

ACC

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JAN. 19

000/148/3407

PIUMICINO - ROME CANAL

JAN. 1945 - JAN. 1946

PORTS AND WARE-  
HOUSE DIVISION

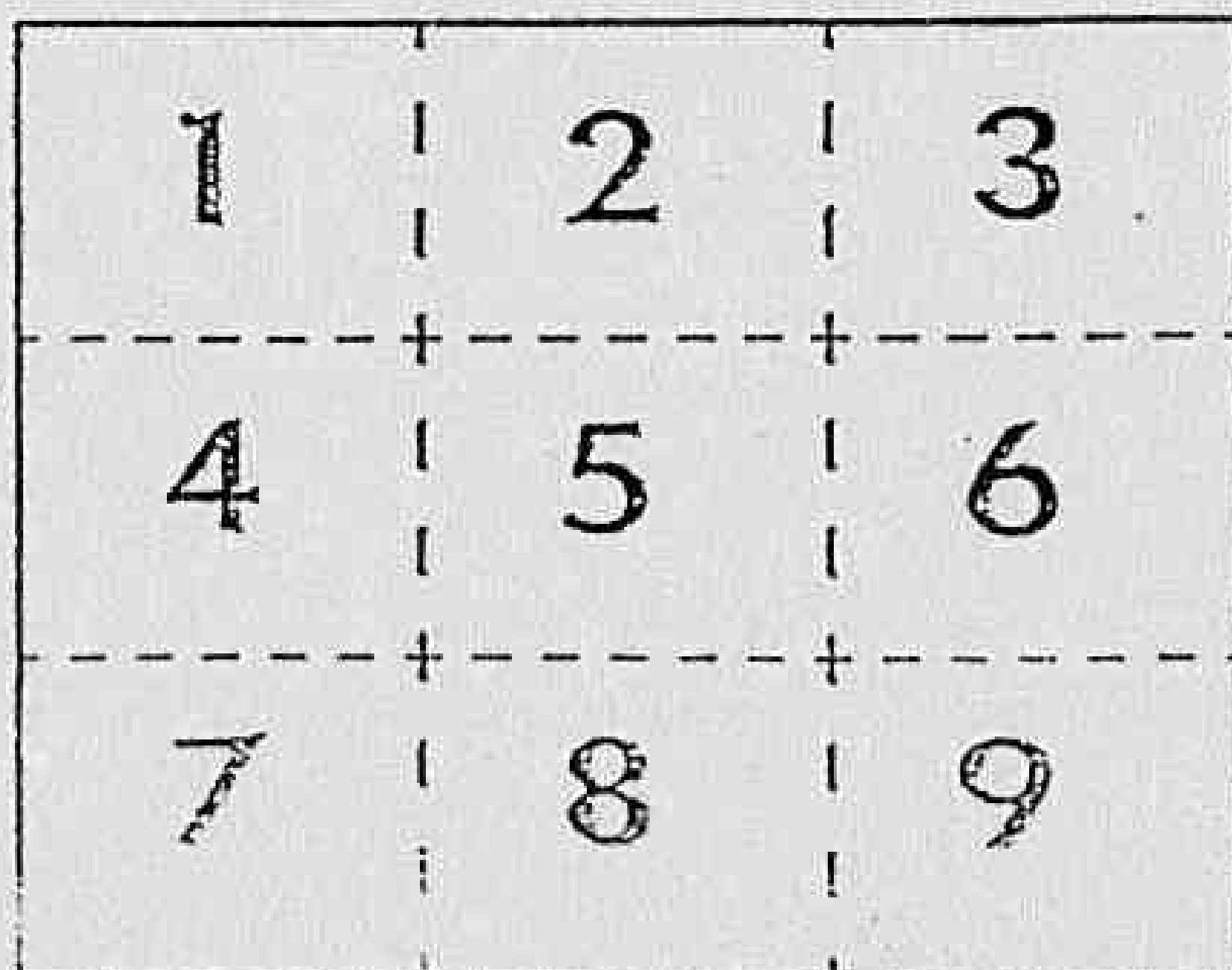
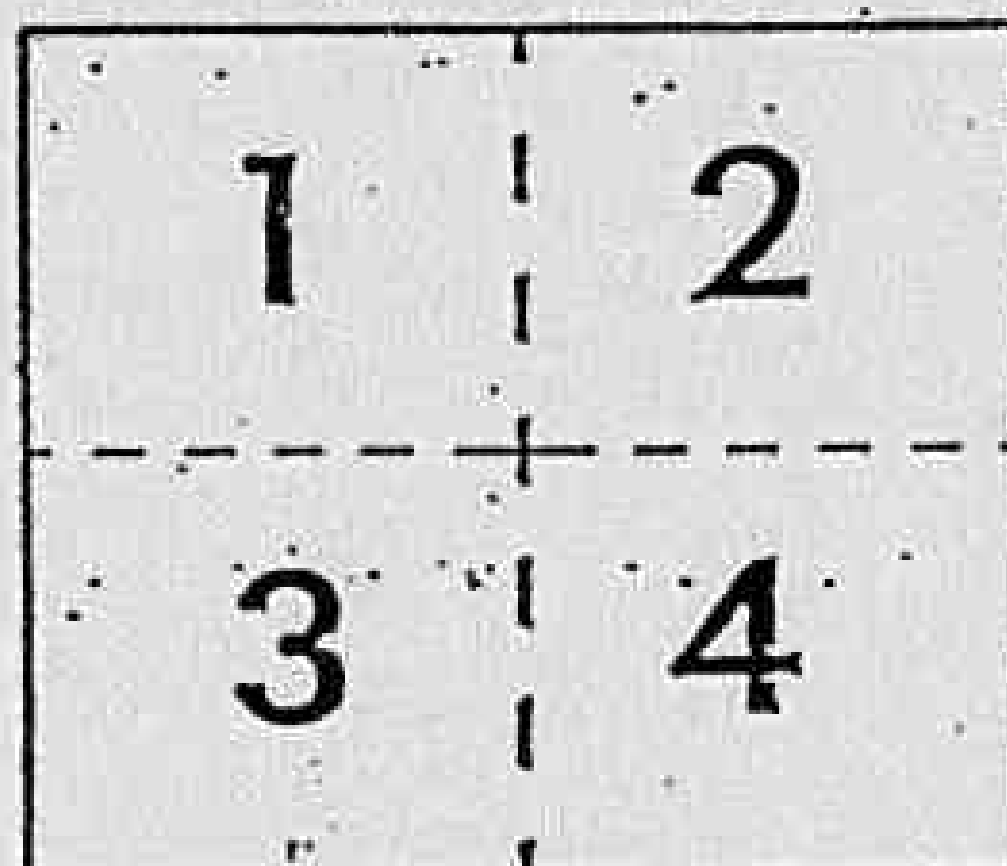
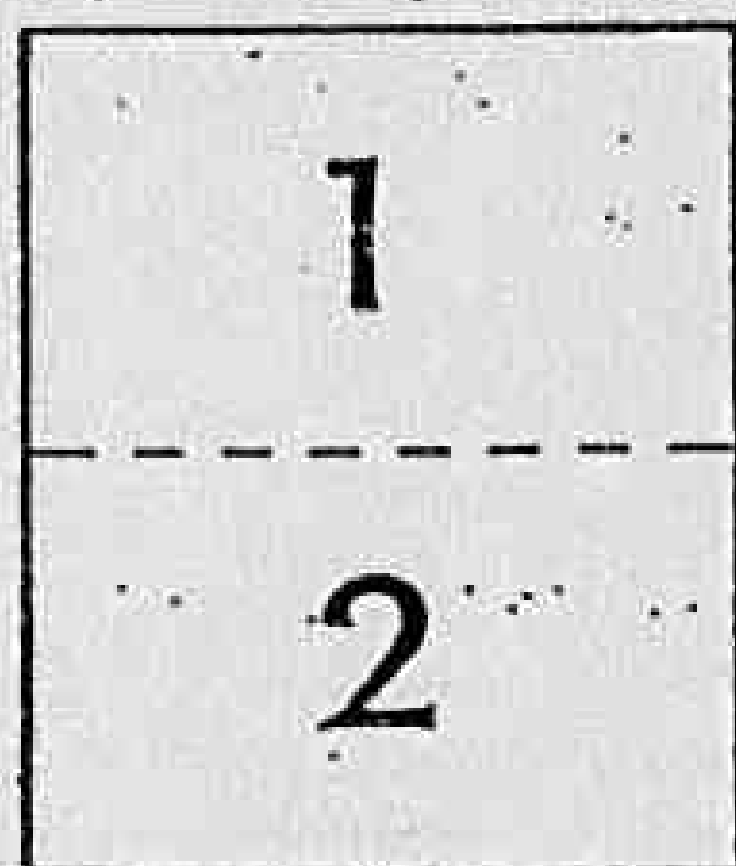
OPENED: 18 JANUARY 1945  
CLOSED: 28 MAY 1945

10000 / 148/3407

THIS BOX  
CONTAINS PAPERS  
FROM JAN 45  
JAN 46  
ALOGUE.

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

SEE DIAGRAMS BELOW.



BEST COPY POSSIBLE

# COMPAGNIA MARITTIMA

## ROMA

### PORTO CANALE DI FIUMICINO

### FOC E

RILIEVO DEI FONDALI DODO I LAVORI DI SGOMBERO

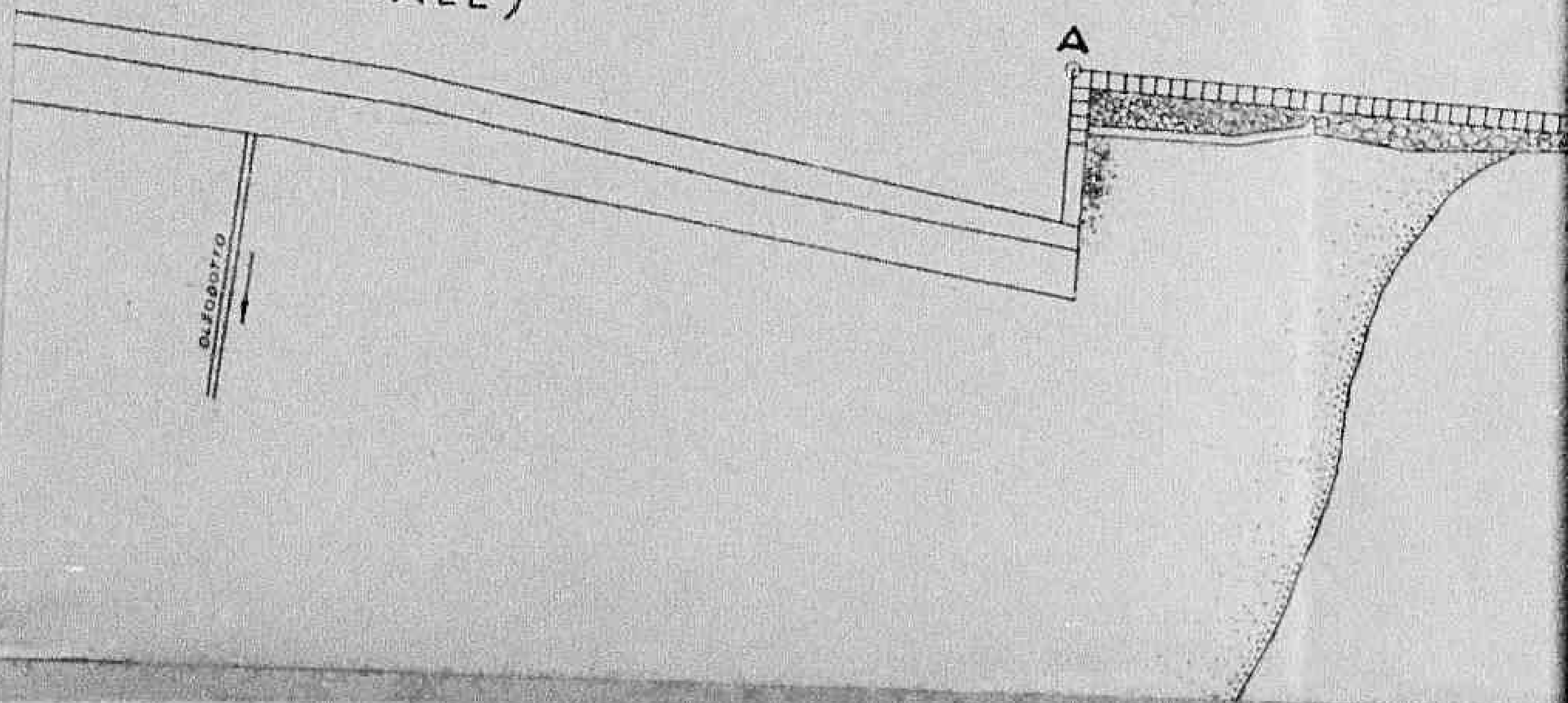
PLANIMETRIA GENERALE 1:1000  
PLANIMETRIA QUOTATA DELLA  
ZONA INTERESSATA 1:200  
SEZIONI TRASVERSALI 1:200

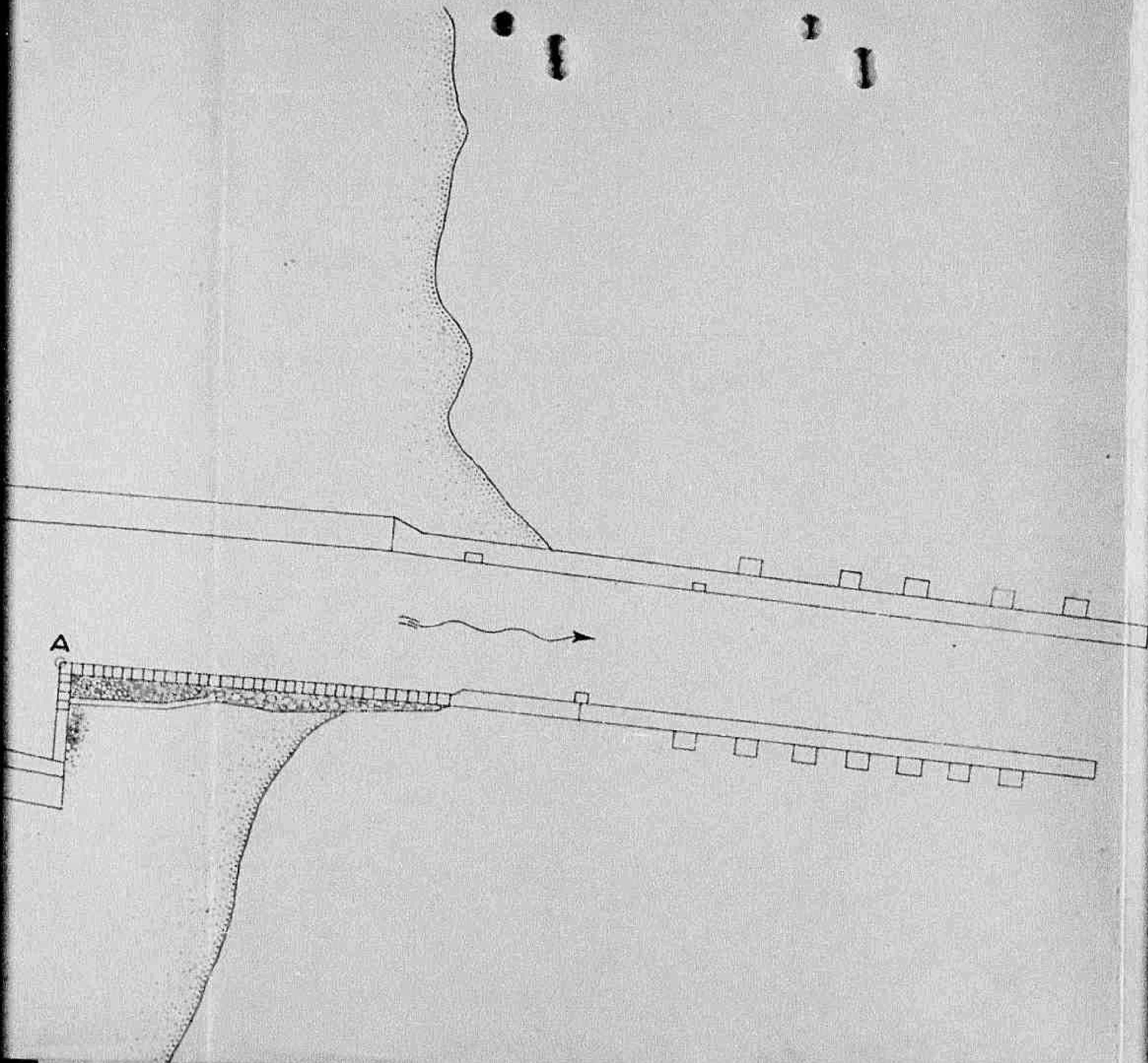
CV50

ROMA, marzo 1945

PLANIMETRIA - RAPP. 1:1000

FIUME TEVERE  
(CANALE)





PLANIMETRIA

QUOTATA

RAPP. 1:200

| ①     | ②     | ③     | ④     |
|-------|-------|-------|-------|
| .3.00 | .3.50 | .3.50 | .5.00 |
| .3.00 | .4.00 | .3.80 | .6.30 |
| .4.00 | .4.20 | .4.50 | .6.50 |
| .4.50 | .4.50 | .4.80 | .6.00 |
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| .5.50 | .4.80 | .5.00 | .5.40 |
| .5.50 | .5.00 | .5.00 | .5.40 |
| .5.50 | .4.80 | .4.80 | .5.00 |
| .5.50 | .5.00 | .4.80 | .5.00 |
| .5.00 | .5.00 | .4.80 | .5.00 |
| .5.00 | .4.80 | .5.00 | .5.00 |
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| .5.00 | .5.50 | .5.20 | .5.20 |
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| .6.00 | .5.50 | .4.50 | .4.80 |
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| .2.10 | .3.50 | .3.80 | .2.40 |

A

2.00 9.00 9.00 9.00 18.00

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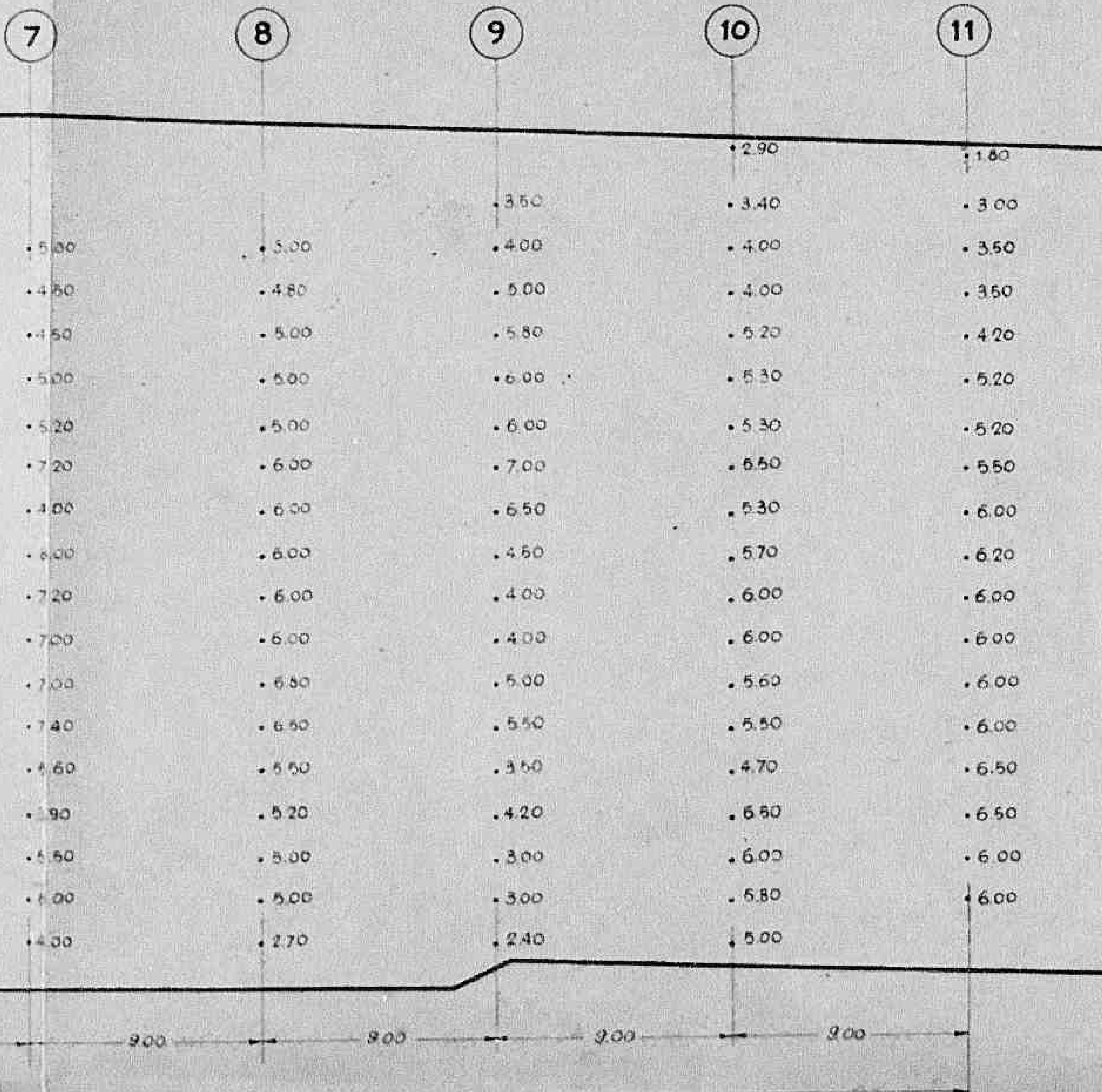
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SEZ

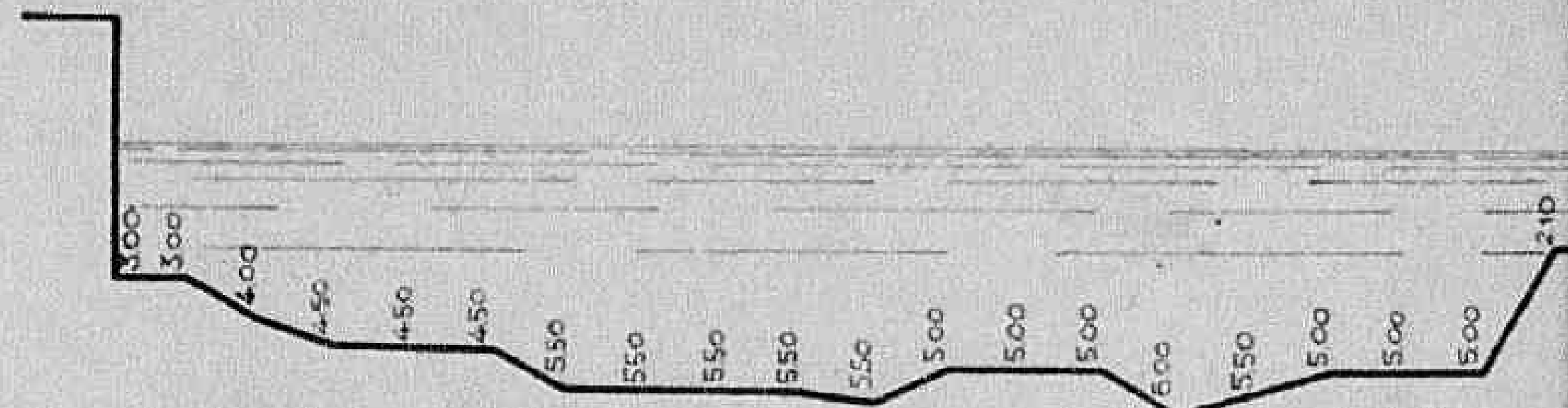
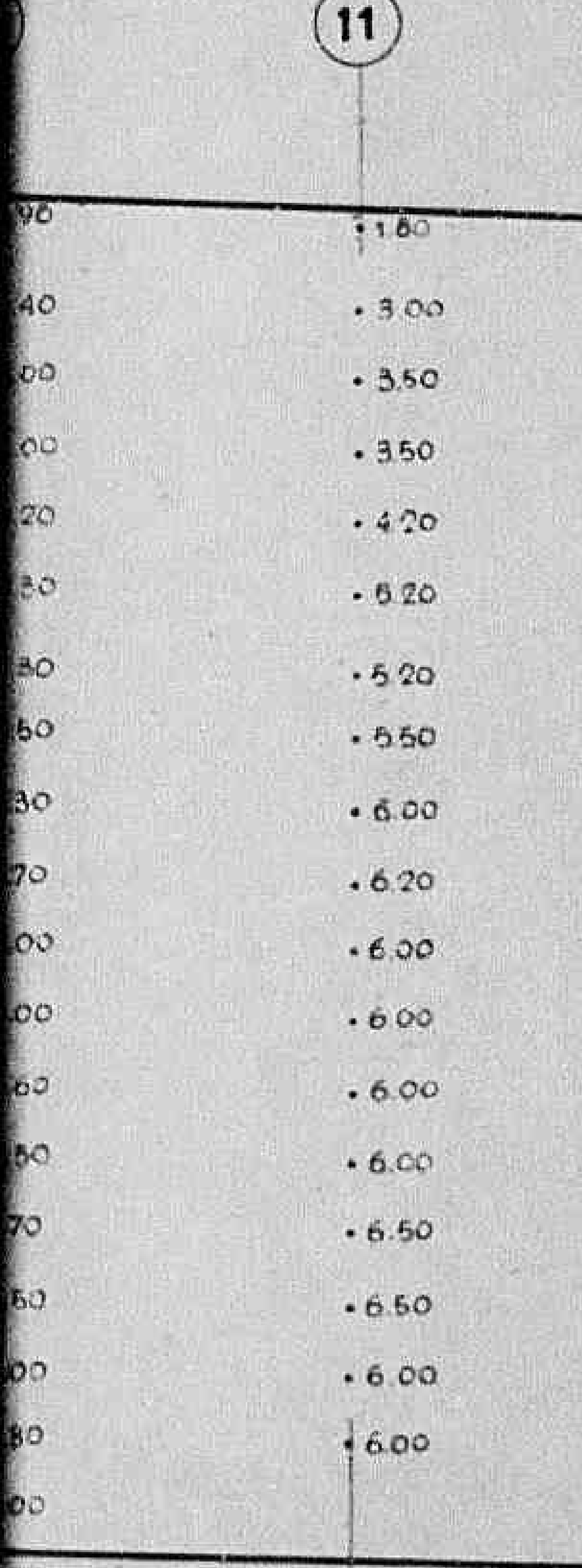


