getting shipyard ready to make same available for repairs to lighters. It was pointed out that only one barge could be handled at a time.

6. Port Security - Barbed wire for barrier to port area is now available at Piombino and Ilva's representative stated they would start construction of the barrier tomorrow (April 28, 1945).

7. Ammunition in Sunken Barge - NODI stated the diver had made another check and found that the hatch (No. 3) had airplane bombs in it. No news had been received as yet about the expert who was coming from Leghorn to check on this ammunition.

8. Water Supply The "Genio Civile" at Leghorn has been requested to pass authorization to the Municipality at Piombino to provide laborers necessary for replacing small diameter pipe in the water line with the larger pipe coming from P.B.S. Engineer Depot at Leghorn.

April 27, 1945

James MacFarlane
James MacFarlane
Port Representative
Piombino

DISTRIBUTION:

Lt. A. Webb	- A.C. Liaison Officer, Piombino
Francesco Bagus	- Harbor Master
Mr. W.M. Laker	- B.M.W.T., Leghorn
Mr. E.L. Troutman	- W.S.A., Leghorn
N.O.I.C.	- Leghorn
Mr. C.W. Kallech	- W.S.A. Naples
Mr. R. Nicol	- W.S.A., Caserta

6757

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File: P1/12
Subject: Piombino Port Committee
To: TW. S.C. MOV. DIV.
H.Q. A.C.

April 23, 1945

1. Enclosed please find attached copy of minutes of
Piombino Port Committee meeting 20, April 1945 .

A. WILGERS
PORT LIAISON OFFICER
PIOMBINO

6756

cc/17/26

*Lt. A. Webb
Piombo*

PIOMBINO PORT COMMITTEE

Minutes of Meeting Held on April 20, 1945, at Comando Marina Building.

Members present :

Mr. James Mac Farlane	- W.S.A. Representative, Chairman
Ensign L. Hargrove	- W.S.A. Representative
Lt. A. Webb	- A.C. Port Liaison Officer
Attilio Sanelli	
Tenente Vascello	- W.O.I.C. (Italian)
Francesco Bagus	- Harbor Master (Italian)

Also present :

Mr. G. Capanna	- Agent
Eng. G. Galvi	- Ilva Iron Work
Mr. Catonoso	- Ilva Iron Works

1. s/a Leslie M. Shaw - No rail cars available. All discharging being handled into Procchi's lighter, onto pier and into trucks and hoisted drawn carts for transportation to warehouse in Port area. Mr. Mac Farlane and Lt. Webb to check into truck situation. It will be possibly be necessary to use Ilva's barge also, if rail cars do not arrive.

2. s/a Eganstrom - Vessel sailing at 1000 hours, today. Completed discharging 2000 hours on April 19th.

3. Signal Distribution System - NOIC states he had received nothing further on the proposed new signal distribution system.

4. Lighters - Mr. Galvi of Ilva reported that Royal Navy Salvage Group from Leghorn were salvaging one of Ilva's sunken barges, and as contract had already been given by Ilva to a local salvage firm by name of Vestrini, he asked who had ordered Royal Navy to do this work. As no one present could answer this, Mr. Mac Farlane stated he would contact Leghorn for clarification.

5. Ilva's Dock Service Charges - In answer to question by Lt. Webb, it was stated that bills covering electric light costs on pier would be paid to electric company by Ilva, who would include such costs in their Dock Service Charges.

6. Water and Tug Tariffs - Harbor Master stated he had not

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yet received an answer to his letter to Rome asking if he were to pay these.

7. Repairs to Lighters - Mr. Salvi stated a meeting was to be held with Mr. Giannone on Saturday, April 21, and he hoped an agreement would be reached whereby Ilva could take over operation of shipyard. If agreement is not reached, it was decided it would be necessary to requisition.

8. Port Security - Arrangements to be made by Lt. Webb and Ilva to bring over from Elba sufficient German barbed wire, available there, for construction of barrier to Port area. It was pointed out that Italian Carabinieri were not proving of any use whatever in guarding dock area. An effort is being made to have some American Army Military Police assigned for duty at Port.