# SEZIONI TRASVERSALI

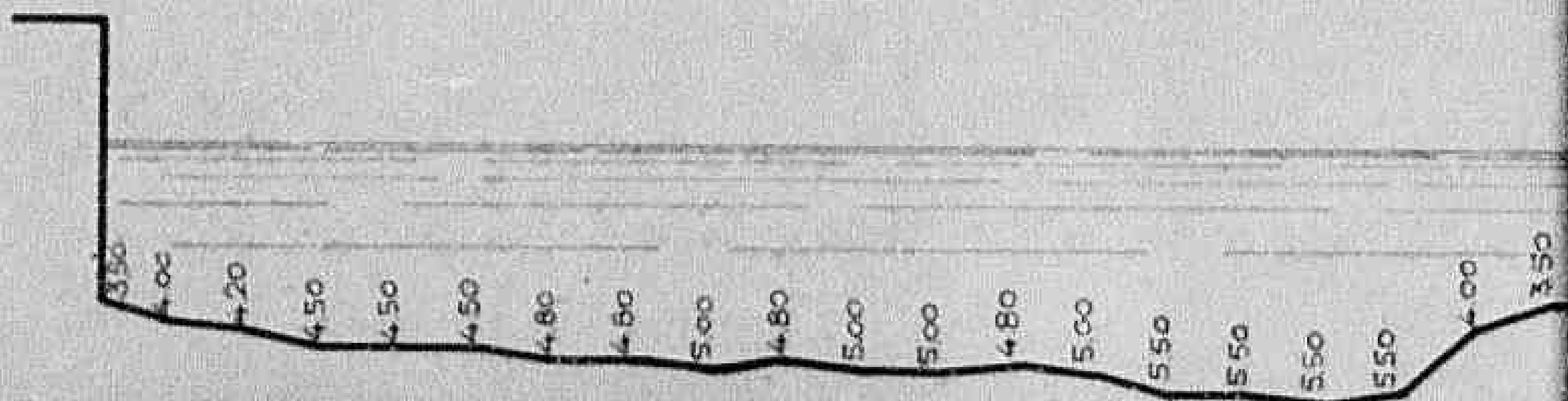
Rapp. 1:200

1

11



2

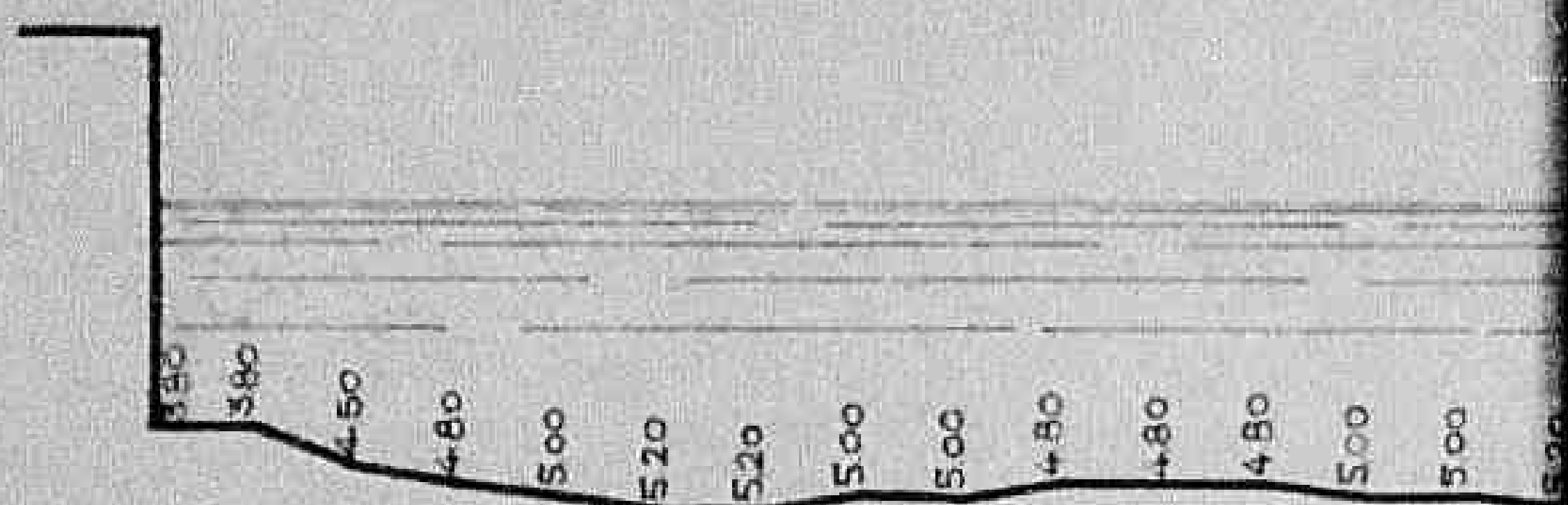
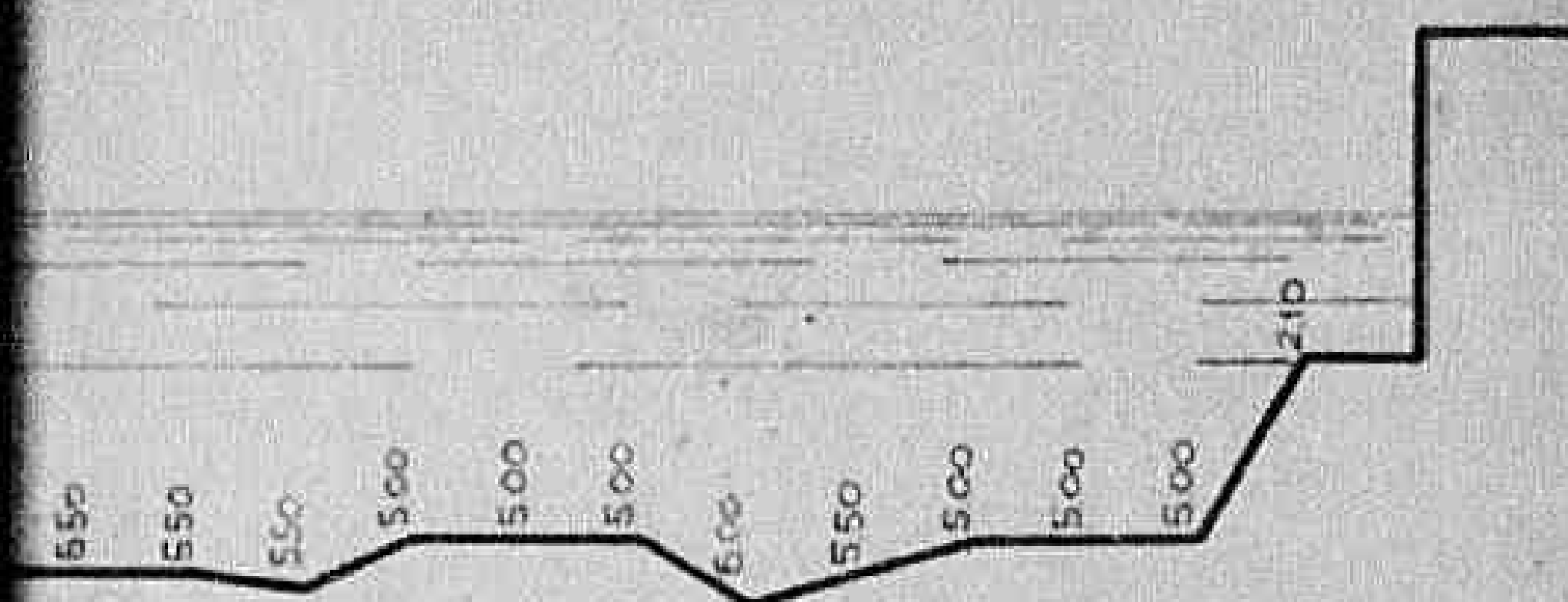


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RAPP. 1:200

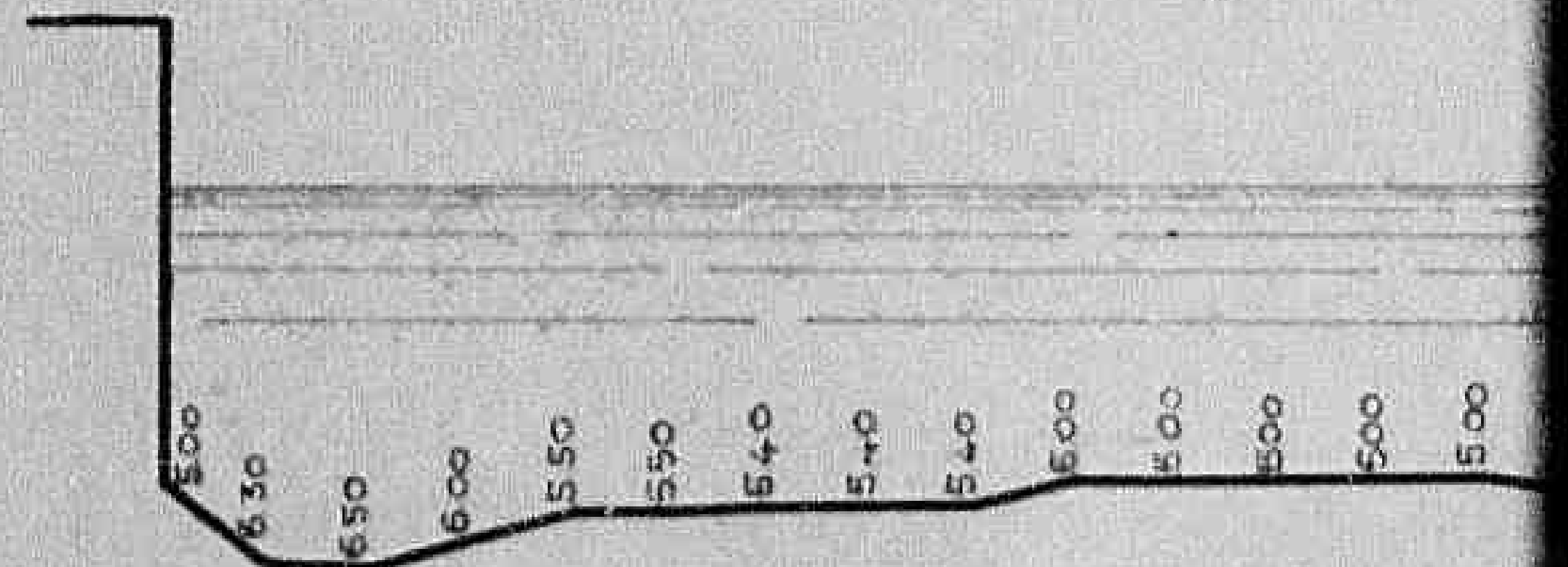
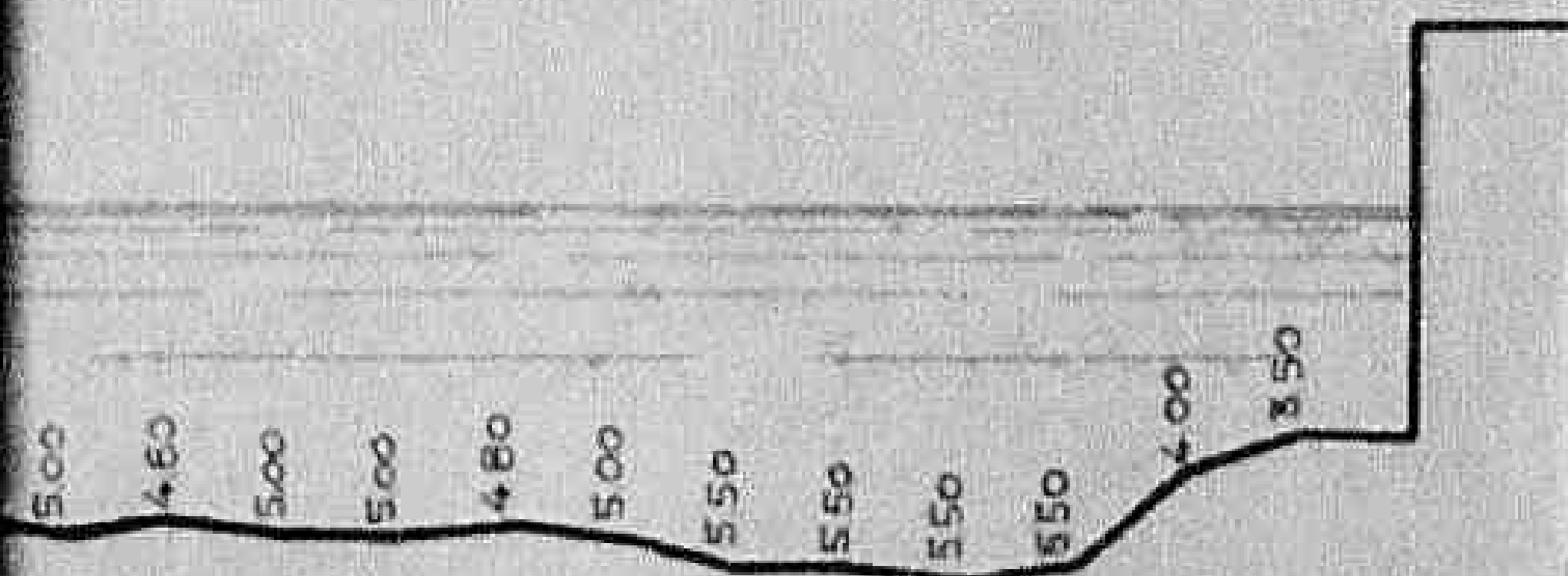
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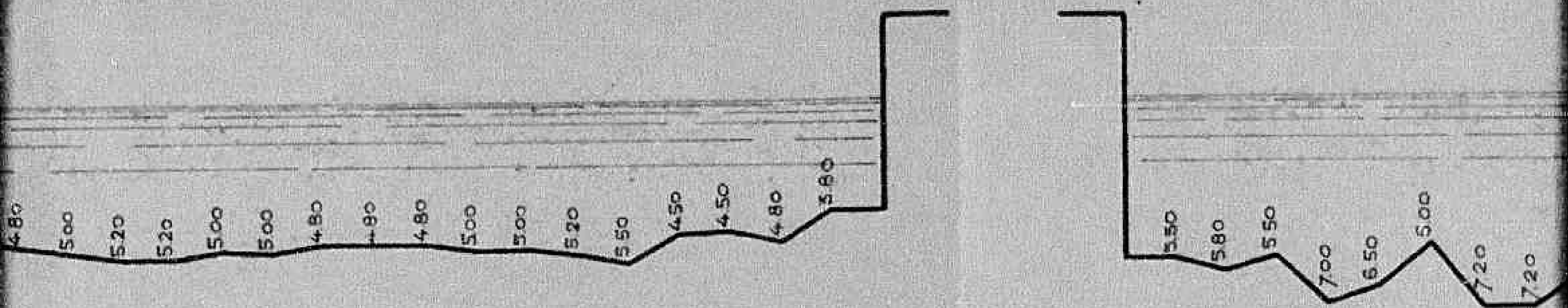


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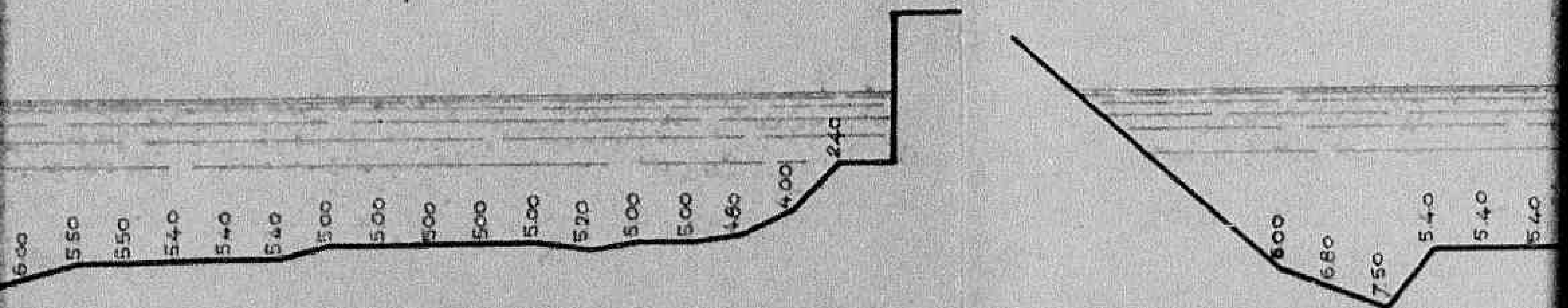
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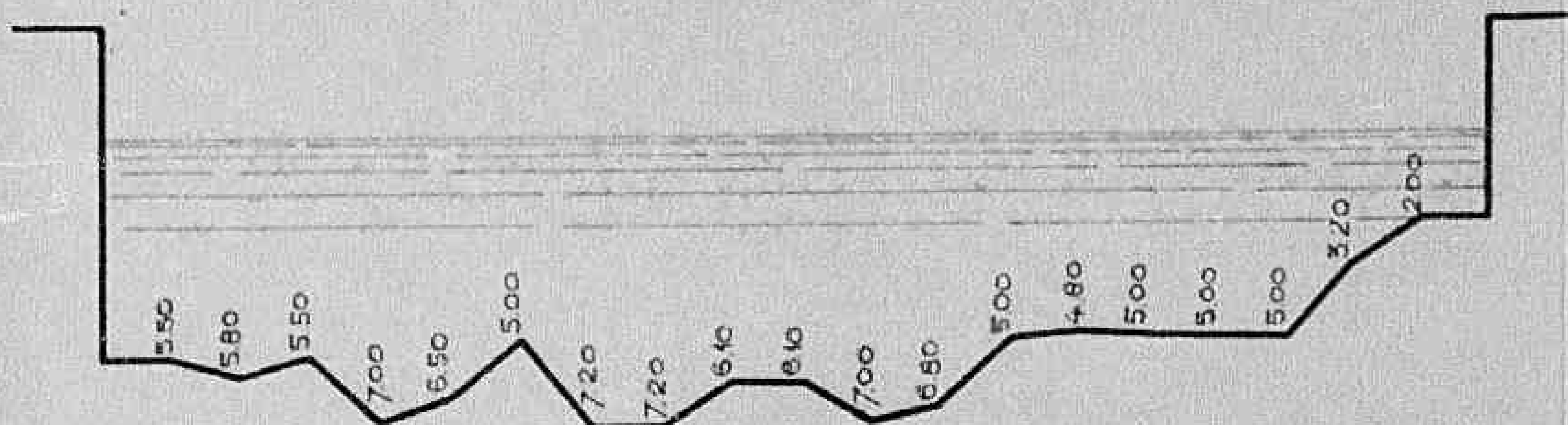
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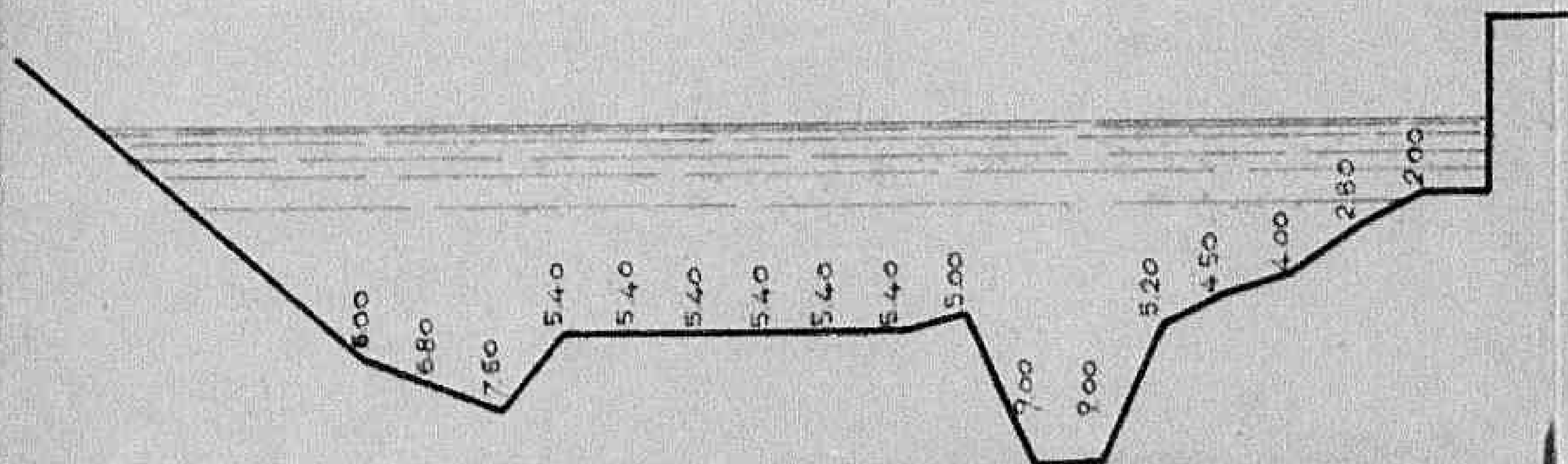
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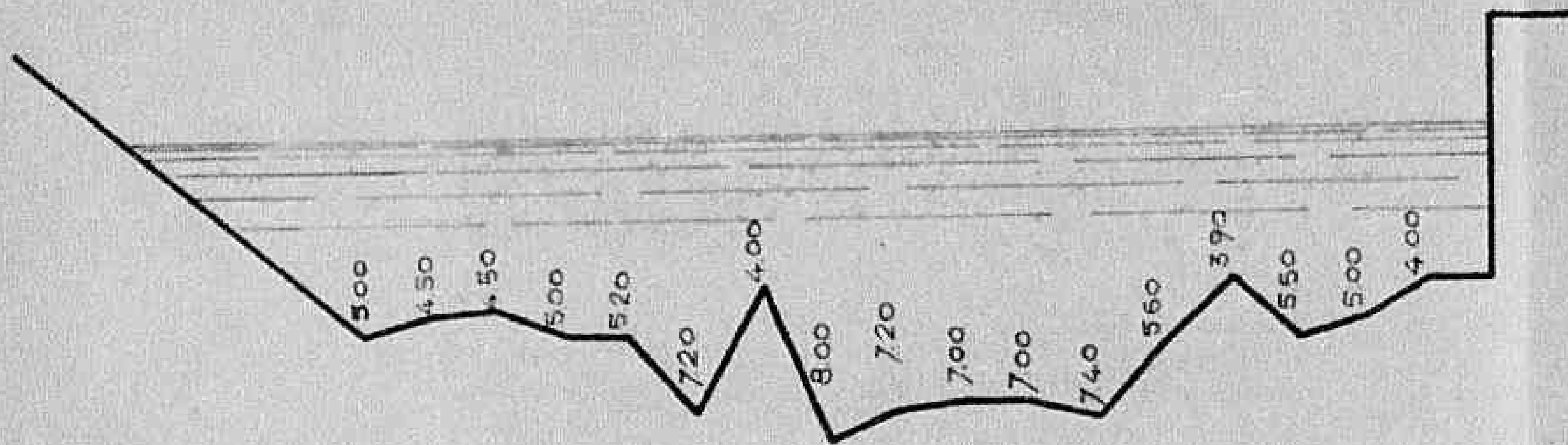
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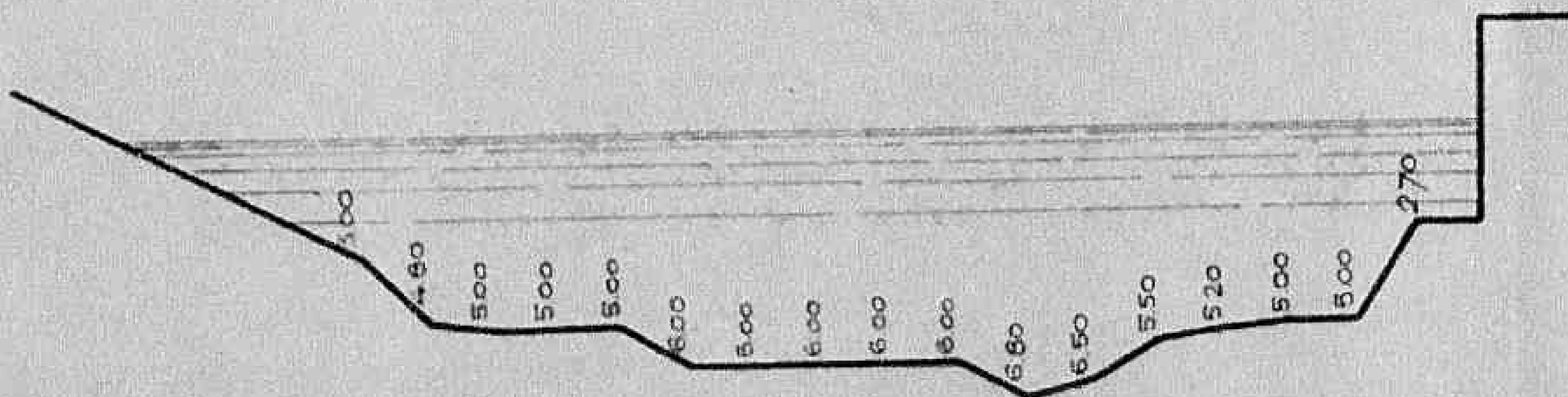
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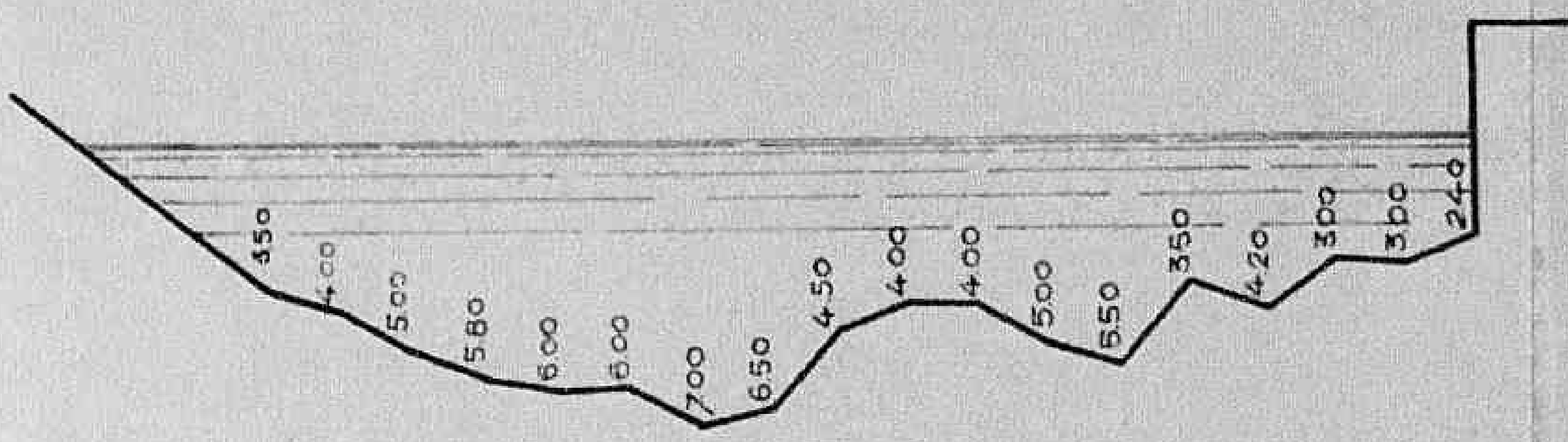
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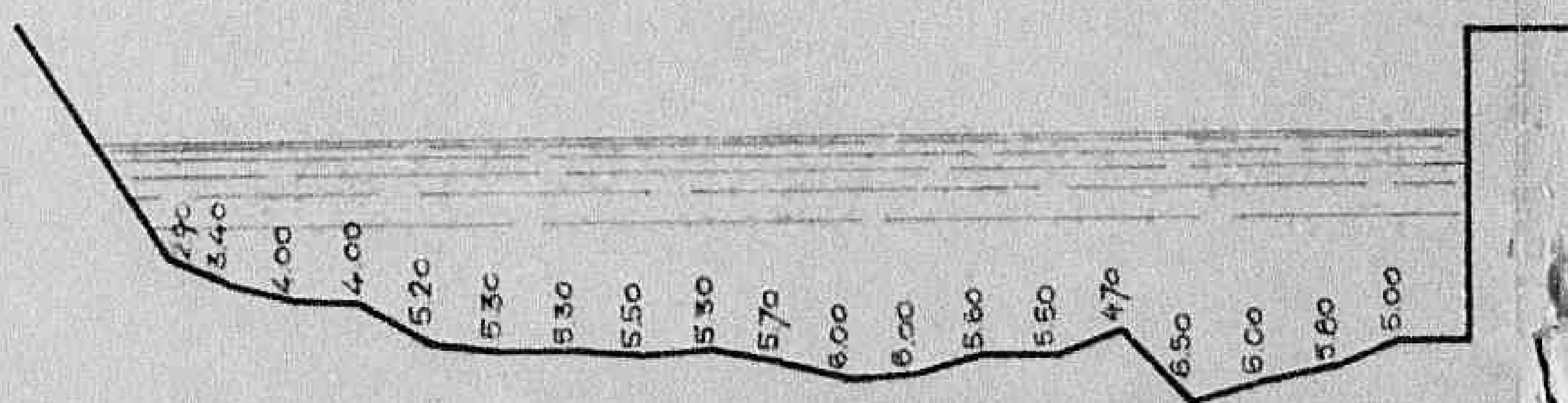
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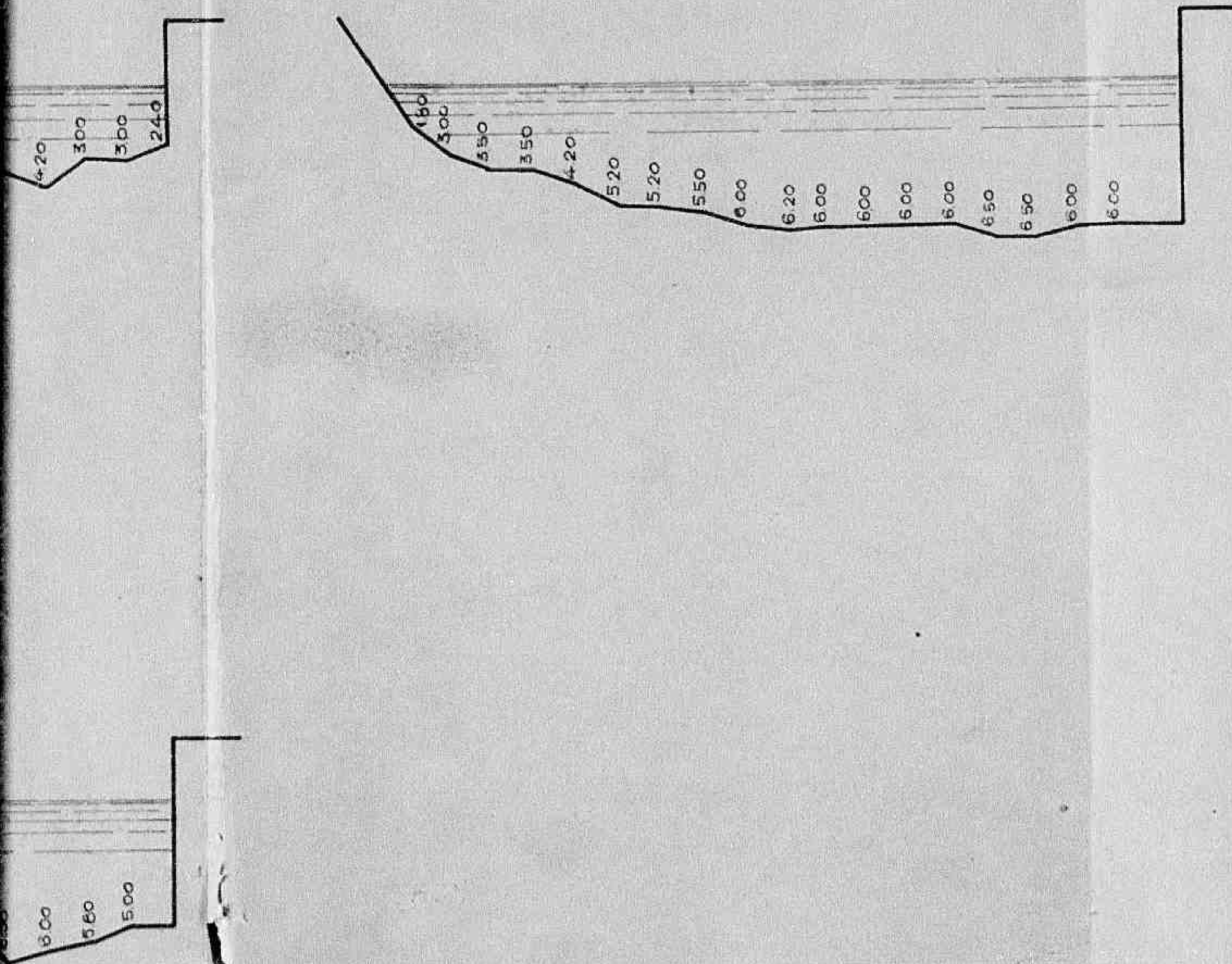
9



10



11



# COMPAGNIA MARITTIMA ROMA

## DORTO CANALE DI FIUMICINO FOCE

RILIEVO DEI FONDALI DOPO I LAVORI DI SGOMBERO

|                           |        |
|---------------------------|--------|
| PLANIMETRIA GENERALE      | 1:1000 |
| PLANIMETRIA QUOTATA DELLA |        |
| ZONA INTERESSATA          | 1:200  |
| SEZIONI TRASVERSALI       | 1:200  |

6958

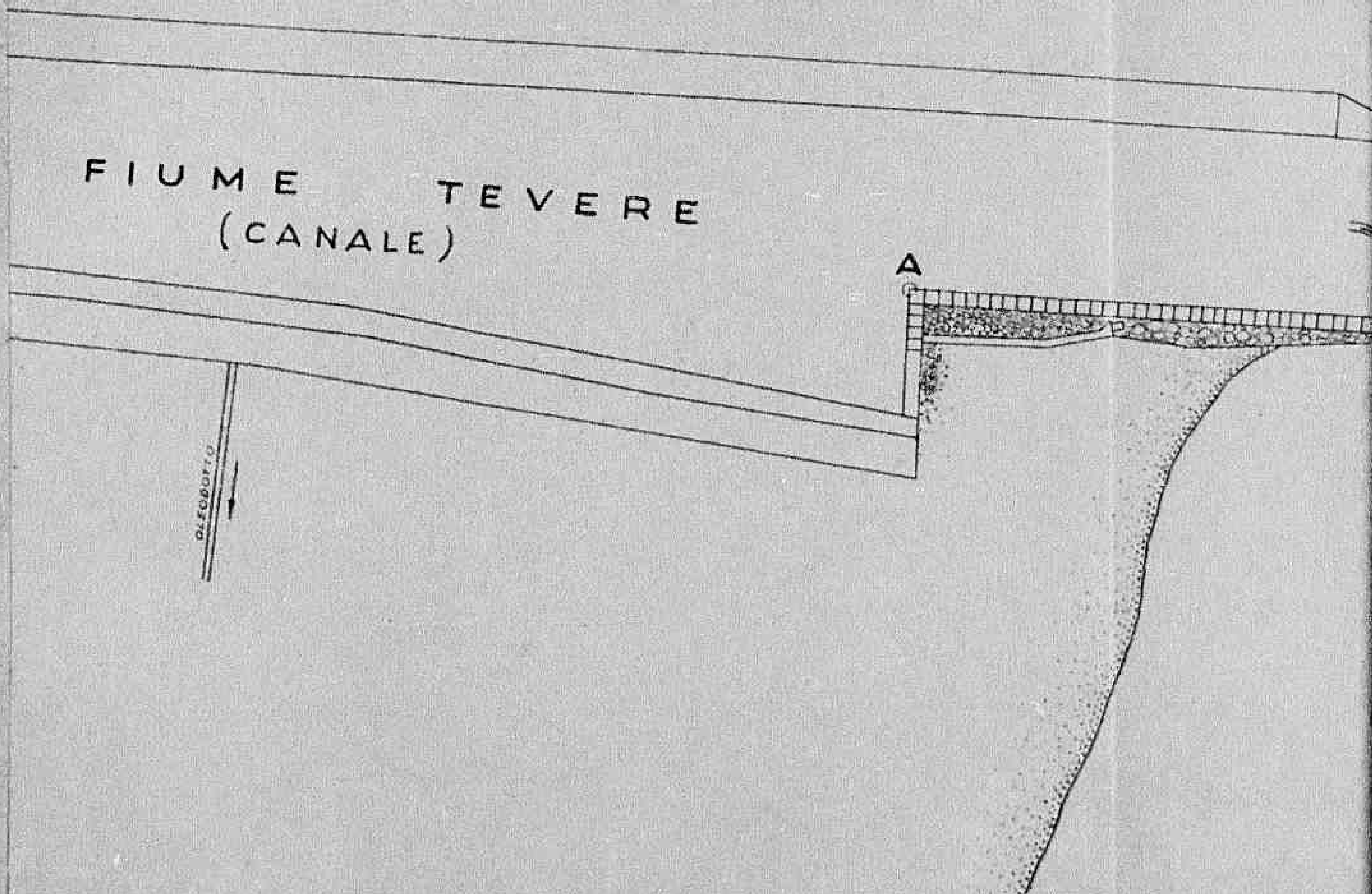
ROMA, marzo 1945

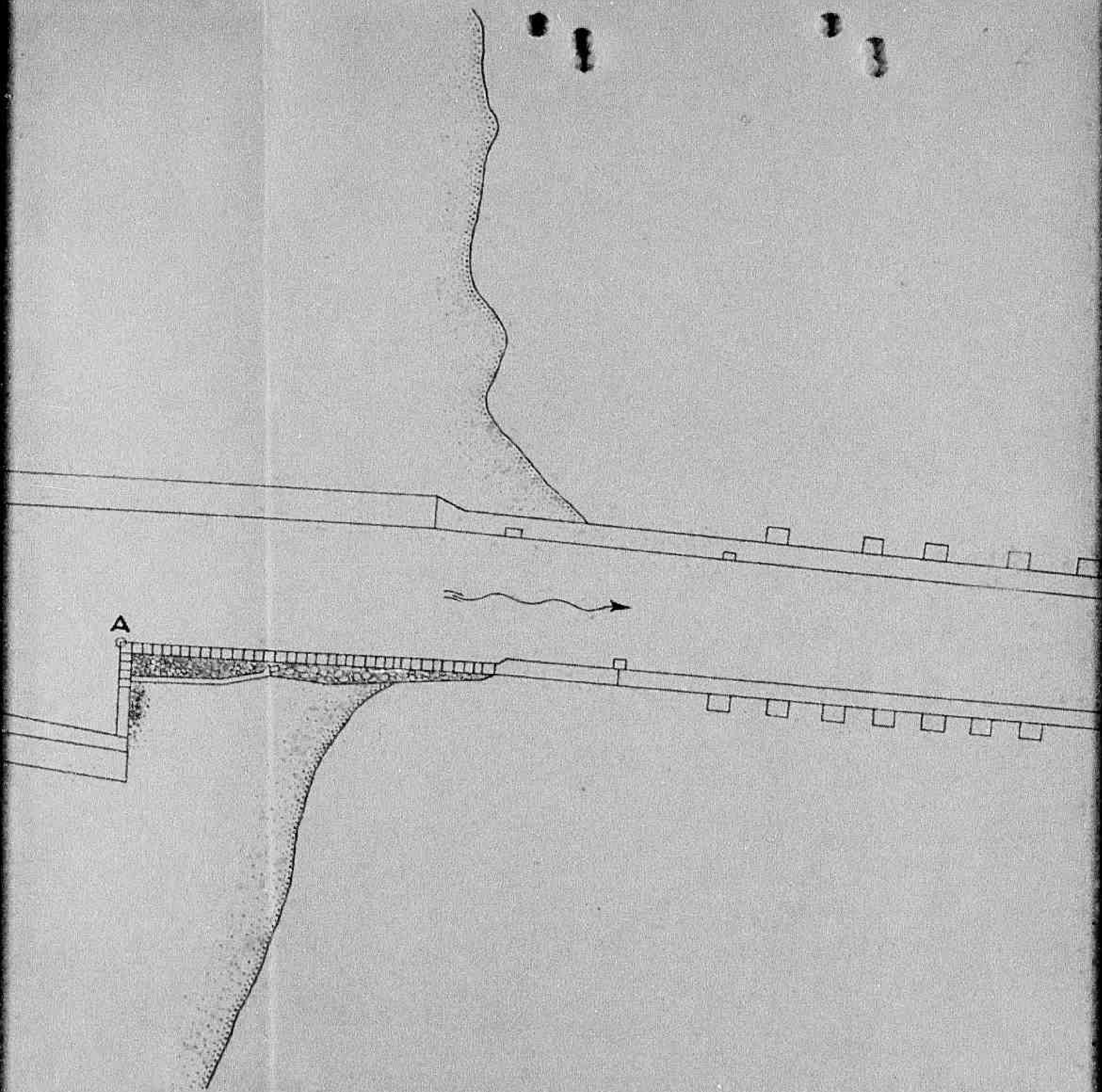
PLANIMETRIA - Rapp. 1:1000

FIUME TEVERE  
(CANALE)

ALFONSO

A

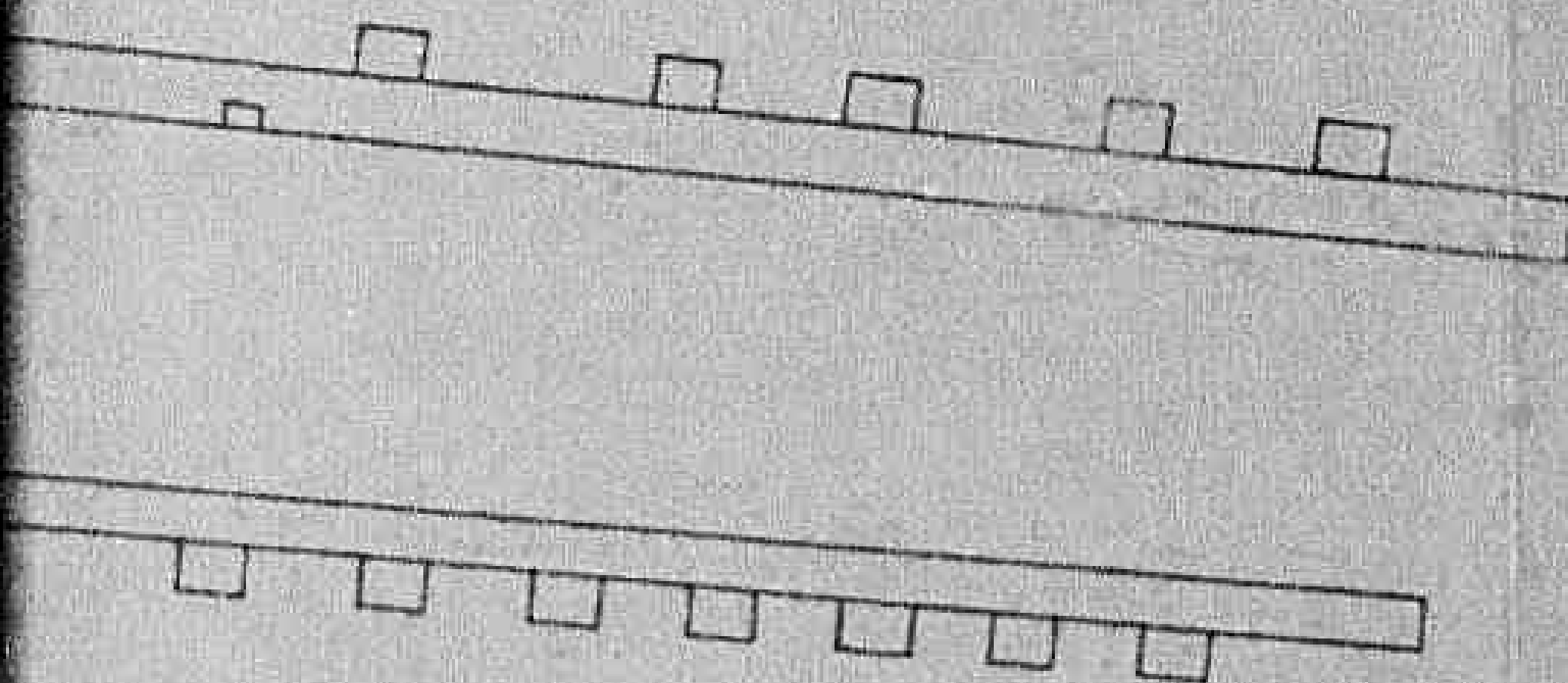




785021

PLANIMETRI

QUOTATA

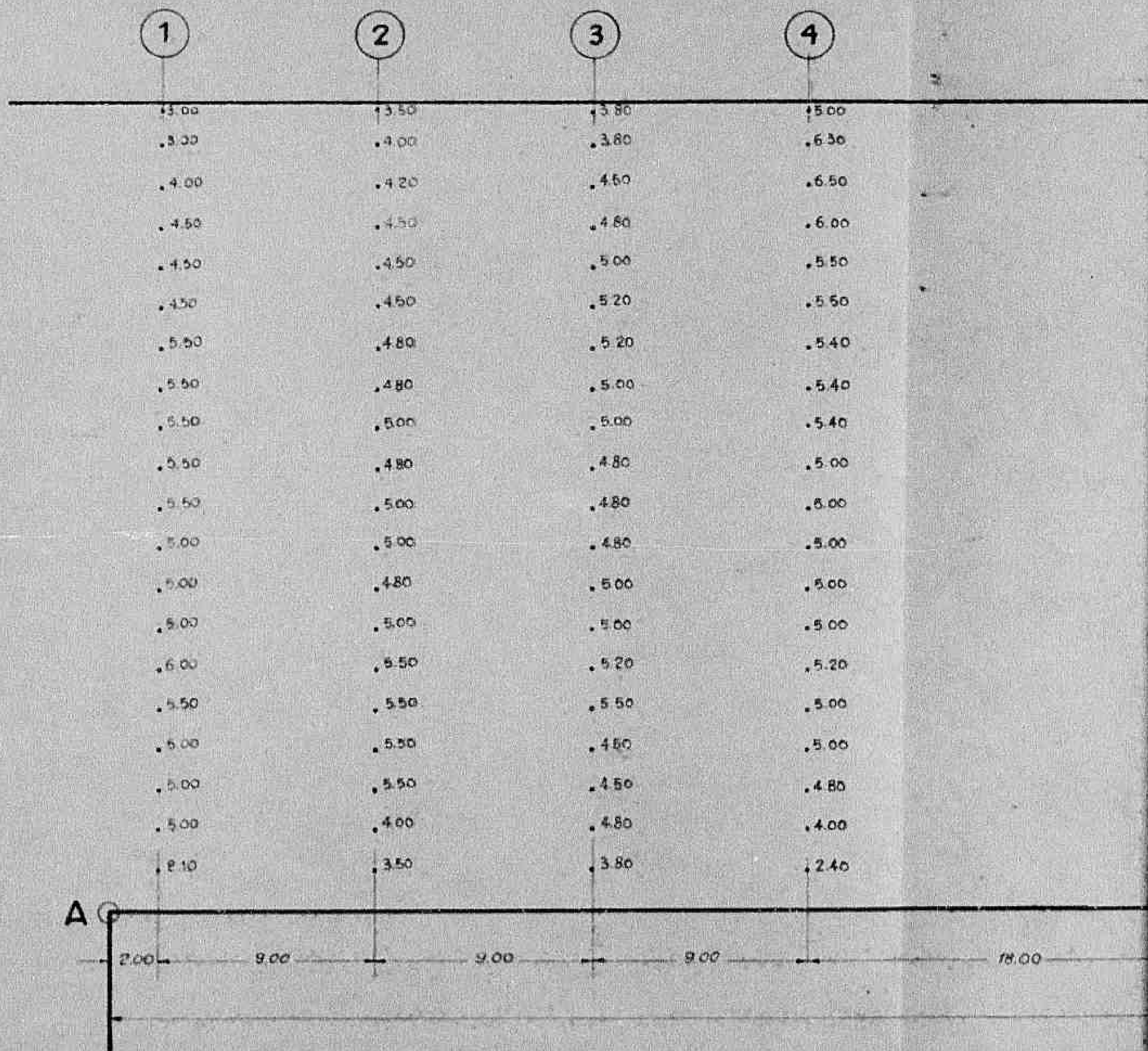


| ①     | ②     | ③     |
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| .4.00 | .4.20 | .4.00 |
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PLANIMETRI QUOTATA - Rapp. 1:200