9. Removal of Ammunition - Harbor Master stated there was no news about arrival of expert from Leghorn to check on ammunition on board sunken wreck at Ilva Pier.

10. Construction of Ramps - Ilva submitted to Lt. Webb a list of material necessary for the construction of four ramps over the sunken wreck alongside Ilva Pier. On three of these ramps the piles are still in position. On the fourth, however, it will be necessary to secure a pile driver and some piles before ramps can be constructed. Harbor Master stated there was 30' of water alongside wreck. Construction of four ramps as planned would provide another berth suitable to handle the discharge from all five hatches of a Liberty type vessel onto trucks.

James Mac Farlane

James Mac Farlane
W.S.A. Representative
Piombo

April 20, 1945

785021

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File: P1/12
Subject: Pionbino Port Committee
To: TN. S.O. MOV. DIV.
H.Q. A.C.

20 April 1945

1. Enclosed please find attached copy of minutes of Pionbino Port Committee meeting 17 April 1945.

A. Webb Lt. RA.

PORT LIAISON OFFICER
P I O N B I N O

6753

ad/12/12

Lt. A. C. Webb

PIOMBINO PORT COMMITTEE

Minutes of Meeting Held on April 17, 1945 at Comando Marine Building.

Members present:

Mr. Mac Farlane	- U.S.A. Representative, Chairman
Ensign L. Hargrove	- U.S.A. Representative
Lt. A. Webb	- A.C. Port Liaison Officer
Attilio Zanelli	
Tenente Vascello	- N.O.I.C. (Italian)
Francesco Magus	- Harbor Master (Italian)

Also present :

Mr. G. Capanna	- Agent
Mr. P. Pieri	- Stevedore
Eng. C. Salvi	- Ilva Iron Works

(1). s/s Leslie M. Shaw - Vessel arrived April 16, 1945, 1430 hours, was berthed at 1630, started discharging at 1800. Vessel struck bottom with her stern, about 430 feet from end of pier, and about 60 feet off from alongside pier. NOIC stated there was 28' of water alongside the pier for a distance of 400' from end of pier. As the s/s Leslie M. Shaw had a draft of 24'7" aft upon arrival, it was concluded that some dredging would be necessary.

(2). s/s Juanstrom - Vessel arrived at same time as s/s Leslie M. Shaw, was berthed at 1530 at Berth No. 6 which had just been cleared of obstruction. Vessel touched bottom, slightly, approaching berth, between breakwater and sunken wreck. Vessel had draft of 16'5" aft and was able to berth alongside satisfactorily. It was suggested action be taken to clear whatever obstruction it was that vessel hit coming in.

(3). Signal Distribution System - It was brought out that NOIC, Piombino, would necessarily have to establish contact with NOIC, Civitavecchia, to keep advised on arrival of vessels at Piombino.

(4). Lights - Vestrini's crane is working now salvaging barges of Ilva. Other two barges of Ilva's will be over from Portoferraio, ready to work, in 8 days.

(5). Stevedoring Contract - It was stated that stevedoring contract had been signed between agents and stevedore, and contract and

rates had been submitted to MEDBO for approval.

(6) Ilva's Dock Service Charges - Lt. Webb stated that Ilva would have to present their bills for Dock Service Charges to the receivers. In the case of the barley on the s/s Leslie M. Shaw this would be the Consorzio Agrario.

(7) Water and tug tariffs - The Harbor Master stated he was writing to Rome to find out if he was to pay the water bills and tug tariffs.

(8) Repairs to Lighters - Ilva will present to Lt. Webb a list of material necessary for repairs to lighters. As Ilva still had no answer about use of small shipyard, Lt Webb and Mr. Mac Farlane will contact Pretore to try to hasten judgement in legal entanglements. Otherwise, it was thought best to requisition shipyard.

(9) Port Security - There are now 12 guards available in Port. This was considered sufficient when barriers are constructed.