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| 5.00 |      |      |      |
| 6.30 | 5.50 |      |      |
| 6.50 | 5.80 |      |      |
| 6.00 | 5.50 | 6.00 | 5.00 |
| 5.50 | 7.00 | 6.80 | 4.80 |
| 5.50 | 6.50 | 7.60 | 4.50 |
| 5.40 | 5.00 | 5.40 | 5.00 |
| 5.40 | 7.20 | 5.40 | 5.20 |
| 5.40 | 7.20 | 5.40 | 7.20 |
| 5.00 | 6.10 | 5.40 | 4.00 |
| 8.00 | 6.10 | 5.40 | 8.00 |
| 5.00 | 7.00 | 5.40 | 7.20 |
| 8.00 | 6.80 | 5.00 | 7.00 |
| 5.00 | 5.00 | 9.00 | 7.00 |
| 5.20 | 4.80 | 9.00 | 7.40 |
| 5.00 | 5.00 | 5.20 | 5.60 |
| 5.00 | 5.00 | 4.50 | 3.90 |
| 4.80 | 5.00 | 4.00 | 5.50 |
| 4.00 | 3.20 | 2.80 | 5.00 |
| 2.40 | 2.00 | 2.00 | 4.00 |

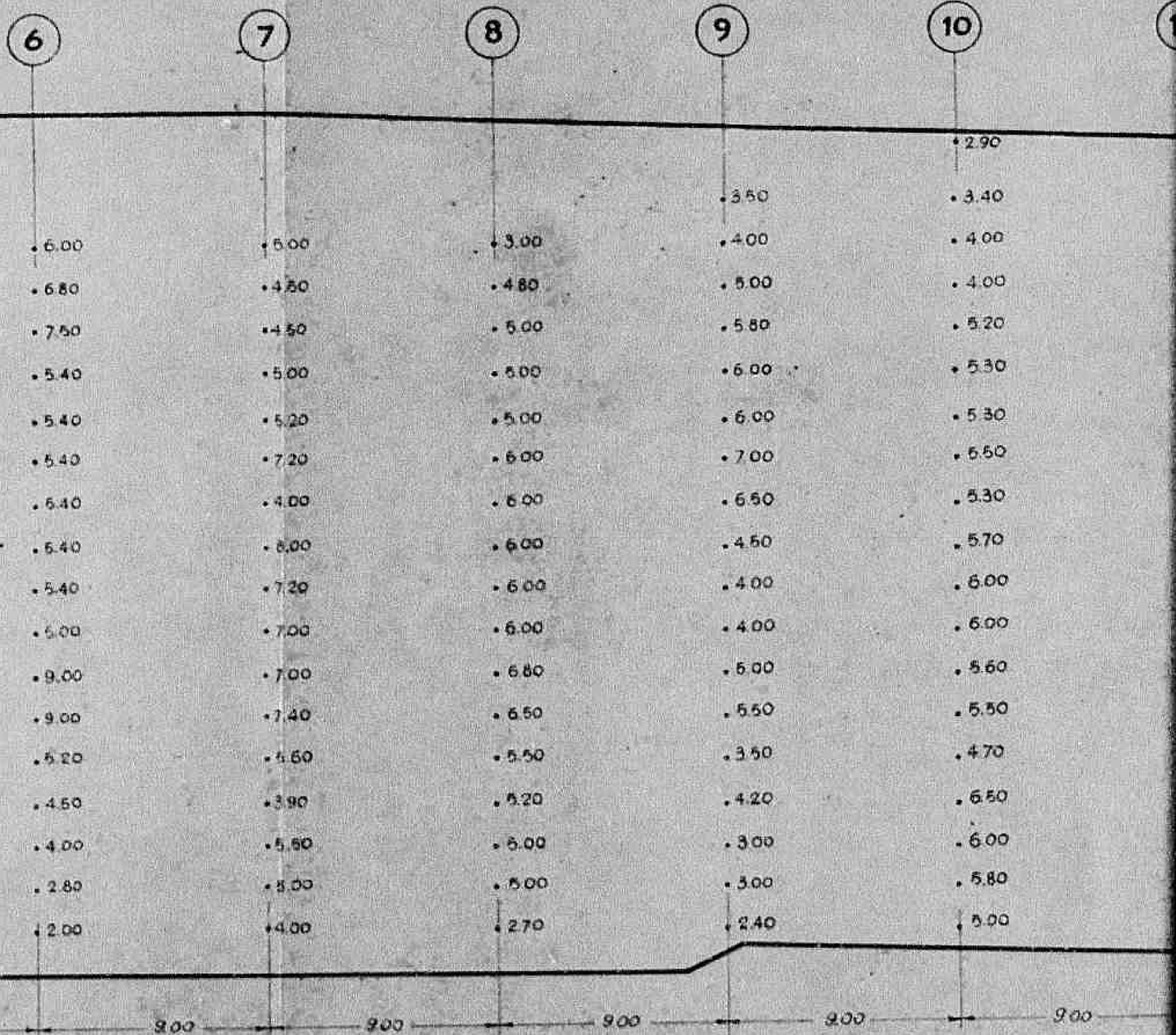


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# SEZIONI TRASVERSALI

RAPP.

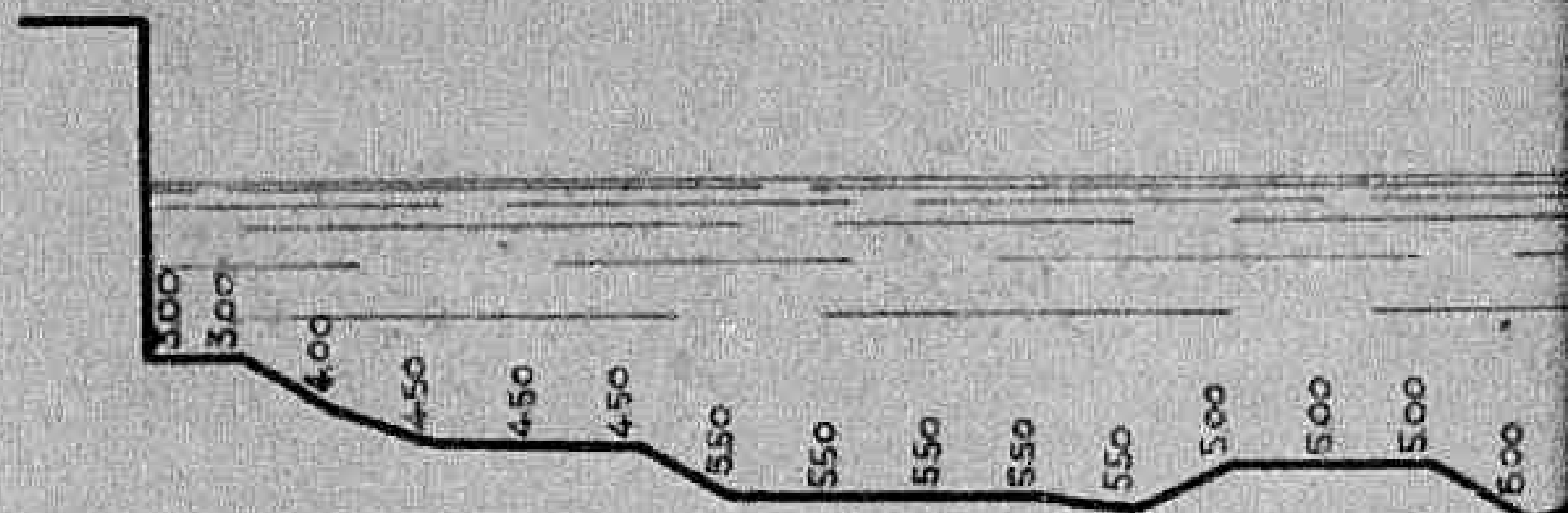
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|        |        |
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| • 5.30 | • 5.20 |
| • 5.50 | • 5.50 |
| • 5.30 | • 6.00 |
| • 5.70 | • 5.20 |
| • 6.00 | • 6.00 |
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| • 5.60 | • 6.00 |
| • 5.50 | • 6.00 |
| • 4.70 | • 6.50 |
| • 6.50 | • 6.50 |
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| • 5.80 | • 6.00 |
| • 5.00 |        |

2.00 2.00



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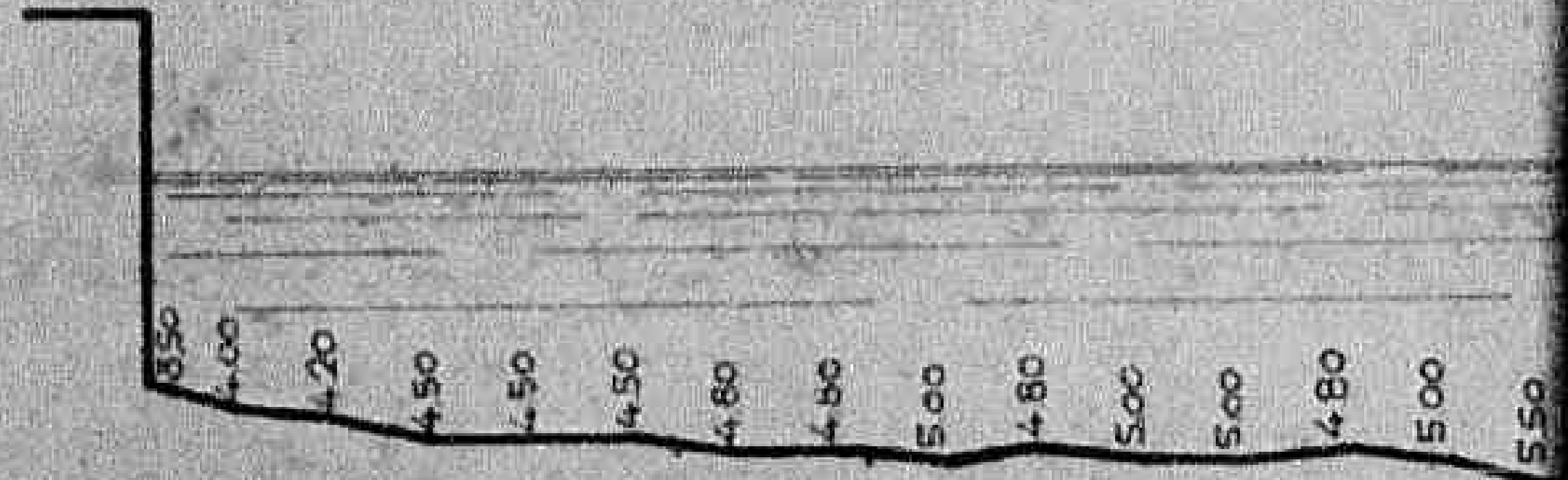
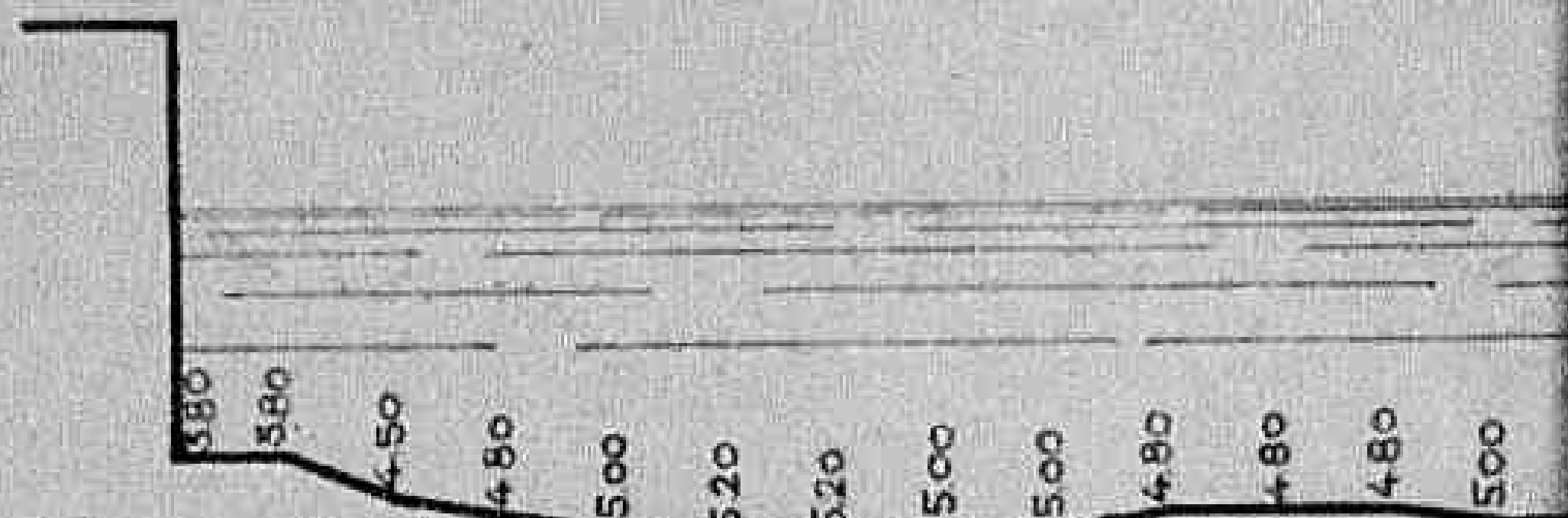
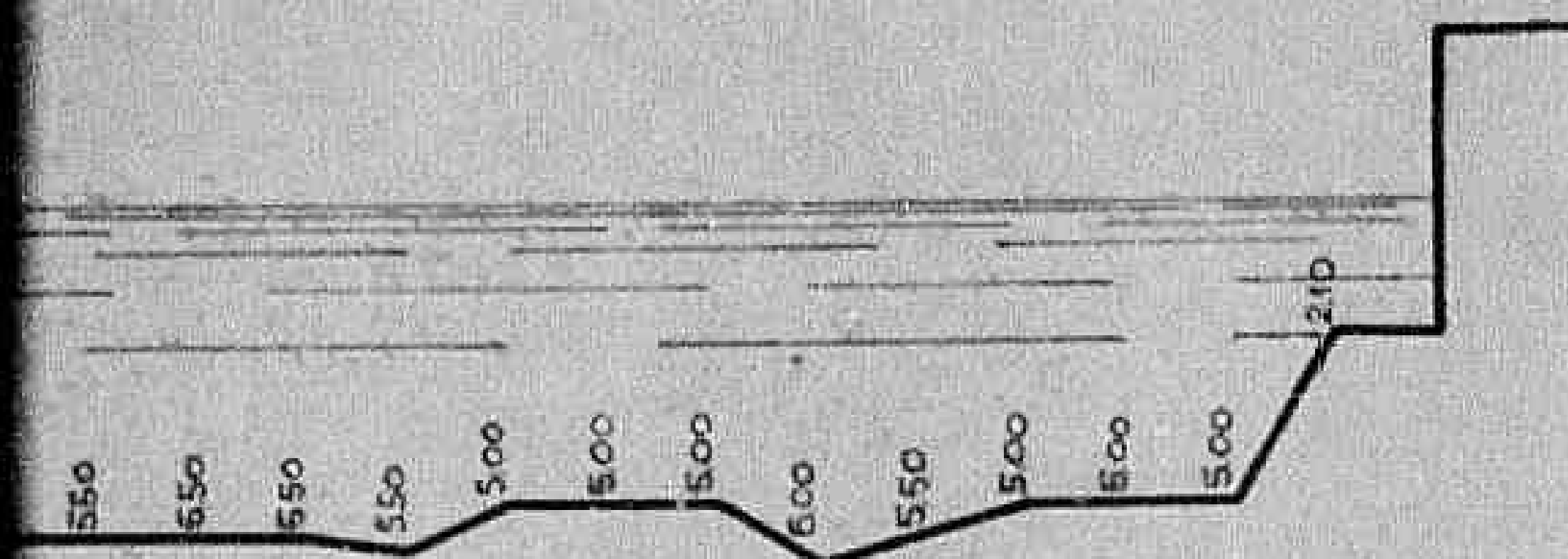


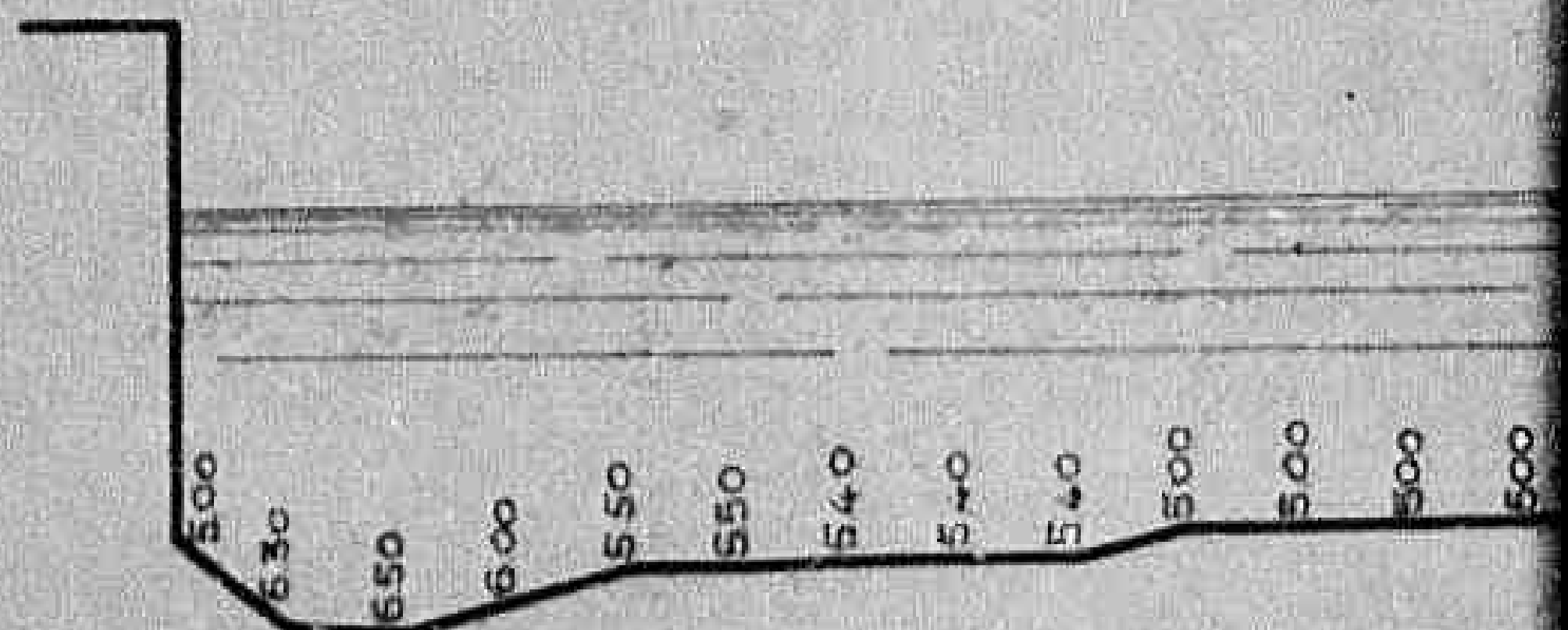
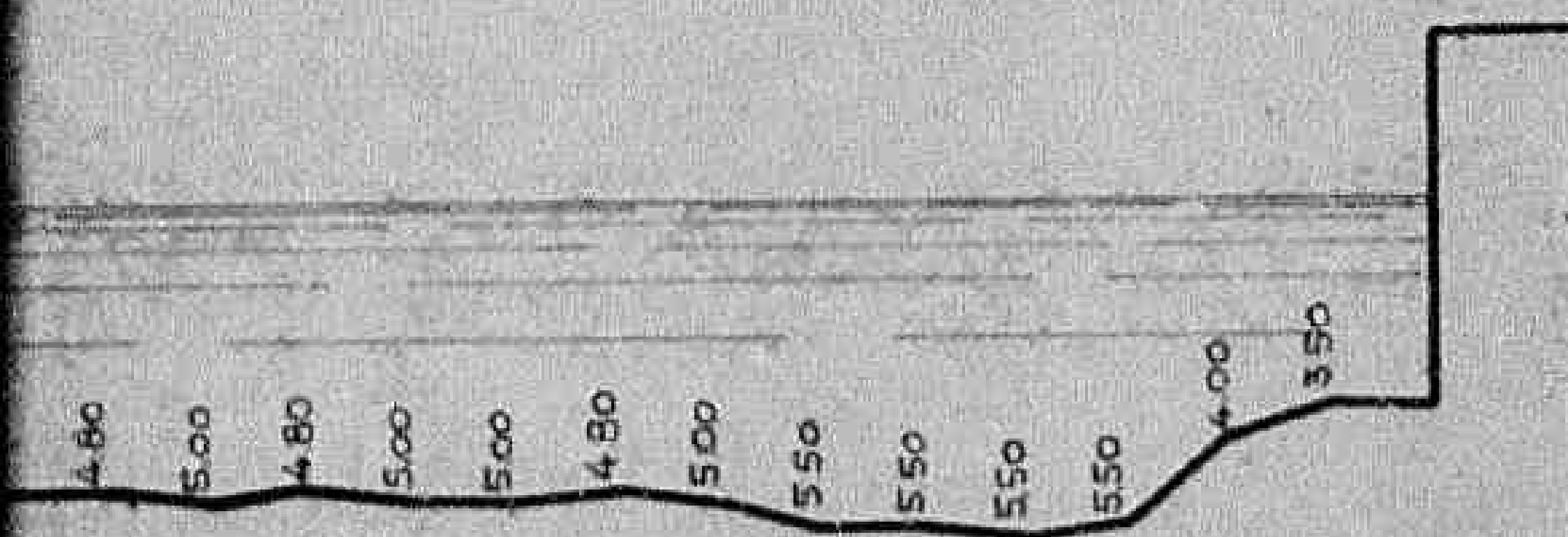
Рис. 1:200