(10) Unexploded bombs - An airplane incendiary bomb and a demolition charge were reported to have been removed from alongside Ilva Pier. An expert is reported coming from Leghorn to check the ammunition in the sunken wreck on other side of Pier.

(11) Bills of Health - It was reported that Bills of Health were no longer required for vessels proceeding to the United States. However, it was decided Harbor Master should follow through with his practice of issuing a signed declaration to ships leaving Piombino.

James Mac Farlane

James Mac Farlane
Port Representative
Piombino

April 17, 1945

785021

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File: P1/12
Subject: Piombino Port Committee
To: TS. S.C. MOV. DIV.
R-Q. A.O.

18 April 45

1. Enclosed please find attached copy of minutes of Piombino Port Committee meeting 13 April 1945.

A. Wolk Lt. RA.
PORT LIAISON OFFICER
PIOMBINO

ad/12/H/26

SWA/TMS

Lt. A. Webb

PICCHINO PORT COMMITTEE

Minutes of Meeting Held on April 13, 1945 at Comando Marittimo Building.

Members present:

Mr. James Mac Farlane	- W.S.A. Representative, Chairman
Ensign L. Margrove	- W.S.A. Rep.
Lt. A. Webb	- A.C. Liaison Officer
Atilio Zanelli	
Tenente Vascello	- N.O.I.C. (Italian)
Francesco Sagnus	- Harbor Master (Italian)

Also Present:

Mr. Cino Fremura	- Agent
Mr. G. Capanna	- Agent
Mr. Costantino Salvi	- Ilva Iron Works
Mr. Paolo Catanesi	- " " "

1. S/S Leslie M. Shaw - Expected arrival of S/S Leslie M. Shaw with cargo of approximately 6000 tons of bagged barley for discharge at Picchino was discussed. Lt. Webb stated he now had rail clearance for 750 tons per day. Surplus tonnage discharged over this figure will be stored in warehouse in Port area. While cost of moving barley from under ship is tackle to warehouse was to be for account of receiver (Consorzio Agrario), it was agreed the labor would be supplied by Ilva and the vehicles would be arranged for by Mr. Viti, the Consorzio Representative. It was agreed that the Consorzio should have their representatives on the pier checking the discharge.

2. S/S Zaanstroom - with the expected arrival of the Zaanstroom, with a cargo of 1200 tons of oranges, at the same time of the S/S Leslie M. Shaw, it was decided to discharge the Zaanstroom at the new coaster berth (No. 6) to the north of the Ilva Pier. It was stated that the crane "Maciste" was presently employed in clearing this berth of certain constructions.

3. Signal Distribution System - N.O.I.C. stated he had no notification of expected arrival of either the S/S Leslie M. Shaw or the Zaanstroom. Until the proposed new signal distribution system (in Italian) was working, it was agreed that the W.S.A. office would try to secure information as much in advance as possible by telephone and in turn would keep N.O.I.C. and the A.C. liaison officer advised. N.O.I.C. would then keep Ilva, the Harbor Master and pilots fully informed.

4. Lighters - Ilva stated that two of their lighters at Portoferraio would be ready in ten days. Vestrini's crane was to be brought over from Portoferraio to salvage the two steel lighters at Picchino.

5. Stevedoring - Mr. Fremura presented a suggested form of contract and a list of rates as worked out with the Stevedore, Fiori. Mr. Mac Farlane stated he would forward these to Mr. M. Nicol at Caserta for approval.

6. Ilva's Dock Services Charges - Ilva presented a list of their dock operating costs to A.C. Liaison Officer, stating it was difficult for them to set up a flat rate for this work. Lt. Webb stated he would present operating costs to A.C. and Ilva's suggestion that each steamer be treated individually as was being done at Magaldi with approval of Caserta. Lt. Webb stated he believed Ilva would be paid by the Italian Government, through the Italian Ministry of Marine.

7. Water, Pilotage and Mooring - Harbor Master stated the charges for pilotage, mooring and water would be paid by the Italian Government and such bills would be handled by him.

8. Repairs - Ilva representative stated he would have an answer on Saturday as regards arrangements for use of small shipyard for making repairs to salvaged barges.

9. Port Security - It was agreed that responsibility for furnishing of sufficient guards in the port area would be left with the Harbor Master. Ilva representative stated they had the steel rods that could be used for stakes for the barbed wire which the A.C. Liaison officer has ordered.

10. Unexploded Bomb - It was stated that Lt. Commander Ferrau, Italian Liaison Officer, had visited the Port on the previous day and arrangements had been made through Captain Wiedrick of the American Army Bomb Disposal Group at Piombino for the removal of an unexploded airplane incendiary bomb and a demolition charge from under the water alongside the Ilva Pier.

11. Medical Attention - It was decided that an Italian doctor from the local Civilian Hospital would board each vessel upon arrival to make available any medical facilities as might be required. It was understood any charges for such medical attention would be for ship's account. In the absence of any American Consulate in Piombino, it was arranged that the Harbor Master would give each ship sailing from the Port a declaration signed by him, "in place of the customary Bill of Health.

12. Shore Leave - It was agreed that as Piombino was no longer an Army operational port, the question of shore leave for crew members would be left to the discretion and judgement of the masters. It was decided, however, to include in the "Instructions to Masters" a statement that all ship's personnel must observe the local curfew hour of 2230 and be back on board their ship by that time.

James Mac Farlane

James Mac Farlane
U.S.A. Port Representative
Piombino

April 13, 1945

6148

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File: P1/ 12

Subject: Piombino Port Committee

To: TR. S.C. MOV. DIV.
H.Q. A.C.

14 April 45

1. Enclosed please find attached copy of minutes of Piombino Port committee meeting 10 April 1945.

A. Webb LT. RA

PORT LIAISON OFFICER
PIOMBINO

6747

ad/12/Tr-6

L. J. Webb

PIOMBINO PORT COMMITTEE

Minutes of Meeting Held on April 10, 1945 at Comando Marina Building

Members present:

Mr. H. L. Troutman	- U.S.A. Rep., Chairman
Mr. James Mac Farlane	- " " , Piombino
Mr. Wm. Loker	- U.S.A.F. Rep.
Lt. A. Webb	- A.C. Liaison Officer
Attilio Zanelli	
Tenente Vascelle	- S.O.I.C. (Italian)
Regina Francesco	- Harbor Master (Italian)

Also present:

Mr. Cino Frenura	- Agent
Mr. G. Capenna	- Agent
Mr. Contentino Salvi	- Ilva Iron Wks.
Mr. Paolo Catanesi	- " " "

Minutes of Meeting held on April 4, 1945, were approved.

1. Expected arrival of S/S Leslie M. Shaw with cargo of approx. 6000 tons of bagged barley for discharge at Piombino was discussed. Lt. Webb stated that the 15th Army Group had advised him they could only allocate sufficient rail clearance north of Leghorn to handle 200 tons per day. Another 200 tons per day could be warehoused at Leghorn and 100 tons per day could be distributed throughout Leghorn Province. As the stevedore was confident of being able to discharge at least 1000 tons per day, it was decided that all possible pressure should be exerted to secure sufficient allotment of rail clearance to handle the full amount of discharge. As an alternative Lt. Webb and Mr. Mac Farlane were to check interavailability of any warehousing space around the Port area.

2. The expected arrival of the steamer "Lamstrum" with a cargo of 1200 tons of citrus fruit was discussed. As this vessel is expected about the same time as the "Leslie M. Shaw", it was brought out that she could either be berthed on the other side of the Ilva Pier, behind the sunken wreck, or possibly between caisson north to the north of the Ilva pier could be made ready. As this fruit also would require rail clearance, the importance of clarifying this situation was emphasized.

3. It was mentioned that a signal distribution system, in Italian, is being set up and S.O.I.C., Piombino, was to be included in same. It was stated that such signals should include the draft and length of any ship coming into Piombino. N. J. C. stated he was already ⁶6

signals of this nature, but evidently the system needs some tightening up in order to assure Piombino of receiving complete information. It was already requested that N.O.I.C. send copies of such signals to W.S.A. Representative, Piombino, to which he agreed.