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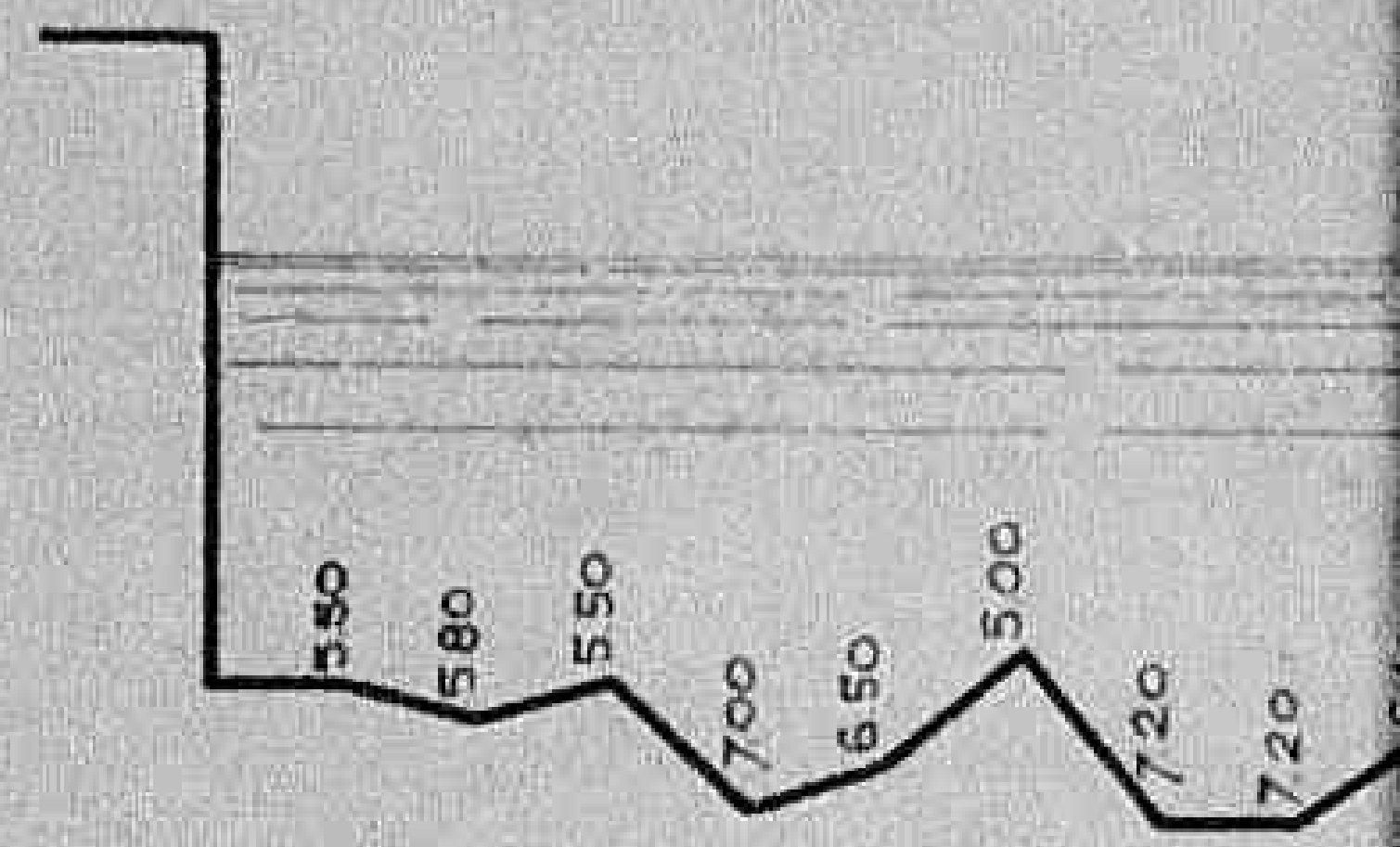
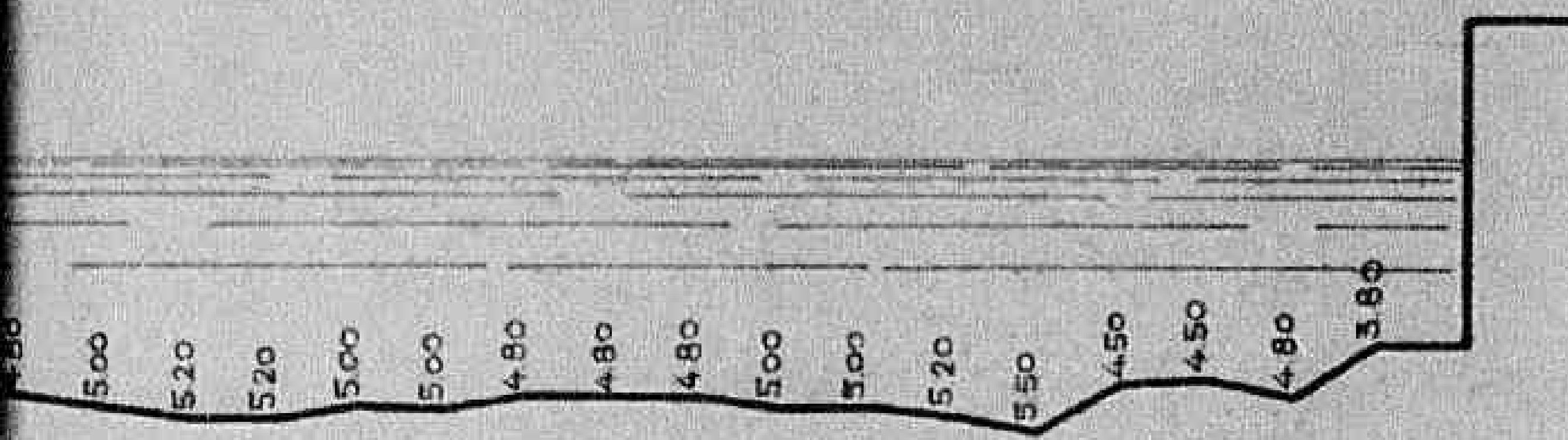
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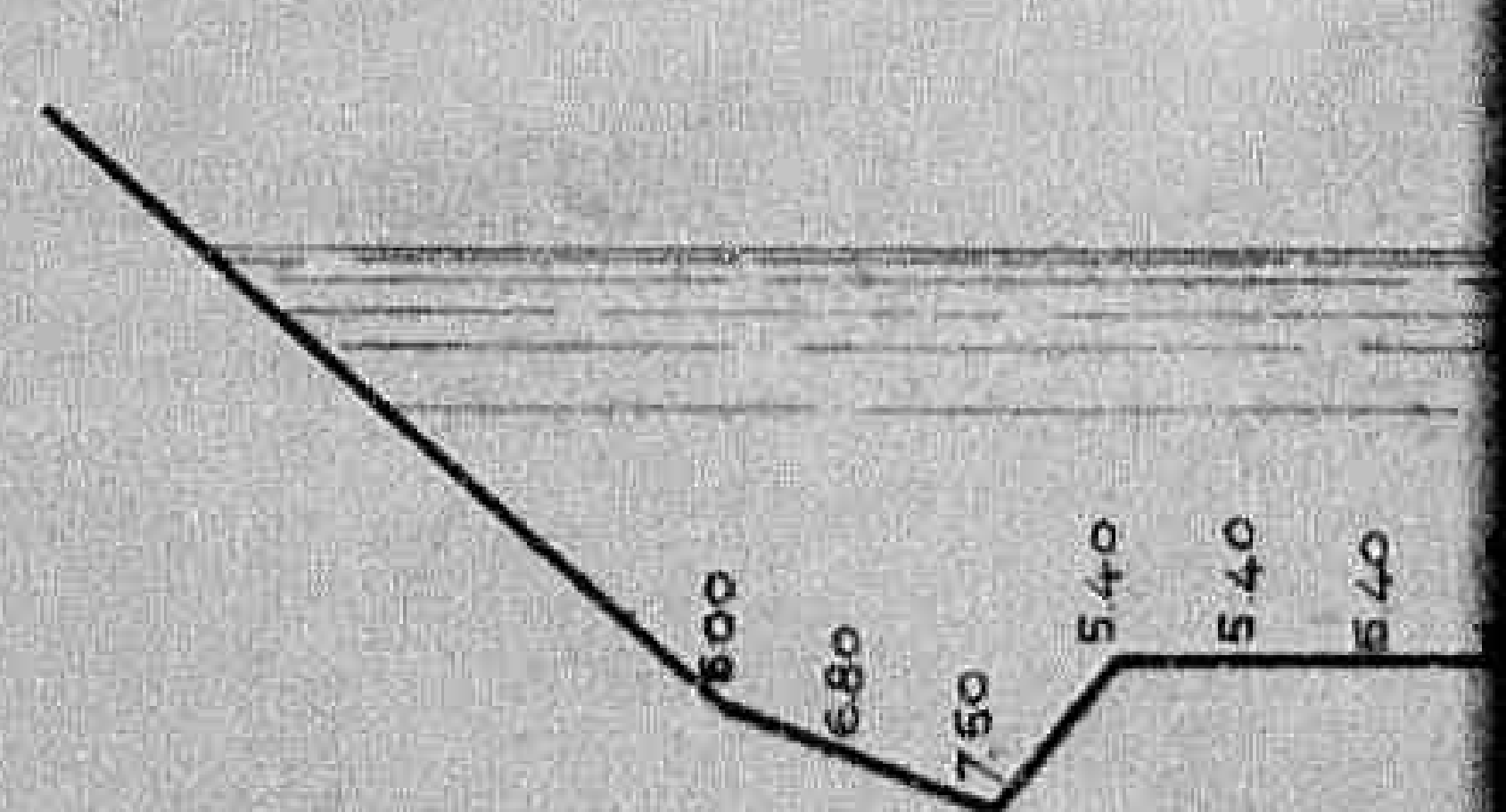
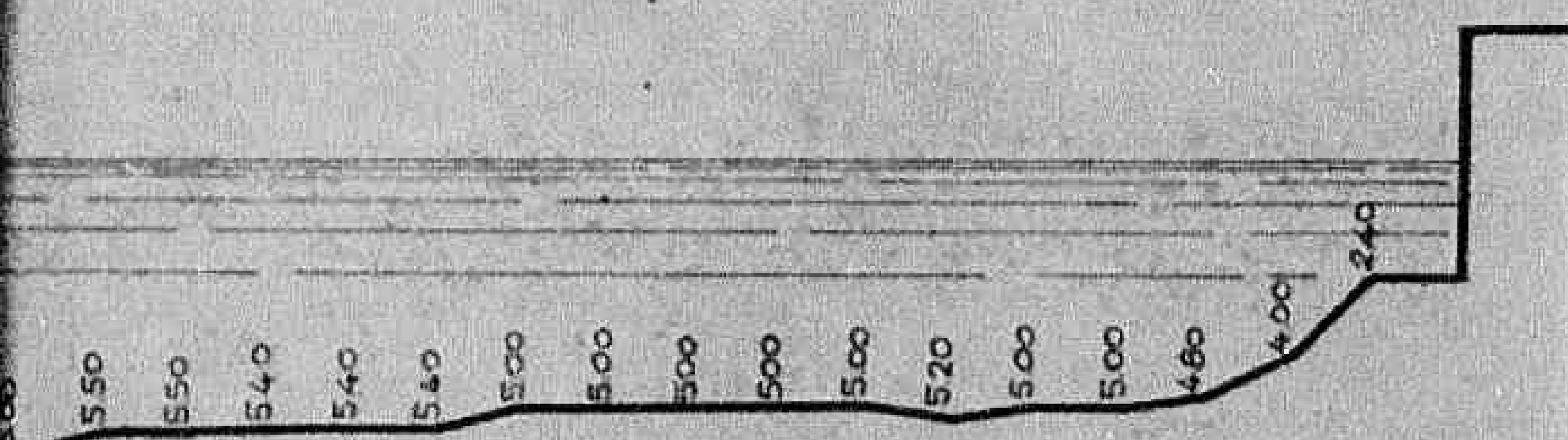
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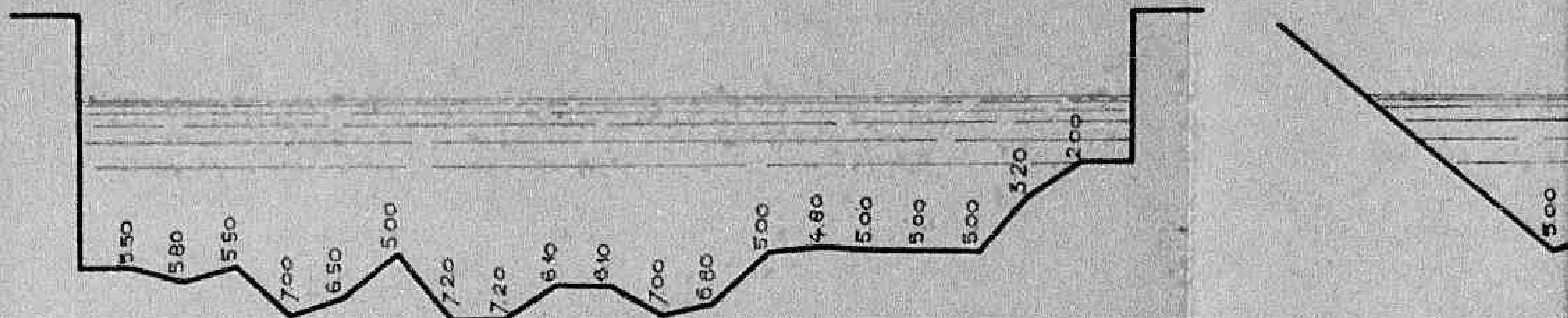
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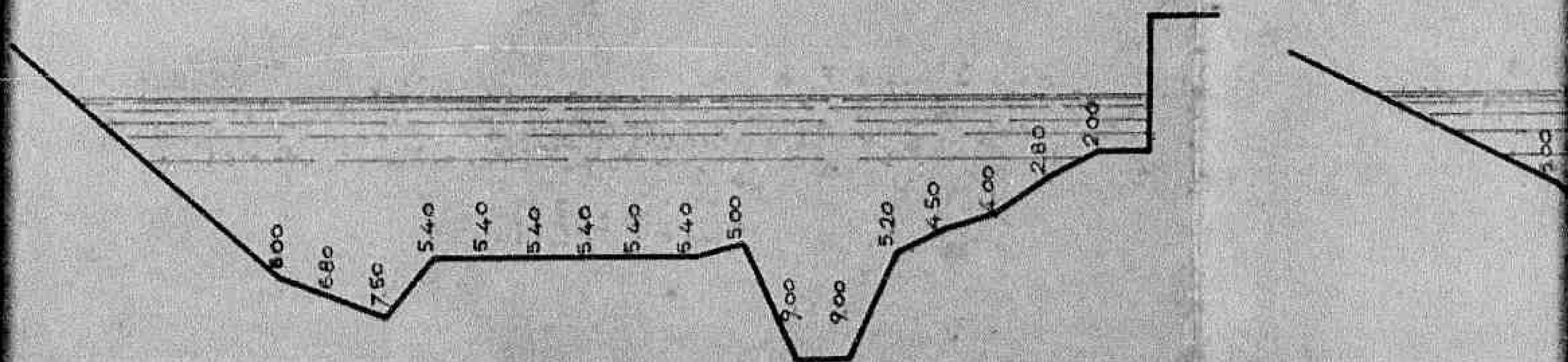
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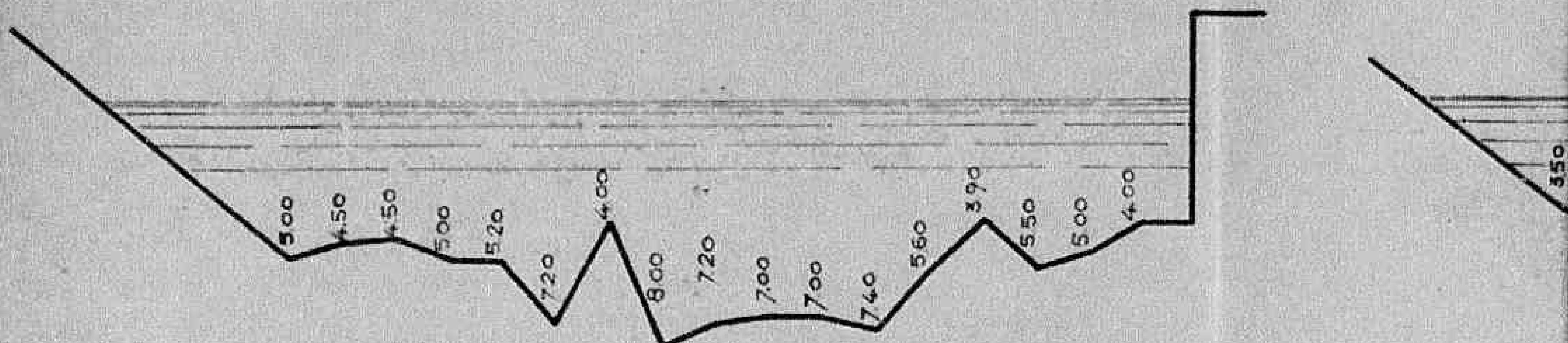
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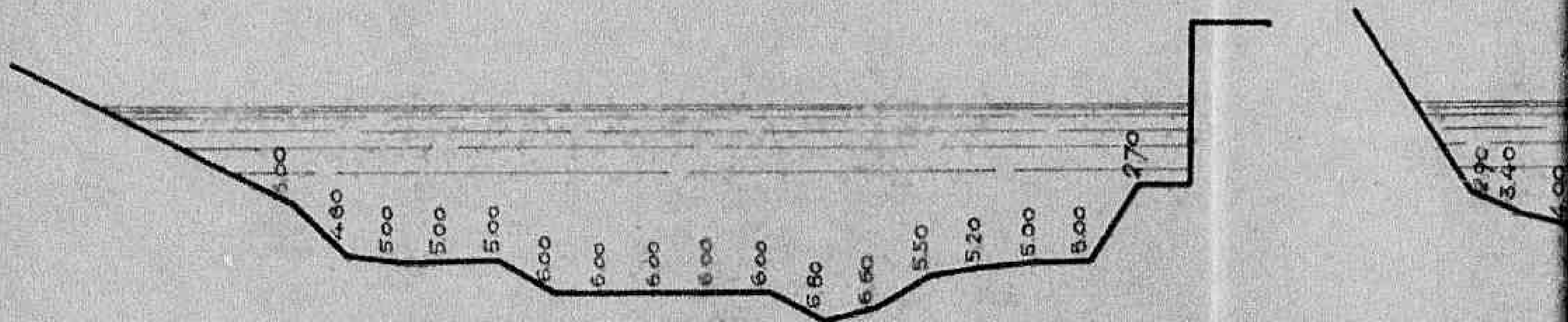
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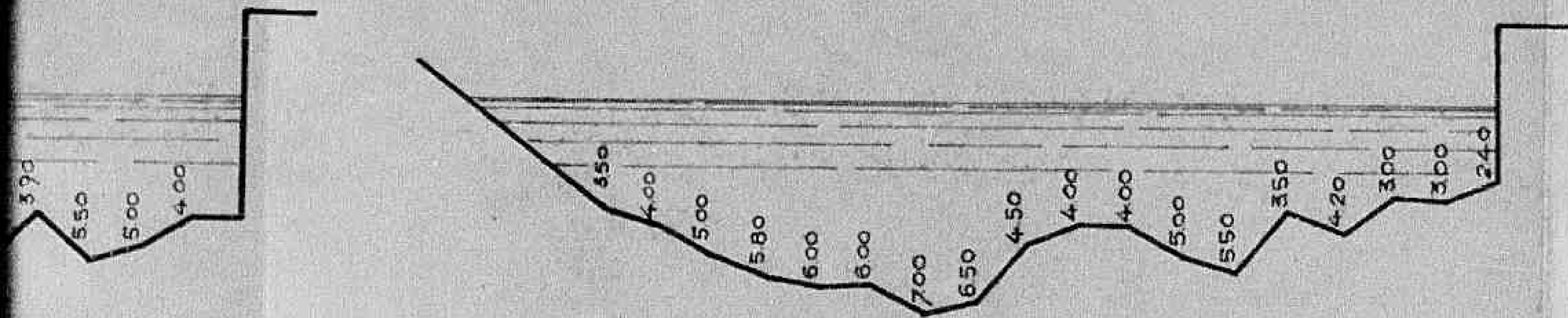
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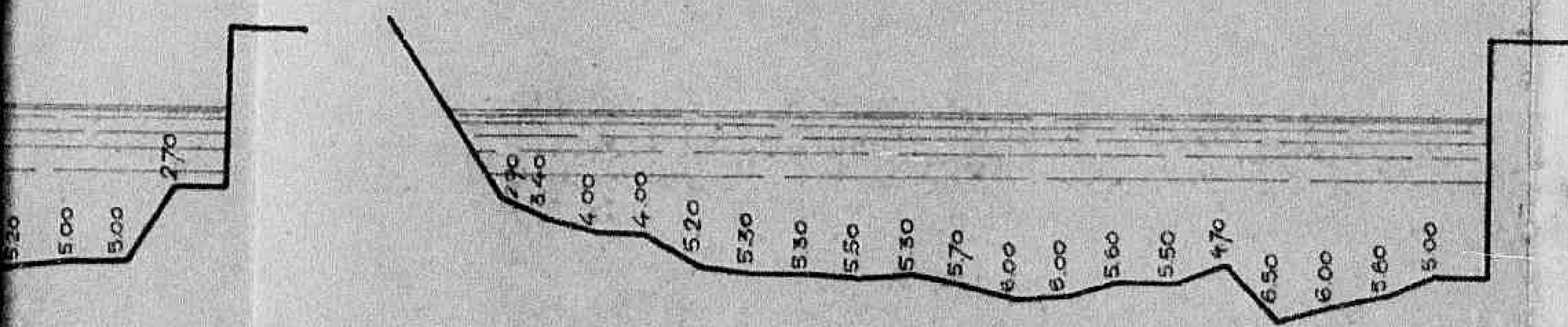
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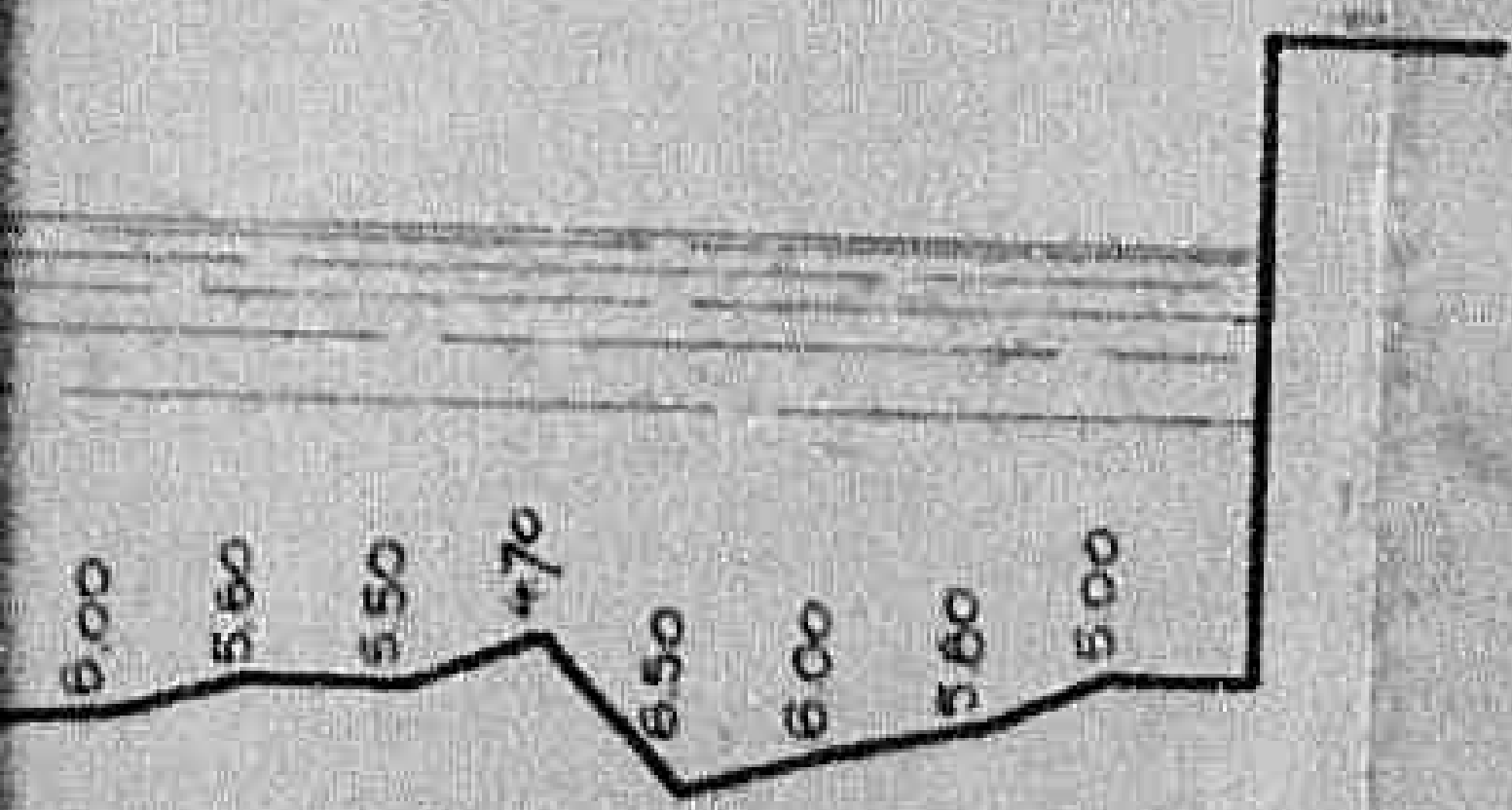
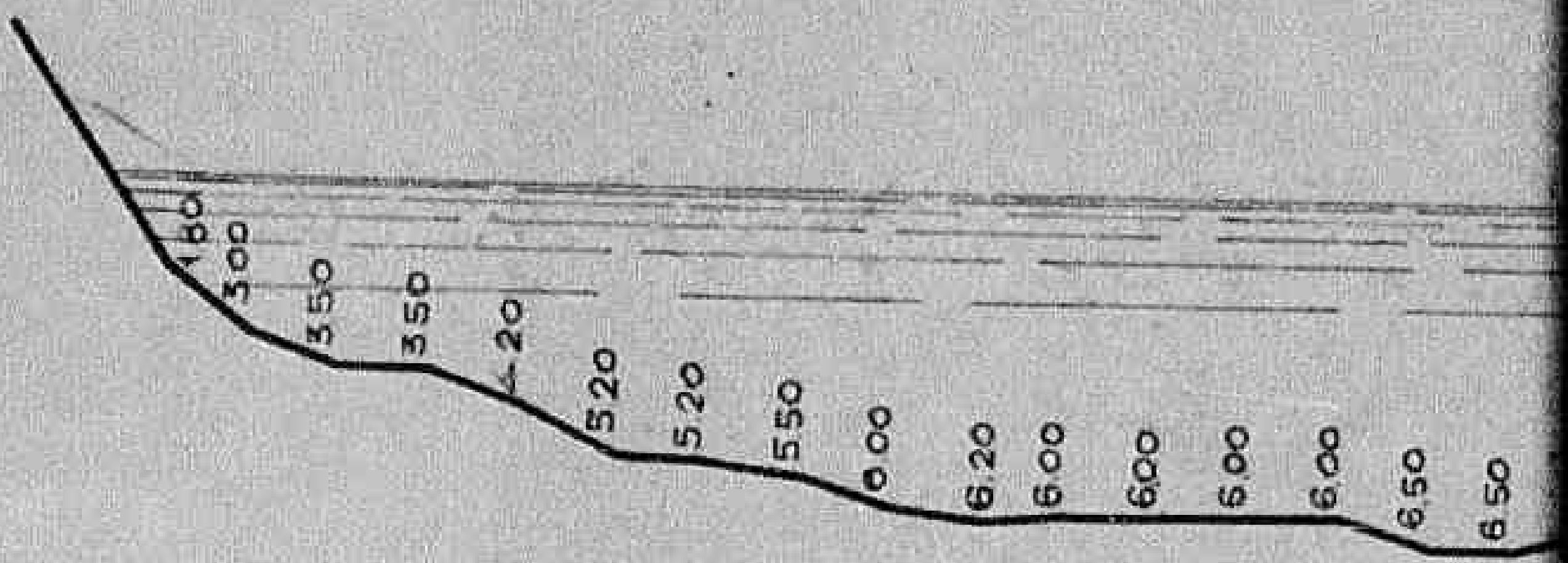
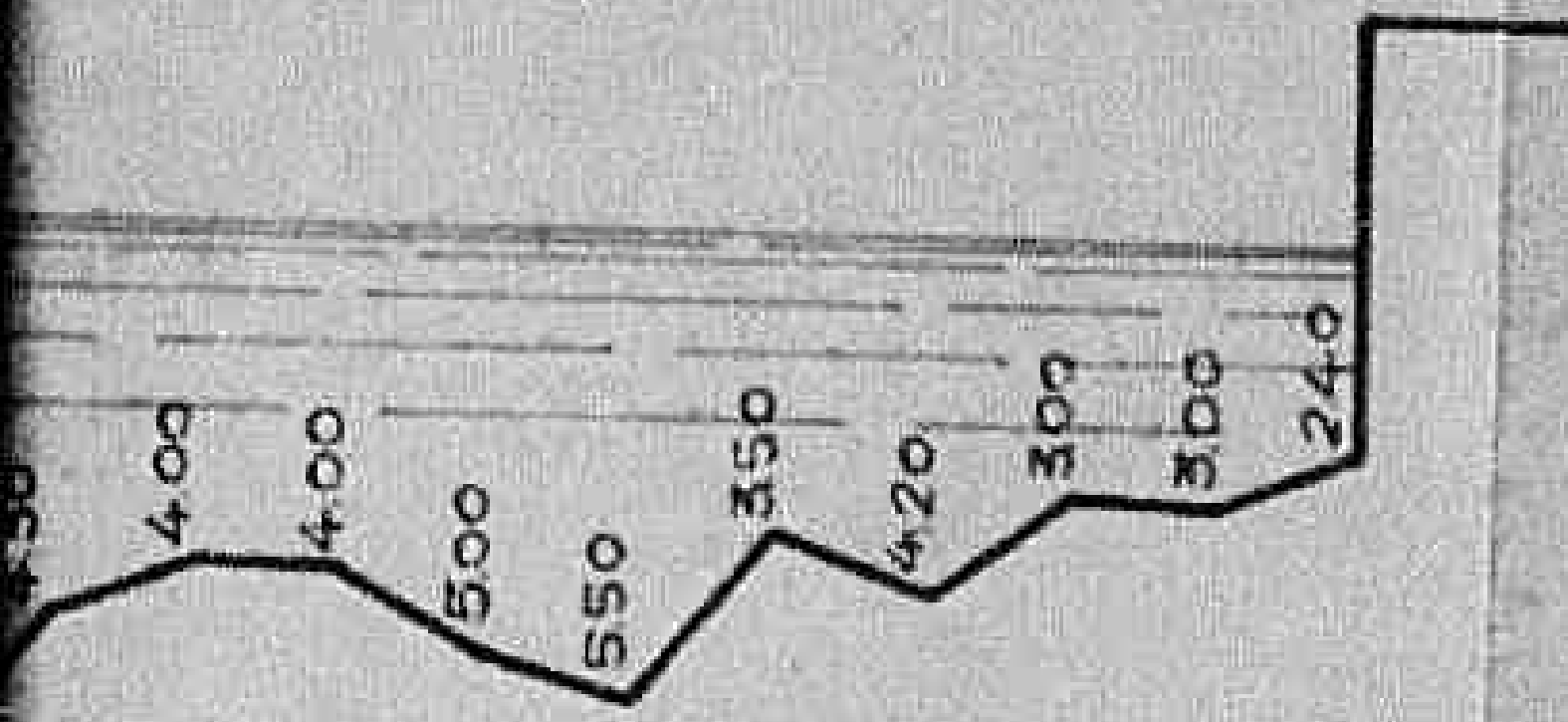
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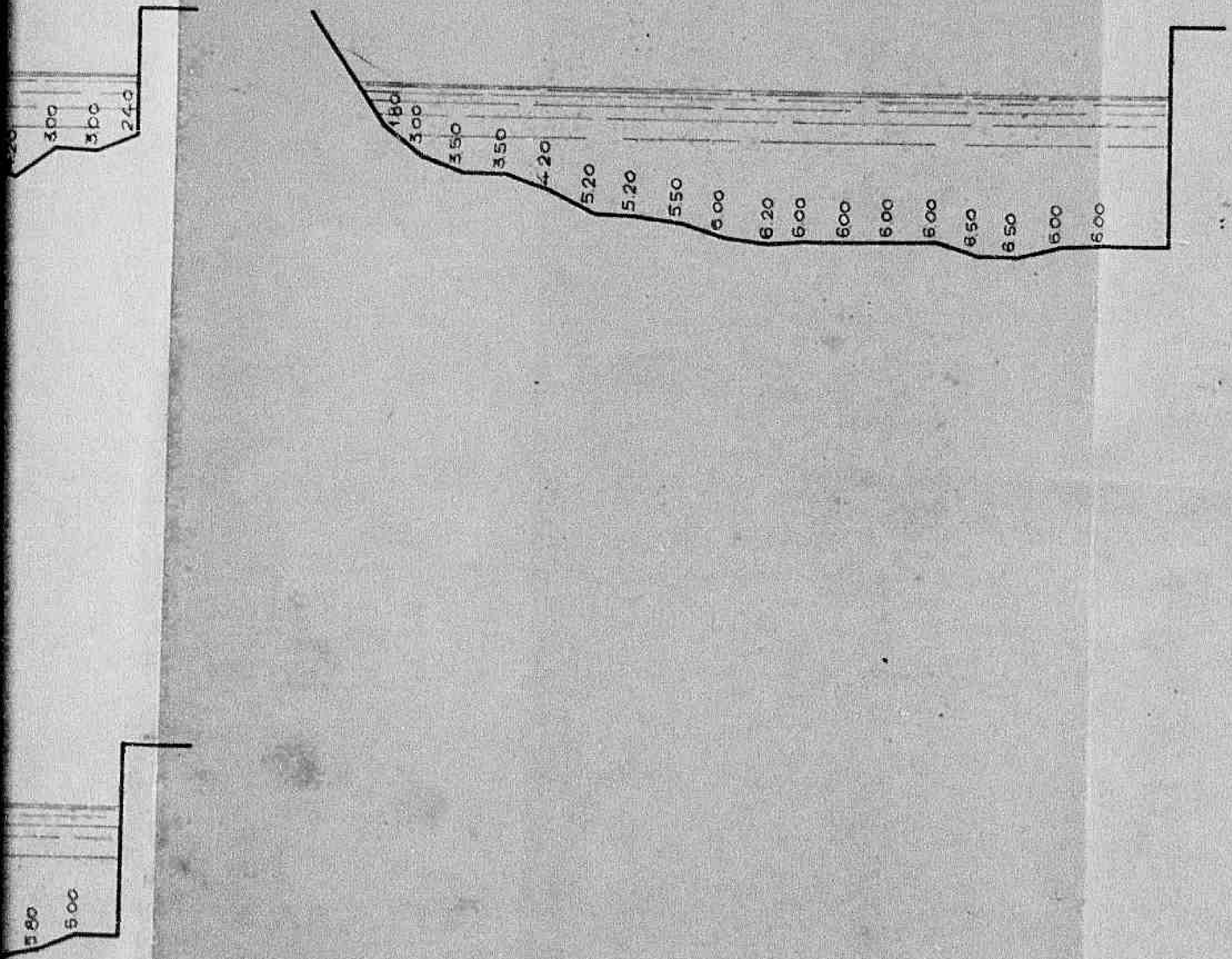
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11



11



COMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTO KELLO, 8

TELEGRAMMI: MARINERE - GENOVA

TELEFONI: 55-484 - 55-788

TELEGRAMMI: MARINERE - ROMA

CODICI: NEW 505 - 508

SCOTT'S 10th EDITION

A. E. C. - BENTLEY

UFFICIO DI ROMA, 28th. May 1945.

VIA DEL TRITONE, 102

TELEFONI: 455-404 - 455-405

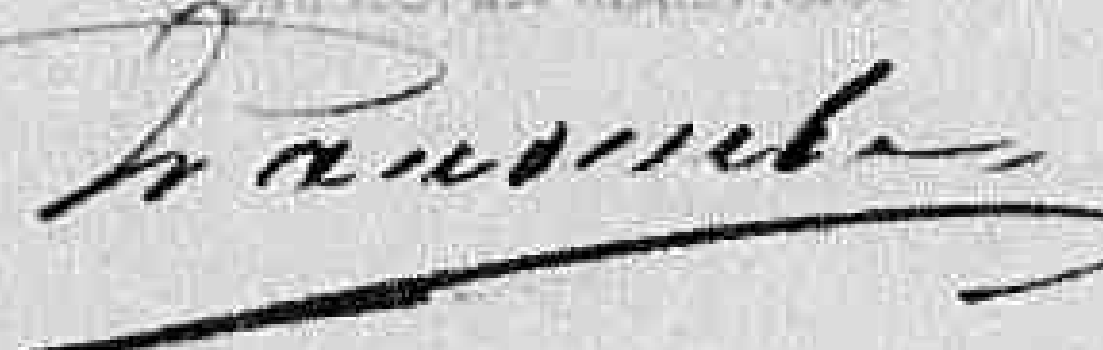
to the Allied Commission,  
Transportation Sub Commission,  
Rome.

Depths at Fiumicino.

Herewith enclosed we beg to hand you two  
copies of a planimetry established in March last showing  
depths at the mouth of the Fiumicino Canal.

Yours faithfully.

COMPAGNIA MARITTIMA



Enclos. 2.

6957

# COMPAGNIA MARITTIMA

GENOVA  
PIAZZA PORTELLO, 6  
TELEGRAMMI: MARINERE GENOVA  
TELEFONI: 20424 - 25-705

TELEGRAMMI: MARINERE - ROMA  
CODICI: NEW BOF - BOE  
ROSTIN TO IN - ENITOM  
A. B. C. - BRISLEY, 9

UFFICIO DI ROMA, 29th. January 1946.  
CORSO D'ITALIA, 19  
TELEFONI: 50151 - 541-527

*Copy for Transportation Sub-Commission.*

to  
Coal Division,  
Allied Commission Head Quarters,  
Rome.

## Civitavecchia/Fiumicino run.

Referring to our conversation regarding the projected increased coal import at Civitavecchia, we beg to give here under a few particulars about the possibilities presently offered by our Civitavecchia/Fiumicino run.

We have now on this line barges for a total cargo capacity of 5,000 tons and six tugboats. After having been completely inactive from the 30th. of December last until the 11th. of this month for lack of coal to unload, part of our craft was engaged by the discharge of the "M. S. STELLA" from the 19th. inst. and the successive arrivals of the "AMBROGIO" and the "RAYMOND CLAPP" increased the claims on our means so that from the 24th. of this month on we have been keeping every day alongside the Allied steamers at Civitavecchia barges for a cargo capacity of over 1,000 tons, quantity which on certain days was considerably higher, as, for instance, on the 27th. inst. when we had ~~more than~~ 2,200 tons alongside.

As a matter of fact the vessels could not deliver as quickly as we could receive but anyhow the above will give you a fair idea of our possibilities and convince you that we are keeping on the safe side when we guarantee that weather allowing and coalships being regularly available, we can receive at Civitavecchia and transport to Fiumicino an average daily quantity of well over 1,000 = one thousand - tons per day.

It would naturally necessitate the increase of the

UFFICIO DI ROMA, 29th. January 1946.

CORSO D'ITALIA, 19

TELEFONO 80161 - 841927

*Copy for Transportation Sub Commission.*

to  
Coal Division,  
Allied Commission Head Quarters,  
Rome.

Civitavecchia/Fiumicino run.

Referring to our conversation regarding the projected increased coal import at Civitavecchia, we beg to give here under a few particulars about the possibilities presently offered by our Civitavecchia/Fiumicino run.

We have now on this line barges for a total cargo capacity of 5,000 tons and six tugboats. After having been completely inactive from the 30th. of December last until the 11th. of this month for lack of coal to unload, part of our craft was engaged by the discharge of the "U.S. STEWART" from the 19th. inst. and the successive arrivals of the "ALABASTER" and the "RAYMOND CLAPPER" increased the claims on our means so that from the 14th. of this month on we have been keeping every day alongside the Allied steamers at Civitavecchia barges for a cargo capacity of over 1,000 tons, quantity which on certain days was considerably higher as, for instance, on the 27th. inst. when we had ~~2,500~~ <sup>2,800</sup> tons alongside.

As a matter of fact the vessels could not deliver as quickly as we could receive but anyhow the above will give you a fair idea of our possibilities and convince you that we are keeping on the safe side when we guarantee that weather allowing and co-operations being regularly available, we can receive at Civitavecchia and transport to Fiumicino an average daily quantity of well over 1,000 = one thousand tons per day.

This would naturally necessitate the increase of the means of discharge at Fiumicino which are presently limited to the sole electric crane. Since months we have been applying for a couple of crawler cranes which would offer the ideal solution of the problem and we beg to confirm that we are even ready to purchase such equipment paying for it in cash.

We shall greatly appreciate what you will kindly do to help us to obtain them.

Yours faithfully,  
COMPAGNIA MARITIMA  
*[Signature]*

*AC/12*

785021

COPY

HEADQUARTERS ALLIED COMMISSION  
A.O. 394  
TRANSPORTATION SUB COMMISSION

Tel : 394  
Ref : AG/18/10/Tn6

7.

5 May 1945

SUBJECT: Rome Coal Service.

TO : Direzione Generale FF.SS., Rome  
Servizio Approvvigionamenti  
Ufficio Combustibile.

1. You are hereby informed that the COMPAGNIA MARITTIMA, 102 Via del Tritone, Rome is employed on the transport by water of coal from Civitavecchia - Fiumicino/Rome and Gaeta - Fiumicino/Rome.

2. This will certify that the above services are directed and controlled by the Transportation Sub Commission, Allied Commission Headquarters, Rome.

R.M. LAZZANELLA, Chief  
Ports & Warehouse Div.

6955



COMPAGNIA MARITTIMA

Roma - Corso d'Italia n. 19

caricazione, trasporto marittimo

e discarice del carbone destinato a Flumicino e Roma.

| benzina<br>litri | olio<br>litri | grasso<br>litri |
|------------------|---------------|-----------------|
| 900              | 27            | 3               |

Allegato il prospetto indicante i veicoli e gli impianti industriali per i quali si richiede il carburante.

Firme dell'Ente o Impresa

COLLEAGUE IN EFFEMIA  
P. C. 54-4-3

Firma di approvazione del competente Ufficio del Genio Civile o  
Ufficio Tecnico competente.

This is to certify that the attachment of  
Chitracaulina to *Chitracaulina* is effected by  
Composita maritima.

(cont). M.A. Gililand:  
Oncology Br.

Port-Maurice, Wis.

Rene S/12/45.

AC/18

COMPAGNIA MARITTIMA - ROMA

GENNAIO 1946

|                       |       |
|-----------------------|-------|
| 1 autov. Bianchi Roma |       |
| S/5                   | 35458 |
| " Alfa Roma           |       |
| Romeo                 | 49194 |
| " Lancia GE/          |       |
| Ardea                 | 31696 |

benzina

ol

300

300

300

Totali :

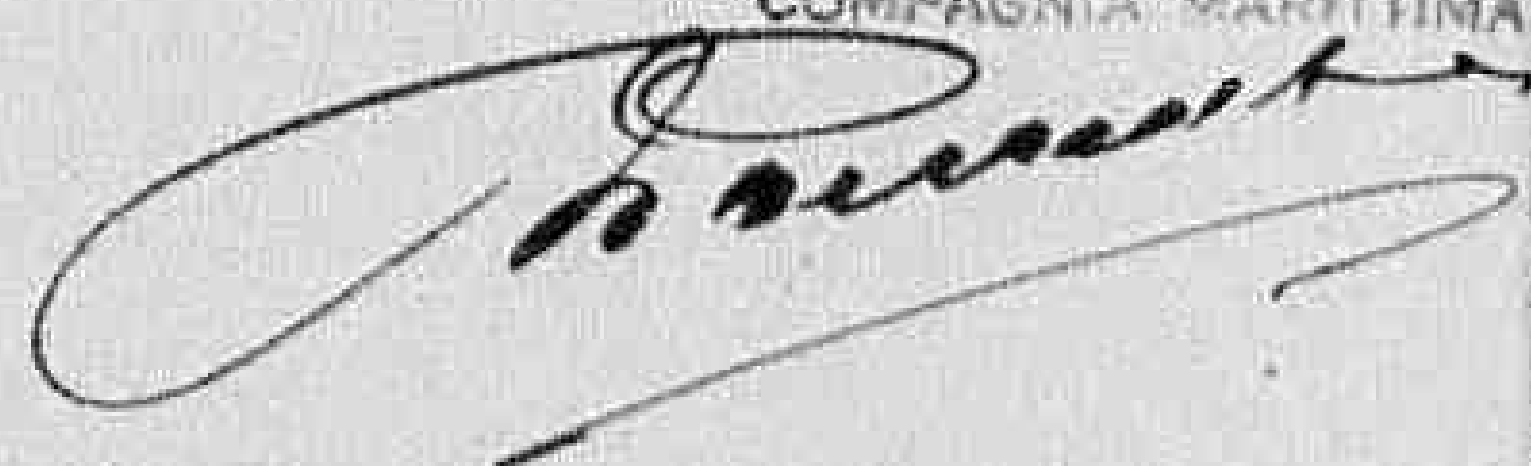
900

2

0953

IL RESPONSABILE

COMPAGNIA MARITTIMA



MA \* ROMA

GENNAIO 1946

|          | benzina | olio | grasso |
|----------|---------|------|--------|
|          | 300     | 9    | 1      |
|          | 300     | 9    | 1      |
|          | 300     | 9    | 1      |
| <hr/>    |         |      |        |
| Totali : | 900     | 27   | 3      |

0953

IL RESPONSABILE

COMPAGNIA MARITTIMA

*[Handwritten Signature]*

Feb

The harbor canal of Fiumicino has never been accessible to large or medium tonnage but only to small craft. This is due to the fact that the Tiber is mainly a torrent - like river which is constantly forming, at its outlet into the sea, a bar of sand and mud which it has always been necessary to dredge in order to maintain there a depth of scarcely three meters. ( 10 feet ).

The traffic in the last years before the war is shown on the table herewith enclosed .

Since the clearing of the harbor canal was started, the sunken craft were raised and the repairs to the quays was effected it has been possible to resume navigation and in some months a quantity of 11.000 tons, mainly of coal, was unloaded there which is a freely good quantity even in excess of the pre war medium.

At Fiumicino there never were more than two cranes, mobile on rails. One of them is property of Agenzia Carboni is in full efficiency and since about one year is discharging coal at a rate up to 1.000 t. per day. The other crane has been blown up by the Germans together with the quay on which it was standing : the Genio Civile is attending to the substitution with a new one of similar characteristics which is expected to be mounted and ready for action in about 4 months time.

6952  
The vessels are looking for a suitable place to discharge

3  
mud which it has always been necessary to dredge in order to maintain there a depth of scarcely three meters. ( 10 feet ).

The traffic in the last years before the war is shown on the table herewith enclosed .

Since the clearing of the harbor canal was started, the sunken craft were raised and the repairs to the quays was effected it has been possible to resume navigation and in some months a quantity of 11.000 tons, mainly of coal, was unloaded there which is a freely good quantity even in excess of the pre war medium.

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It is absolutely false that vessels are <sup>6952</sup>weeks discharging in the port of Fiumicino. The motorschooners and other small vessels calling there with cargoes of general goods have always been unloaded in normal time.