4. The question of lighters arose. Ilva representative stated they had the following:

At Piombino:

1. steel lighter (350 tons capacity) Now ready
- 2 " " (" " ") To be salvaged

At Portoferraio:

- 5 wooden barges (350 tons) Need of repairs
- 3 steel lighters(" ") Need of repairs

It was also stated that the firm of Frecchi had a barge of 400 tons capacity now available.

5. The question of stowage was discussed. It was decided that form of contract and rates should be made up by Agent and submitted for approval. It was thought that the form of contract in effect at Civitavecchia could be used as a basis.

6. The proper handling of bills from Ilva covering Dock Service Charges was discussed. Ilva representative stated they looked to Allied Commission for orders for such services. It was brought out, however, that Dock Service Charges should be for the account of the receivers (Italian Government). Lt. Webb and Mr. Mac Farlane were to find out who should be presented with the bills. The question of rates for this dock service across Ilva representative is to submit their operating costs and rates for approval.

7. It was agreed that any tallying that might be done would be for the account of the Italian Government. As far as W.S.A. was concerned, it was stated that only the figures on the Bill of Lading would be accepted. The B.M.W.T. representative stated there might be times with respect to their ships when it would be necessary to employ tallymen.

8. With regard to Pilotage Fees and Tug Tariff, the Harbormaster is to submit rates to the A.C. representative who will then have them approved through A.C. channels.

9. The question of payment of water was brought up. It was left that Lt. Webb and Mr. Mac Farlane should arrange through the Army for the proper handling of such bills. Also copy of rates are to be furnished for approval.

10. Lt. Webb advised that A.C. was arranging for the shipment to Piombino of sufficient 3" planking to reconstruct the ramp over the sunken wreck on the south side of the Ilva Pier to provide for another berth capable of taking a Liberty type vessel. Ilva representative stated that rails would also be required. He is to submit a list of what rails might be needed to Lt. Webb.

11. The question of the order to send the 15 ton crane " Maciste " to Civitavecchia, as received by N.O.I.C. Piombino, from Colonel Canzo at Rome, was discussed. It was pointed out that the crane desired at Civitavecchia had

to be at least 50 ton lifting capacity, and as the "Macia" was only 15 tons and was needed at Piombino for salvage work, the Committee stated they disapproved the removal of cranes from the Port.

12. Ilva representative stated that difficulty was being experienced in getting the owner of a small shipyard in the Port to agree to their using the ship for the repairs to salvaged barges. Ilva representative is to write facts in a letter to Lt. Webb who will handle through A.C. channels.

13. With reference to Port Security, it was stated that arrangements had been made for the necessary number of Italian Carabinieri. As regards the barbed wire barrier, Lt. Webb and Mr. Mac Farlane are to consult with Ilva representative and decide best location for barrier and how much material would be required.

14. The hazard around the Ilva Pier from the presence under the water of unexploded bombs and other explosives was again emphasized. It was decided that N.O.I.C. Piombino should get in touch by telephone with N.S.I.C., Leghorn, and request that someone be sent down to take charge of the clearance of this hazard. Mr. Troutman stated he would also follow through on this upon his return to Leghorn.

15. The question of garbage disposal was mentioned. It was stated that the Harbor Master would arrange for a boat to do the collecting of same.

16. It was pointed out that after a ship had completed her discharge at Piombino, and was to sail for home, her routing instruction would then come from N.O.S.O., Leghorn. The problem of getting these instructions down to the ship from Leghorn was mentioned and it was left that U.S.A. office, Leghorn, would cooperate and provide transportation, if necessary.

James Mac Farlane

James Mac Farlane
Port Representative
Piombino

April 10, 1945

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

File:

Subject: Piombino Port Committee

To: TN. S/C MOV. DIV.
H.Q. A.C.

11 April 1945

1. Enclosed please find attached copy of minutes of Piombino Port committee meeting 4 April 1945.
2. These meetings are being held every Tuesday and Friday.