Fiumicino has never been a safe port and it is obvious that

AC/18.

1.

owing to its natural conditions, it cannot be expected to become one in the future. To call it "the most unfortunate harbor of the Tyrranean" (il porto più disgraziato del Tirreno) shows an absolute lack of knowledge of the miserable conditions in which are in this moment the largest ports in Italy. The numerous and diversified studies undertaken since many years in order to build a safe harbor at Fiumicino have invariably failed due to the irremovable natural obstacles.

In order to allow the access to vessels having a draft of maximum four meters (13'6"), that means tonnage of very modest cargo capacity, it would be necessary to demolish one of the moles, have it built up again at a distance of about 50 meters of the other, and have both prolonged into the open sea for at least one hundred meters length but even this would not prevent the continuous forming of the bar at the mouth nor could it increase the depth of the water in the canal.

The navigation up river, to S. Paolo in Rome, was effected before the war by means of small craft drawing not more than 1.50 meter (5 feet). It was carried on as a rule only during winter months. The construction of the so called "drizagno" (a new cut which allows to eliminate one of the worst bents of the Tiber) has provoked a further reduction of the depth towards Rome. Partly owing to the complete lack of dredging during the years of war and partly to the quite exceptional dry summer this year, the depth in <sup>6931</sup> places of the river between Fiumicino and Rome was found to be only 80 centimeters (2'10").

In this season, which is the moment in which the largest quantities

of water are carried by the Tiber, navigation is not possible to craft drawing more than 1.10 meter ( 3'9" ).

It is exact, as stated in the article of the paper, that a vessel came up to S. Paolo in December 1944 with a cargo of coal but ~~this~~ this was not a steamer as said by the paper but just a small motorschooner called " DINA " of 190 tons cargo capacity, and the paper does not mention that this vessel was stranded during this trial trip so that it was obvious that the navigation had to be given up altogether.

The present possibilities of passage as described hereabove are obtained by means of constant dredging effected by a dredger belonging to the Genio Civile which was sunk by the Germans, repaired, and is now operated by said Genio Civile on this job. The same Genio Civile has been attending to the clearing of the harbor/canal and of the river from all wreckage there sunk and has also attended to the repairing and reconstruction of all the damaged quays and moles entrusting all these works to several firms and not to the SIRM Company as stated in the article.

The Pilots Tower, the lodging at the Light House, the mooring and quite a lot of other ports accommodation have been rebuilt.

The only perfectly true thing stated in the article is the statement that for about one century one has vainly wished and tried to organize the harbor or Fiumicino : <sup>and</sup> it ~~could~~ not be expected that this aspiration was to be realized in the last eighteen months when this Country is so severely suffering under the present circumstances.

Report of traffic of Fiumicino harbor

|                         | 1936    | 1937    | 1938    | 1939    |
|-------------------------|---------|---------|---------|---------|
| <u>IN</u>               |         |         |         |         |
| Number of Ships :       | 911     | 804     | 989     | 1239    |
| Net register tons:      | 95.521  | 97.704  | 169.619 | 153.508 |
| Cargoes unloaded tons:  | 115.718 | 104.492 | 160.178 | 200.513 |
| Passengers :            | 309     | 37      | 1.455   | 22      |
| <u>OUT</u>              |         |         |         |         |
| Number of Ships :       | 905     | 807     | 987     | 1.229   |
| Net register tons:      | 90.645  | 96.727  | 170.838 | 152.075 |
| Cargoes loaded tons :   | 13.871  | 11.876  | 11.543  | 12.412  |
| Passengers :            | 65      | 40      | 1.455   | 38      |
| <u>TOTAL</u>            |         |         |         |         |
| Number of Ships :       | 1.816   | 1.611   | 1.976   | 2.468   |
| Net register tons:      | 183.166 | 194.431 | 340.507 | 305.583 |
| Cargoes loaded and unl. | 129.589 | 116.368 | 171.721 | 212.925 |
| Passengers :            | 374     | 77      | 2.910   | 60      |

Report of traffic of San Paolo harbor (Rome)

|                         | 1936   | 1937   | 1938   | 1939   |
|-------------------------|--------|--------|--------|--------|
| <u>IN</u>               |        |        |        |        |
| Number of ships :       | 301    | 298    | 399    | 391    |
| Net register tons :     | 34.797 | 30.920 | 37.385 | 41.028 |
| Cargoes unloaded tons : | 48.801 | 52.086 | 64.942 | 71.163 |
| <u>OUT</u>              |        |        |        |        |
| Number of ships :       | 293    | 285    | 393    | 381    |
| Net register tons :     | 32.908 | 33.986 | 36.850 | 38.151 |
| Cargoes loaded tons :   | 11.121 | 17.231 | 17.730 | 12.402 |
| <u>TOTAL</u>            |        |        |        |        |
| Number of ships :       | 594    | 583    | 792    | 772    |
| Net register tons :     | 67.705 | 64.906 | 74.235 | 79.179 |
| Cargoes loaded and unl. | 59.922 | 69.307 | 82.672 | 83.565 |

On the 4th. of December, in occasion of my visit to the harbor/canal of Fiumicino I made following ascertaintments regarding the work already done or still to be done :

A/ Reconstruction of about 1.300 meters of quay - right hand side -  
A length of 250 meters is finished - work on the rest is already well ahead.

B/ Reconstruction of 118 meters of quay - left hand side -  
The demolition of the concrete superstructure of the quay is going on. This quay will be reconstructed in brickwork as has been done for the quay to the right hand side.

C/ Reconstruction of the " Torre del Piloti " ( Pilots' tower ).  
Completed as far as brickwork is concerned. Well ahead the other finishing work ( plaster - fixtures - tint etc. )

D/ Reconstruction of the lodging - light house -

Wallwork finished . Refinishing work well advanced.

E/ Reconstruction of the iron swing bridge.

According to information it seems that the Genio Civile has already opened a competition tender amongst specialized firms for this reconstruction which will apparently be started beginning of next year.

F/ Repairing of paps in the North and South moles.

Practically finished by means of concrete blocks of about one cubic meter each. The flat upper part is under reconstruction.

G/ Rebuilding of a crane of 1 1/2 t.  
new

A crane similar to the one destroyed is now being built at

B/ Reconstruction of 118 meters of quay - left hand side -

The demolition of the concrete superstructure of the quay is going on. This quay will be reconstructed in brickwork as has been done for the quay to the right hand side.

C/ Reconstruction of the "Torre del Piloti" (Pilots' tower).

Completed as far as brickwork is concerned. Well ahead the other finishing work ( plaster - fixtures - tint etc. )

D/ Reconstruction of the lodging - light house -

Wallwork finished . Refinishing work well advanced.

E/ Reconstruction of the iron swing bridge.

According to information it seems that the Genio Civile has already opened a competition tender amongst specialized firms for this reconstruction which will apparently be started beginning of next year.

F/ Repairing of gaps in the North and South moles.

Practically finished by means of concrete blocks of about one cubic meter each. The flat upper part is under reconstruction.

6948

G/ Rebuilding of a crane of 1 1/2 t.

new

A crane similar to the one destroyed is now being built at

the Cerretti and Tanfani Works at Milen. The crane will be

mobile, on rails, and is expected to be ready for use in

It

4/5 months time. ~~It~~ will be mounted on the length of the

right hand quay which is already completed.

AC/18

H/ Clearing of the canal.

The Compagnie Marittima has brought to Fiumicino the floating crane " TRIESTE " of a total lifting power of 150 tons. With the help of this crane it is expected that the remaining craft still lying on the bottom of the river can be cleared. Amongst those craft are two tankers ( HEIDE and ROSTOCK ) French property, two wooden barges belonging to the STAMAR Co. , 2 other ones owned by the FLUMAR Co., 2 iron mud carriers, one barge belonging to the Genio Civile and further crafts of minor importance.

2363

INTER OFFICE MEMO

AJP/au ✓

Tel : 476

24 July 1945

Ref : 43-3/74/FOOD

SUBJECT : Rations for Dredger Personnel

TO : Transportation Sub-Commission  
Port and Warehouse Division

1. Your letter of 20 July AC/18/26 Tn.6 is reference.
2. A copy is being passed to the Ministry of Food with a recommendation that on favourable examination of the case, rations for Merchant ship's crews be issued to the crew of the Dredger whilst performing the work allotted to it by your Division.
3. There are no supplementary rations supervised by Food Sub-Commission which can be issued.

Copy for Info to :  
Ministry of Food.

*W.J. Leck*  
W.J. LECK  
Colonel  
Director, Food Sub-Commission

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION

Tel. 290  
Ref. AC/18/26/Tn6

RMB/mvm  
20 July 1945

SUBJECT: Allotment of Rations for Personnel Working on  
Dredging the Tiber River

TO : Food Sub Commission

1. For your information and attention, attached is copy of translation of letter dated 17 July 1945, #5169, received from Genio Civile, Special Office for the Tiber at Rome.

2. This dredging job is very essential and we are doing everything possible to assist Genio Civile with same.

3. While it is stated in the attached letter that dredging will last at least three months from date of their letter, it is expected that same will be finished within a month and a half or two months from date of their letter. Therefore, if any rations can be allocated for these workers, we believe it should be done on a week to week basis.

4. Please advise whether or not you can be of any assistance in this connection.

R. M. BAZZANELLA, Chief  
Ports & Warehouse Division

Attachment:  
As stated in para 1.

6945

AC/18

TRANSLATION

TRANSLATION

CORPO REALE DEL GENIO CIVILE

UFFICIO SPECIALE PER IL TEVERE E PER L'AGRO ROMANO

#5169

Rome, 17 July 1945

Headquarters Allied Commission  
Ports & Warehouse Division  
Rome

Subject: Allotment of Rations for Personnel Working on Dredging  
the Tiber River.

As is known, this Office is now carrying out, with personnel of the dredger "GALLILEO FERRARIS", the dredging works in the Tiber River, work which has been requested by your Sub-Commission.

The personnel on the dredger is obliged to eat at least one meal on board. Now that the dredger, as per instructions issued by you, is being transferred to Fiumicino, they will be obliged to take two meals daily on board.

In view of present difficulties, we, desirous of meeting the needs of our staff, asked the Annona to allow us supplements due for very heavy work, but they refused, saying that our workers have no supplements due to them.

We, therefore, apply to the Allied Commission so that they may kindly approach the competent Office, to obtain concession of daily food rations for the personnel of the dredger who are really doing very heavy work of great importance for the re-establishment of river communications between the port of San Paolo and Fiumicino.

It is a case, therefore, of allotting food for two meals daily to 15 workmen for a period of at least three months, within which time it is presumed the work will be finished.

Thanking you,

The Head Engineer

GIULIO BELLOMO

(initialled)

6944

TRANSLATION of letter, dated 17 July 1945, No.5169, of  
Genio Civile, Special Office for the Tiber, Rome, to Ports  
& Warehouse Division.

Subject: Allotment of rations for personnel working on dredg-  
ing the Tiber river.

As is know this Office is now carrying out, with person-  
nel of the dredger " GALILEO FERRARIS " the dredging works in  
the Tiber river, work which has been requested by your Sub-  
Commission.

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one meal on board; now that the dredger, as per instructions  
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of daily food rations for the personnell of the dredger who,  
really, are doing very heavy work, of great importance for the  
re-establishment of river communications between the port of  
San Paolo and Fiumicino.

It is a case, therefore, of allotting food for two meals  
daily to 15 workmen for a period of at least three months,  
within which time it is presumed the work will be finished.

Thanking, etc.

6943



MINISTERO DEI LAVORI PUBBLICI  
CORPO REALE DEL GENIO CIVILE  
UFFICIO SPECIALE  
PER IL TEVERE E PER L'AGRO ROMANO

Roma, 11 17 406. 1946  
Via Montebello

ALLIED HEADQUARTERS  
ALLIED COMMISSION PORTS & WARE-  
HOUSE DIVISION

N. di protocollo 5169 Alleg.

Disposta alla nota N.

del

ROMA

OGGETTO { Assegnazione razione viveri per personale addetto  
ai lavori di dragaggio sul fiume Tevere.

Come è noto questo Ufficio sta attualmente ese-  
guendo a mezzo del personale della draga "Gallileo  
Ferraris" i lavori di dragaggio del fiume Tevere, la-  
vori più volte sollecitati anche da codesta Commisio-  
ne Alleata.

Il personale imbarcato sulla draga è costretto  
a consumare almeno un pasto a bordo; ora poi che la  
draga, secondo disposizioni da codesto Ufficio im-  
partite, si dovrà trasferire a Fiumicino, essi saran-  
no costretti a consumare a bordo tutti e due i pasti  
giornalieri.

Date le difficoltà odierne, questo Ufficio, anche  
per venire incontro ai bisogni dei propri dipendenti

./.

chiedeva all'Ufficio Annona la concessione dei supplementi per la vori pesantissimi ma la richiesta veniva respinta poichè, si disse, ai nostri operai non spettavano i supplementi.

Questo Ufficio si rivolge pertanto a codesta Commissione Alleata perchè voglia cortesemente interessarsi presso l'Ufficio competente, per ottenere concessione della razione viveri giornaliera per il personale della draga che, effettivamente, è addetto ad un genere di lavoro molto pesante, e di grande importanza per il ristabilimento delle comunicazioni fluviali fra il porto di S. Paolo e Fiumicino.

Si tratta quindi, complessivamente, di assegnare i viveri per due pasti giornalieri a N. 15 operai per un periodo di almeno tre mesi, periodo entro cui si presume di ultimare tali lavori.

Si ringrazia

L'INGEGNERE CAPO  
(Giulio BELLOMO)

TRANSLATION of letter dated 1 Sept. <sup>1945</sup> of Genio Civile,  
addressed to A.C.HQ.

Subject: Repairs on wharves river port S. Paolo (Rome).

This Office has just given a contract for the repairs  
of the wharves of the S. Paolo river port.

For this reason it is indispensable that the workmen  
and the engineer staff have free access along the walls of  
the wharf left of the river port, in order to undertake the  
necessary repairs.

We are informed that the soldiers of the Railway  
Section of the Allied Armed Forces stationed there, will  
not allow access to civilians, and we therefore ask you to  
kindly take up the matter with the competent Office, in  
order that the personnel attending to repairs for a/c of  
the Genio Civile be allowed free access to the works.

Thanking you, ..

*all in order*  
*AC/18*

*563191*  
*F.B. [Signature]*

*6941*



MINISTERO DEI LAVORI PUBBLICI

**CORPO REALE DEL GENIO CIVILE**

UFFICIO SPECIALE  
PER IL TEVERE E PER L'AGRO ROMANO

*N. di protocollo 6841 Alleg.*

*Risposta alla nota N*  
*del*

Roma, 11  
Via Monsambano

SET. 1944

ALL'HEADQUARTERS ALLIED  
COMMISSION TRANSPORTATION  
SUB-COMMISSION

A.P.C. 394

**OGGETTO** { Lavori di riparazione calate porto fluviale  
di S. Paolo ( Roma)

Questo Ufficio ha testè appaltato i lavori di ripara-  
zione delle calate del porto fluviale di S. Paolo.

Per tali lavori è indispensabile che tanto le mac-  
chine quanto il personale di assistenza possa libera-  
mente accedere lungo i muri di calata in sinistra del  
predetto porto fluviale, provvedere alle necessarie ri-  
parazioni.

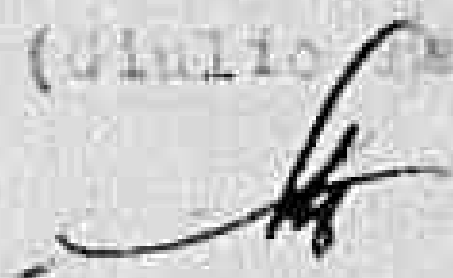
Poichè risulta a questo Ufficio che i militari ap-  
partenenti alla Sezione Ferroviaria delle F.S.A. Allea-  
te di stanza colà, non consentono accesso in sito a ci-  
vili, si prega cotesto Headquarters di voler compiacer-  
si interessare il competente Comando, affinché al perso-  
nale addetto alle riparazioni per conto di questo Ge-  
nio Civile, venga consentito libero accesso al luogo dei  
lavori.

lavori.

Si ringrazia

L'INGEGNERE CARO

(Giulio Bellomo)



HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 270  
Ref. AC/18/4/Tn6

RER/lml  
24 March 1945

SUBJECT : Transport of Coal to Fiumicino and Rome.

TO : Compagnia Marittima  
102 Via Del Tritone  
Rome

1. Your letter dated March 20, 1945 with reference to our letter AC/18/1/Tn6 dated 22 February 1945, in which your company was authorized "to use seabarges and tugboats which may be released to you for hauling bulk coal tonnage between Civitavecchia and/or Gaeta to Fiumicino and Rome" refers.

2. It will be in order for your company to carry on with this service indefinitely.

3. However, should it be found necessary at any time to revoke this authority you will be duly notified as far in advance as conditions may permit.

MERRITT H. TAYLOR  
Director  
Transportation Sub-Commission

CC: Col. Guley, Coal Division, Industry S/C.  
Col. Staff, Movements Division, Transportation S/C

785021

**COMPAGNIA MARITTIMA**

**GENOVA**

PIAZZA PORTELLO, 6

TELEGRAMMI: MARINERE - GENOVA

TELEFONI: 88-484 - 88-788

TELEGRAMMI: MARINERE - R

CODICI: NEW BOX - BOX

SCOTT'S 10TH EDI

A. B. C. - BENTL

UFFICIO DI ROMA,

VIA DEL TRITONE, 102

TELEFONI: 485-404 - 485-405

Allied Commission,  
Transportation Sub Commission,  
Rome.

Transportation of coal from Civitavecchia  
and Gaeta to Fiumicino and Rome.

With reference to your letter dated 20th. ult. we trust that you will have realized that with the means at our disposal and when the coal was available at Civitavecchia we have carried out the transportation of coal at a rate which we feel confident you will have found satisfactory.

We beg therefore to request you to kindly authorize us to proceed with this service considering the experimental period satisfactorily closed.

As regards our arrangements with the Italian State Railways, we beg to inform you that we have taken entirely at our risk any loss of time incurred for any reason whatever at the loading, transportation and discharging of our means and that furthermore with the tariff established for the transportation from Civitavecchia to Fiumicino we also cover the carriage from Gaeta and up to the harbor of S. Paolo in Rome. Furthermore no extra charge for the Italian tax "tassa sull'entrata" has been included in the above tariff.

Looking forward to your confirmation,

yours faithfully,

COMPAGNIA MARITTIMA

*Francesco Calvi*  
FRANCESCO CALVI

6938

785021

HEADQUARTERS ALLIED COMMISSION  
AFC 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/18/1/Tn6

CCC/1ml  
20 February 1945

SUBJECT : Transport of Coal to Fiumicino and Rome.

TO : Compagnie Marittima  
102 Via Del Tritone  
Rome

1. As agreed in interview of this morning, your Company is authorized to use seabarger and tugboats which may be released to you for hauling bulk coal tonnage between Civitavecchia and/or Gaeta to Fiumicino and Rome.
2. It will be required, in order for your Company to use this authority, that you make the necessary previous arrangements with the Italian State Railway.
3. It is understood, however, that this authority is granted on a temporary basis and will expire March 20, 1945.

HERRITT H. TAYLOR  
Director  
Transportation Sub-Commission

CC: Col. Oxley, Coal Division, Industry S/C  
Col. Sieff, Movements Division, Transportation S/C

6937

785021

HEADQUARTERS ALLIED COMMISSION  
APO 391  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/19/3/To6

CCC/ind  
16 February 1945

INTER-OFFICE MEMORANDUM:

SUBJECT : Coal Traffic to Rome.

TO : Col. M. J. Sierra.

1. Attached hereto find copy of letter referring to coal trade to Rome. Compagnia Marittima is anxious to have a written confirmation of their responsibility and have attached a sample of the letter they would like to receive from Allied Commission.
2. Both MEZMO and Mr. Hughes, DOMC, Naples have agreed to release the necessary craft for the service.
3. I should like to suggest that these operators be informed that they hold no monopoly in the trade and that it is imperative that they reach a satisfactory agreement with the Government Coal Monopoly, before we release the craft to the trade.
4. Col. Oxley, Industry Sub-Commission, Coal Division, asks that Movements Division, Transportation Sub-Commission, advise him by letter that ship turn around is of prime importance and justifies the added expense of sea transport from Civitavecchia to Rome for coal. Also, any added justification, such as, shortage of rail wagons. I would appreciate copies of both these letters.
5. In a trial run, the crank shaft of the M/V Punta Amica, broke which will delay the vessel 40 days.

*Charles C. Crooks*

CHARLES C. CROOKS, CHIEF  
Ports & Warehouse Division  
Transportation Sub-Commission

Attachment:

As stated in  
Paragraph 1.

6336

to Compagnia Marittima,  
Via del Tritone, 102;  
R o m e .

With reference to your letter dated 15th. inst. including a list of various craft to be employed for the transportation of coal from Civitavecchia or Gaeta to Fiumicino and Rome, we beg to confirm that the whole scheme as exposed by you has been approved by ..... and that you are directed to proceed with the execution using all the means contemplated in your list as soon as they will be available and released by the Allied Authorities. You will have to attend to all direct arrangements to be made with the ship Owners and with the receivers of the coal, you acting as charterers, so as to ensure the quickest possible service.

6955

# COMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTELLO, 3

TELEGRAMMI: MARINERE - GENOVA

TELEFONI: 26-424 - 26-788

TELEGRAMMI: MARINERE - ROMA

COODICI: NEW 502 - 504

SCOTT'S 10 TH EDITION

A. B. C. - BENTLEY'S

UFFICIO DI ROMA, 15th. February 1945.  
VIA DEL TRITONE, 102  
TELEFONI: 485-404 - 485-405

to the Allied Commission,  
Transportation Sub Commission,  
R O M E .

## Transport of coal to Fiumicino and Rome.

With reference to our letter dated January 19th. and confirming what has been agreed between you and us in the course of the last days, we are ready to undertake the transportation of coal from Civitavecchia or Gaeta to Fiumicino and Rome using the craft described in the list herewith attached.

By means of the craft mentioned under numbers 1), 2), 3), 4), 5), 6), 7), which are already in operation, we estimate that we could carry about 4.000 tons per month.

By means of the craft indicated under paragraphs 8), 9), 10), 11), 12), using them as soon as they will become available, we expect to be able to increase the monthly quantity carried to Fiumicino and Rome by a further 4.000 tons, thus making a total of about 8.000 tons per month, when all the means will be in operation.

We shall be glad to hear from you as soon as possible that all instructions have been given for the release of the craft not yet at our disposal.

Yours faithfully,

COMPAGNIA MARITTIMA

  
FRANCESCO SAVERIO

Encl.

6934



DESCRIPTION OF CRAFT READY FOR THE COAL TRADE  
FROM CIVITAVECCHIA OR GASTA TO  
FIUMICINO & ROME.

- 1) Tugboat "MATILDE", abt. 170 HP, m. 2.30 draft,  
Owner: Mr. PROCCHI of Portoferraio, & Rome.  
(Already in service for the charcoal trade)
- 2) " " "MANUELO", abt. 240 HP, m. 2.60 draft.  
Owner: Owners' representative Mr. TULLER, Rome.  
(Now ready at Cagliari, under Italian Navy)
- 3) " " "TEVERE", abt. 320 HP, abt. m. 1.70 draft, Owners in Rome.  
(Now undergoing repairs at Naples)
- 4) Seabarge "MARINI", abt. 300 tons cargo capacity on abt. m. 2.70 draft.  
Owners: Mr. PROCCHI of Portoferraio & Rome.  
(Already used in the charcoal trade)
- 5) " " "CICERONE", abt. 300 tons cargo capacity on abt. m. 1.60 draft.  
Owners: S. Graziani & Co., Rome.  
(In Allied service at Civitavecchia)
- 6) " " "FILIPPO", abt. 300 tons cargo capacity on about m. 2.70 draft.  
Owners: ILVA Co., Rome.  
(Already used for the charcoal trade)
- 7) " " "GIACOMO", same as above.

DESCRIPTION OF CRAFT EXPECTED READY IN A SHORT TIME.