A. Webb C.T.R.A.

PORT LIAISON OFFICER
PIOMBINO

6743

find ref/17/12/46

R.F.

PIOBBINO PORT COMMITTEE

Minutes of Meeting Held on April 4, 1945 at Comando Marina Building

Members present:

Mr. E. L. Troutman	-	U.S.A. Representative
Mr. James Mac Farlane	-	U.S.A. Representative, Piombino
Lt. A. Webb	-	A.C. Liaison Officer
Attilio Bonelli,		
Tenente Vascello	-	M.O.F.C. (Italian)
Ragnus Francesco	-	Harbor Master (Italian)

Also present:

Mr. Gino Frenura	-	Agent
Mr. G. Capenna	-	Agent

1. Mr. Troutman acted as chairman of this initial meeting and stated that he had advised the Port Control Committee at Leghorn, on Tuesday, April 3, 1945, that a Port Committee was going to be formed at Piombino, consisting of the above representation. Owing to the absence of a representative from the Ministry of War Transport, it was noted that the U.S.A. Representative, Piombino, would also represent the interests of M.V.T.

2. It was pointed out that this first meeting was primarily to get together and bring up those subjects which might be placed on the Agenda for the next meeting, for whatever action might be required in the meantime. Those subjects which were mentioned as requiring action or clarification were:

(a) Payment of stevedoring - rates to be paid.

U.S.A. Representative, Piombino, was to give Lt. Webb a copy of notes of meeting of MEMSO held on February 28, 1945, which includes rates agreed upon for Civitavecchia. Lt. Webb to discuss matter with A.C. at Rome and attempt to arrive at rates for Piombino

(b) Payment for rail cars.

(c) Dock fees.

(d) Pilotage fees.

(e) Tug tariff.

Page 2 - Minutes of Meeting of April 4, 1945 - Continued:

(f) Water.

- (1) New connections at Ilva pier.
- (2) Payment of water. (U.S.A. Representative, Pionbino, to check on this with proper Army authorities.)

(g) Payment of winchmen.

(h) Tug Arno.

(It was brought out that this tug was capable of and would be available to assist in berthing of vessels arriving at this Port.)

(i) Tug Nettuno.

(It was brought out that this tug would also be necessary for operations at Pionbino)

(j) Lighters.

(There was some discussion on the availability of lighters at Pionbino. It was left that U.S.A. Representative, Pionbino, and Lt. Webb would investigate the matter.)

(k) Salvage work being done at Pionbino.

(U.S.A. Representative, Pionbino, to check with salvage officer.)

(l) Port Security.

- (1) Barriers restricting entrance to Port.
- (2) Italian carabinieri at gate entrances and alongside ship.
- (3) Port Passes. (To be issued by Harbor Master)
- (4) Motor launch for service as police boat checking off-shore access to ships. (Question arose as to who would pay for this.)

(m) Instructions to Masters.

(U.S.A. Representative, Pionbino, was to work up a set of Instructions to Masters, including certain regulations on Port Security, etc., in the absence of any other regulations as customarily issued by M.O.I.C. and/or Army and Naval port authorities.)

(n) Available draft alongside pier, etc.

(U.S.A. Representative, Pionbino, to check on this and have proper soundings made when first Liberty arrives)

Page 3 - Minutes of Meeting of April 4, 1945 - Continued:

- (c) Removal of unexploded bombs and ammunition under water around pier.

(It was brought out that there was a hazard from the possible existence of unexploded bombs and other types of ammunition under the water around the live pier. It was suggested matter be taken up with H.O.I.C., Lagoon, and arrangements made for a diver to check on the presence of these hazards and action taken for the removal of same.)

- (p) Supplying of gasoline and oil to Pilot boats.
(S.S.A. Representative, Pionino) to check with Venturina Refueling Point regarding their supplying this gas and oil.)

The meeting was adjourned after a decision to hold similar meetings twice a week, on Tuesdays and Fridays. Next meeting was called for Tuesday, April 10, 1945, at 0930.

James M. Pionino
S.S.A. Port Representative
Pionino

April 4, 1945