- 8) Up to 3 other seabarges similar to the "Filippo" & "Giacomo", owned by the Ilva Co. and now in course of salvage and repairs. One ready by the end of February and the other two by the middle of March.
- 9) Tugboat "HERMES" abt. 250 HP on abt. m. 2.50 draft.  
Owners: Graziani & Co., Rome.  
(now repairing at Cagliari - Italian Navy)
- 10) M/s "PUNTA AMICA" abt. 400 tons cargo capacity on abt. m. 2.50 draft.  
Owners: LIQUORI ROMANA Co., Rome.  
(Presently undergoing some repairs at Palermo & expected ready by the end of February).
- 11) S.S. "PUNTA D'OSTRO" abt. 330 tons cargo capacity on abt. m. 2.70 draft.  
(Now under way to Taranto for repairs & expected ready abt. end of May).
- 12) EX GERMAN MOTORBARGE "KONIGSBERG", of abt. 300 tons cargo capacity on abt. m. 1.50 draft.  
(Prize of War, under British Navy, now undergoing repairs at Orbetello, expected ready middle April.

- 13) Up to ten riverbarges with very shallow draft belonging to the "MONTECATINI" Co. and presently lying at Orbetello. 2 or 3 should be ready by now while a certain amount of pitch and oakum should be allotted by the Allied Authorities for a proper caulking of the others ( up to about 16 in all). They have a cargo capacity from 60 to 75 tons each and are very suitable for the carriage of coal on the Tiber river.
- 14) The transportation of coal with all the crafts and ships mentioned above will not interfere with the charcoal trade which will be carried out using two seabarges of the "Marini" type only.

Rome, 15th February 1945.



6932

COMPAGNIA MARITTIMA

FOGLIO N.

X Fiumicino XRec. 27/11/45  
=

TRANSPORTATION OF COAL FROM CIVITAVECCHIA  
TO FIUMICINO/ROME .

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The resumption of the sea transportation of coal from Civitavecchia to Fiumicino/Rome, which had been in existence for many years before the war, was studied for quite a long time and prepared by Transportation Sub Commission and Compagnia Marittima.

It was finally started in February last by a group constituted for this purpose by Compagnia Marittima, and, after the satisfactory completion of trial period of one month, it was definitely entrusted to Compagnia Marittima by Transportation Sub Commission ( letter 20/13/4/Tn 6 of March 24th.)

Previous to the beginning of the service, Compagnia Marittima, in agreement with Transportation Sub Commission, had arranged the economical side of the business with the responsible Italian Authorities ( Italian State Railways, Ministero dei Trasporti ) and formed a group of various enterprises to cooperate in the coal run amongst which AGENZIA CARBONI, LIGURE ROMANA, R.A.M.I., Ditta DINO PROSCI, SOC. COMMERCIALE ITALIANA AZIONARIA ( S.C.I.A. ), IMPRESE MARITTIME RIUNITE, various ship owners etc. The tariffs agreed upon with the Italian Railways were considerably inferior to the legal tariffs of the official CO.GE.RA. and have never been increased since notwithstanding successive rises in wages and other overhead charges ? These tariffs have never given way to remarks or complaints.

Since the month of February this service has been carried on

under Allied Control, without interruption and in a satisfactory manner. Its necessity has been amply demonstrated by practice and it has been repeatedly confirmed at official meetings and in other occasions.

The following is a brief summary of the results achieved at Civitavecchia by this service which disposes presently of various craft having a total loading capacity of 3,600 tons:

a/ whenever necessary, on account of the excessive draught of the coal - ships, lighterage is effected in the outer harbour of Civitavecchia until the reduced draught allows mooring alongside the berths in the harbour. In this manner it is possible to deal at Civitavecchia with any Liberty or other ship, whatever her size, and whether she has to discharge there her full cargo or just wants to lighten part of it before carrying the remainder to other ports where such lighterage is not possible.

b/ quickest discharge is assured within the limits of the laydays, even in the case of several vessels calling simultaneously at Civitavecchia, a not infrequent occurrence due to arrivals in that harbour of goods for different receivers such as UKRAIA, wine and other cargoes for Italian account etc.

c/ A daily rate of discharge of over one thousand tons per vessel can be maintained, even with the simultaneous presence of several ships, thus avoiding the unloading during night-time. It is evident that such a high rate can be obtained only with the help of lighters

has been repeatedly confirmed at official meetings and in other occasions.

The following is a brief summary of the results achieved at Civitavecchia by this service which disposes presently of various craft having a total loading capacity of 5,600 tons:

a/ Whenever necessary, on account of the excessive draught of the coal - ships, lighterage is effected in the outer harbour of Civita vecchia until the reduced draught allows mooring alongside the berths in the harbour. In this manner it is possible to deal at Civitavecchia with any Liberty or other ship, whatever her size, and whether she has to discharge there her full cargo or just wants to lighter part of it before carrying the remainder to other ports where such lighterage is not possible.

b/ Quickest discharge is assured within the limits of the laydays, even in the case of several vessels calling simultaneously at Civitavecchia, a not unfrequent occurrence due to arrivals in that harbour of goods for different receivers such as URMAS, wine and other cargoes for Italian account etc.

c/ A daily rate of discharge of over one thousand tons per vessel can be maintained, even with the simultaneous presence of several ships, thus avoiding the unloading during night-time. It is evident that such a high rate can be obtained only with the help of lighters even when the vessel is moored alongside berth : discharging completely ashore would require for the central holds twice the time (24/30) to unload the smaller and fore and after holds. Simultaneous discharging

overboard, by means of a supplementary gang, is therefore a matter of absolute necessity.

d/ A considerable acceleration is obtained in the run of all coal vessels calling at Civitavecchia and it may be considered that the dispatch money earned thanks to the discharging overboard compensates the cost of the sea transport to Fiumicino/Rome.

Besides the facts here above exposed it is well known that the permanent insufficiency of railway trucks and the unreliability of their arrival at the harbour of Civitavecchia, together with the technical difficulty of their manoeuvring on the berths there, do not allow of a normal unloading ashore which is practically always delayed and often interrupted for a more or less long time.

It should be borne in mind that, even in normal times when a plentiful number of railway waggons and every manoeuvring facility consented to depend fully on punctual railway service, it was customary at Civitavecchia as well as at other Italian harbours, to discharge on barges at least one third of all coal cargoes and, in the case of Civitavecchia, a good deal of these bugges was taken to Fiumicino and S. Paolo in Rome.

In this connection should be reminded that, for many years before the war, the coal traffic Civitavecchia, Fiumicino has been the main activity of both the port and the population of Fiumicino and that to day well over one hundred families are getting their living

matter of absolute necessity.

d/ A considerable acceleration is obtained in the run of all coal vessels calling at Civitavecchia and it may be considered that the dispatch money earned thanks to the discharging overboard compensates the cost of the sea transport to Fiumicino/Rome.

Besides the facts here above exposed it is well known that the permanent insufficiency of railway trucks and the unreliability of their arrival at the harbour of Civitavecchia, together with the technical difficulty of their manoeuvring on the berths there, do not allow of a normal unloading ashore which is practically always delayed and often interrupted for a more or less long time.

It should be borne in mind that, even in normal times when a plentiful number of railway waggons and every manoeuvring facility consented to depend fully on punctual railway service, it was customary at Civitavecchia as well as at other Italian harbours, to discharge on barges at least one third of all coal cargoes and, in the case of Civitavecchia, a good deal of these barges was taken to Fiumicino and S. Paolo in Rome.

In this connection should be reminded that, for many years before the war, the coal traffic Civitavecchia/Fiumicino has been the main activity of both the port and the population of Fiumicino and that to day well over one hundred families are getting their living out of this service which offers them the sole possibility of work in that region.

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other occasions.

The following is a brief summary of the main points achieved at Civitavecchia by this service which disposes presently of various craft having a total loading capacity of 3,600 tons :

a/ Lighterage in the outer harbour of Civitavecchia of vessels on anchor which have a draught not allowing them to moor alongside the berths in the harbour. In this manner it is possible to deal with any Liberty or other ship whether she has to discharge her full cargo or just wants to lighten part of it, the remainder being bound for other ports.

b/ Quick discharge within the limits of the laydays, even in the case of several vessels calling at the same time, which is a not unfrequent occurrence due to other arrivals for account of different receivers, UMRRA etc.

c/ A daily rate of discharge of over 1,000 tons per vessel, even with the simultaneous presence of several ships, thus avoiding the unloading during night time. It is evident that such a rate could not be obtained without the discharging into lighters even when the vessel is moored alongside berth, considering that with one gang discharging ashore at each hold it would take twice as long to empty the central holds than is needed to unload the fore and after holds of smaller capacity.

d/ Dispatch money which compensates the cost of transportation to

The following is a brief summary of the main points achieved

at Civitavecchia by this service which disposes presently of various craft having a total loading capacity of 3,600 tons :

a/ Lighterage in the outer harbour of Civitavecchia of vessels

on anchor which have a draught not allowing them to moor alongside the berths in the harbour. In this manner it is possible to deal with any Liberty or other ship whether she has to discharge her full cargo or just wants to lighten part of it, the remainder being bound for other ports.

b/ Quick discharge within the limits of the laydays, even in the case of several vessels calling at the same time, which is a not unfrequent occurrence due to other arrivals for account of different receivers, UNRRA etc.

c/ A daily rate of discharge of over 1,000 tons per vessel, even with the simultaneous presence of several ships, thus avoiding the unloading during night time. It is evident that such a rate could not be obtained without the discharging into lighters even when the vessel is moored alongside berth, considering that with one gang discharging ashore at each hold it would take twice as long to empty the central holds than is needed to unload the fore and after holds of smaller capacity.

d/ Dispatch money which compensates the cost of transportation to Fiumicino/Rome, and a considerable acceleration in the run of all coal vessels calling at Civitavecchia.

Besides it is well known that the insufficiency of railway trucks and the unreliability of their arrival at Civitavecchia, together

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## TRANSPORTATION OF COAL FROM CIVITAVECCHIA

TO FIUMICINO / ROME .

The reorganization of the sea transportation of coal from Civitavecchia to Fiumicino/Rome which has been in existence for many years before the war, was studied and prepared for quite a long time by Transportation Sub Commission and Compagnia Marittima.

It was finally started in February last by the group which had been constituted by Compagnia Marittima for this purpose and, after the satisfactory completion of a trial period of one month, it was definitely entrusted to Compagnia Marittima by Transportation Sub Commission ( letter AC/18/4/Tn 6 of March 24th. ).

Before the beginning of the service Compagnia Marittima had arranged the economical side of the business with the responsible Italian Authorities ( Italian State Railways, Ministero dei Trasporti ) and formed a group of various enterprises to cooperate in the coal run amongst which AGENZIA CARBONI, LIQUE ROMANA, R.A.M.I., DITTA DINO PROCCHI, SOC.COMMERCIALE ITALIANA AZIONARIA, IMPRESE MARITTIME RIUNITE etc. The tariffs agreed upon with the Italian Railways were considerably inferior to the legal tariffs of the official CO.GE.NA. and have never been increased since 1937= standing successive rises in wages and other overhead charges.

The reorganization of the sea transportation of coal from Civitavecchia to Fiumicino/Rome which has been in existence for many years before the war, was studied and prepared for quite a long time by Transportation Sub Commission and Compagnia Marittima.

It was finally started in February last by the group which had been constituted by Compagnia Marittima for this purpose and, after the satisfactory completion of a trial period of one month, it was definitely entrusted to Compagnia Marittima by Transportation Sub Commission ( letter AC/18/4/Tn 6 of March 24th. ).

Before the beginning of the service Compagnia Marittima had arranged the economical side of the business with the responsible Italian Authorities ( Italian State Railways, Ministero dei Trasporti ) and formed a group of various enterprises to cooperate in the coal run amongst which AGENZIA CARBONI, LIGURE ROMANA, R.A.M.I., DITTA DINO PROCCHI, SOC.COMMERCIALE ITALIANA AZIONARIA, IMPRESE MARITTIME RIUNITE etc. The tariffs agreed upon with the Italian Railways were considerably inferior to the legal tariffs of the official CO.GE.MA. and have never been increased since 1934. Standing successive rises in wages and other overhead charges. These tariffs have never given way to remarks or complaints.

Since the month of February this service has been carried on under Allied control, without interruption and in a satisfactory manner. Its necessity has been amply demonstrated by practice and it has been repeatedly confirmed at official meetings and in

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with the difficulty of the movements on the berths donot allow of a normal unloading which is always delayed and may in certain cases be altogether arrested.

Even in normal times, when the number of railway trucks and their regular movements permitted to depend fully on punctual rail service, in Civitavecchia and in all other ports, at least one third of every coal cargo was discharged on barges and in the case of Civitavecchia a good deal of these barges were taken to Fiumicino and S. Paolo in Rome.

It must be borne in mind that, for many years before the war, the coal traffic Civitavecchia/Fiumicino has been the main activity of the port and the population of Fiumicino and that to day well over one hundred families are getting their living out of our service which offers them the sole possibility of work in that region.

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simultaneous discharging of several ships in that harbour. Besides the intervention of this service allows at Civita vecchia of a rate of discharge which could not be obtained there ~~in~~ in any other manner with consequent acceleration in the run of the vessels calling there, and with a considerable economy ( dispatch money ) which obviously compensates more than the whole cost of the service. The constant shortage of railway trucks is another reason sufficient by itself to justify the maintenance of this sea transport.

The Transportation Sub Commission fully appreciated the work done by this service and has always tried to intensify its action in consideration of the essential needs of the Rome region. It may be stated that, but for the activity of Compagnia Marittima, the Gas Works and other equally essential roman industries would have had to interrupt their activity more than once for lack of fuel. That is why Transportation allocated in various occasions the available and suitable tonnage to this enterprise which disposes presently of a carrying capacity of about 3.000 tons.

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COMPAGNIA MARITTIMA

FOGLIO N. \_\_\_\_\_

TRANSPORTATION OF COAL FROM CIVITAVECCHIA  
TO FIUMICINO/ROME =

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The reorganization of thesea transportation of coal from Civita vecchia to Fiumicino/Rome, which has been carried on for quite a lot of years before the war, has been studied and prepared for a long time both by Transportation Sub Commission and by Compagnia Marittima. It was finally started by this Company in February last on a trial period of one month, after which satisfactory completion Transportation Sub Commission with letter AC/13/4/Tn 6 dated March 24th. wrote to Compagnia Marittima : " it will be in order for your Company to carry on with this service indefinitely ".

6924

Before the service was entrusted to Compagnia Marittima, this concern had negotiated ~~with~~ the economical side of the business with the responsible Italian authorities, namely the Italian Railways ( Ministero dei Trasporti ). We understand that the charges made by Compagnia Marittima are inferior to the legal tariffs of the official CO.GE.NA. As far as we know these charges have never been changed and to our knowledge they never gave way to complaints.

Since the month of February the service has thus been carried on without interruption and in a satisfactory manner. Its necessity has been amply demonstrated by practice and it has been confirmed in several occasions and official meetings. It is to be born in mind that this service offers the only reliable means existing at Civita vecchia to lighter the liberty ships and other vessels having a draught which does not allow them to moor alongside the berth or to allow the

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TRANSLATION

GB/fl

Ministry of Public Works

Royal Engineering Unit

Rome -24 Jules-1945  
via Monzambano

Our Ref : 5236 -

Your Ref: AC/18/25/Tn.6-

To: Headquarters Allied Commission  
Transportation Sub-Commission  
APO 394

SUBJECT: Fiumicino-Rome canal -

Reference to the above mentioned instructions we inform you that proper instructions have been given so that the dredging convoy can be transferred at once to Fiumicino to dredge the canal near the mouth of the river in order to remove the sand bank formed by the last Jules from the South-West -

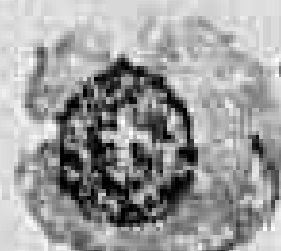
As we deem that other banks of sand will be produced in correspondence of the protecting quays; ruined by war events, proper instructions have been given to the "Cicchetti Beniamino" Company to repair said quays.

THE CHIEF ENGINEER

(sgd) Giulio Bellomo.

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AC/18/Tn.6.



MINISTERO DEI LAVORI PUBBLICI  
**CORPO REALE DEL GENIO CIVILE**

UFFICIO SPECIALE  
PER IL TEVERE E PER L'AGRO ROMANO

Roma, il 24 LUG. 1945  
Via Manzambano

Al HEADQUARTERS ALLIED

COMMISSIONE

N. di protocollo 5236 *Atty.*

TRANSPORTION SUB COMMISSIONE

Risposta alla nota N. AC/18/25/Tn6

APQ /394

OGGETTO

Fiumicino/ Boma Canal

Con riferimento alla nota sopradistinta si comunica che sono state impartite le opportune disposizioni perchè il convoglio effossario si trasferisca immediatamente a Fiumicino per procedere al dragaggio del canale in prossimità della foce, onde rimovere il banco di sabbia formatosi a seguito delle ultime libecciate.

Poichè è da presumere che ulteriori interruzioni verranno a prodursi specialmente in corrispondenza delle rotture dei moli guardiani prodotte da eventi bellivi, sono state impartite opportune disposizioni all'impresa Cicchetti Beniamino perchè intensifichi i lavori di riparazione delle rotture anzidette.

L'INGEGNERE CAPO

(Giulio Bellomo)

RM. H

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION

Tel. 290  
Ref. AC/18/25/Tn6

RMB/mvm  
16 July 1945

SUBJECT: Fiumicino/Rome Canal

TO : Corpo Reale Del Genio Civile  
Ufficio Speciale del Tevere E L'Agro Romano  
Via Monzambano  
Rome

1. It is requested that dredging at Sardegna Bend, River Tiber be suspended and the dredging plant, tug and hopper, be immediately moved down river to the bar at Fiumicino where dredging should be commenced immediately for removal of the bank of silt now obstructing the entrance channel.

2. On completion of the dredging of the bar at Fiumicino, arrangements will be made to tow the plant up river again to complete the dredging at Sardegna Bend.

R. M. BAZZANELLA, Chief  
Ports & Warehouse Division

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 347  
Ref. AC/18/31/Ta6

UAG/lml  
31 July 1945

SUBJECT : Work on the Port Canal of Fiumicino.

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

1. Reference your memorandum 291/10/Ta3 of 30 July and confirming conversation Capt. Clinging/Mr. Chilardi of date.

2. Hereunder details of the building material ordered by Messrs. "HAICO" - Hallwood Co. Ltd., Rome, for reconstruction work at the river port of Fiumicino and for which necessary rail transport is urgently required;

- a. Suppliers: Soc. IMI - Morgnano Mines - Railway Station of SPOLETO - Morgnano Siding (It. State Rly. Zone of Ancona)-  
100,000 bricks - weighing about 300 metric tons - railway cars required - 16 of 20 tons each.
- b. Suppliers: Ditta Raso Ravidio - Trevi (Umbria) - Railway Station of Trevi or Caspelle sul Clitunno (Ancona Railway Zone).-  
100 Metric Tons of Lime in Blocks - railway cars required - 5 of 20 tons each.
- c. Suppliers: "ITALCERENTI" - Civitavecchia - (Rome Railway Zone)-  
100 Metric Tons Cement - railway cars required 5 of 20 tons each.

The materials in question should be despatched to: Soc. HAICO - Railway station of Fiumicino (Rome).

3. We confirm having handed you today three Rail Bids covering the above material.

4. Your kind and prompt attention will be greatly appreciated.

R. M. BAZZANELLA  
Chief, Ports & Water Division

Translation of letter, dated 30 July 1945, addressed by HAICO Hallwood & Co., Ltd., Rome, to Allied Commission HQ, Porto Div.

Referring to Mr. Ghilardi's kind telephonic conversation we beg to give below particulars of the building material ordered for the carrying out of reconstruction work on the section of the wharf of the river port of FIUMICINO, which we have under contract from the Genio Civile:

- 1) Soc. TERNI - Morgnano Mines - Railway Station of SPOLETO, Morgnano siding (It. State Rly. Zone of Ancona)

No. 100,000 bricks

total weight about 300 tons

Rly. cars required: No. 16 of 20 tons each

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- 2) Ditta ROGO EGIDIO - Trevi (Umbria) Rly. station of TREVI or of CAMPOLIO sul Clitunno (Ancona Rly. zone)

1000 metric quintals of lime in clods

rly. cars required: No. 5 of 20 tons each

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- 3) Soc. ITALCEMENTI - CIVITAVECCHIA (Rome Rly. zone)

1000 metric quintals cement

Rly. cars required: No. 5 of 20 tons each

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The shipments should be made to the following address:

SOC. HAICO - Rly. station of FIUMICINO (Rome)

We thank you for your kind collaboration, etc.

6919

**HAICO**

**HAILWOOD & CO. LTD.**

**SOCIETA A RESPONSABILITA LIMITATA**

**PER COSTRUZIONI EDILIZIE STRADALI MARITTIME**

63. VIA DELLA PIRAMIDE CESTIA - ROMA - TEL. 684152

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ROMA, LI 30 luglio 1945

A/

On/ HEADQUARTERS ALLIED COMMISSION  
TRANSPORTATION SUB - COMMISSION  
PONTS & WAREHOUSE DIVISIONE

*Informed Movement Division  
(Capt. Clingman)  
31/7/45  
al*

ROMA  
=====

In riferimento alla cortese comunicazione telefonica fattaci oggi tramite il Sig. Gherardi, ci premuriamo precisare i materiali da costruzione ordinati per la esecuzione dei lavori di ricostruzione del tratto della banchina del porto fluviale di Fiumicino, da noi prese in appalto dal Corpo Reale del Genio Civile di Roma:

- 1) Soc. TERNI - Miniere Morgnano - Stazione FF/SS di SPOLETO  
raccordo ferroviario Morgnano - ( Compartimento  
FF/SS di Ancona)  
N° 100.000 mattoni -  
peso complessivo circa T. 300  
vagoni occorrenti : N° 16 da 20T.
- 2) Ditta ROGO EGIDIO - Trevi ( Umbria) - Stazione FF/SS TREVI o  
CAMPEELO sul Clitunno - (Compartimento Ancona)  
ql. 1000 di calce in zolle  
vagoni occorrenti : N° 5 da 20 T.
- 3) Soc. ITALCEMENTI - CIVITAVECCHIA - (Compartimento Roma)  
ql. 1000 di cemento  
vagoni occorrenti : N° 5 da 20 T.

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Le spedizioni di cui sopra devono essere fatte al seguente indirizzo : Soc. HAICO - Stazione di FIUMICINO ( Roma)

Nel ringraziare per la cortese e premurosa collaborazione, porgiamo i nostri

OSSEQUI  
IL CONSIGLIERE DELEGATO DELLA  
Soc. HAICO

*[Signature]*

TRANSPORTATION SUB COMMISSION  
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290  
Ref. AC/18/29/Tn6

RHB/cvm  
26 July 1945

SUBJECT: Work on the Port Canal of Fiumicino

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

1. Supplementing our letter of yesterday, ref. AC/18/28/Tn6, we wish to inform you that we had a visit from a representative of the Genio Civile and we were requested to assist them in securing promptly the necessary transportation for building materials needed for the port work at Fiumicino.

2. As this job is very important and it is advisable that same should be finished before heavy weather sets in, we strongly recommend that they be given the necessary facilities to complete this work as soon as possible.

R. M. BAZZANELLA, Chief  
Ports & Warehouse Division

6917

TRANSPORTATION SUB COMMISSION  
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290  
Ref. AC/18/28/Tn6

RMB/mvm  
25 July 1945

SUBJECT: Work on the Port Canal of Fiumicino

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

1. For your information and action, we quote below letter received from Corpo Reale del Genio Civile, dated 23 July 1945 and signed by Head Engineer, Giulio Bellomo:

Subject as above.

"To carry out rapidly the reconstruction work of 500 linear meters of quay, on the right of the port-canal of Fiumicino, more than once requested by AC Headquarters, it is essential that the material arrives regularly.

We, therefore, ask that you be kind enough to approach the Railway Zone Office at Ancona (Compartimento Ferroviario of Ancona), so as to secure the required wagons asked in the name of Impresa Hallwood & Co., Ltd., contractors of the works, and that these wagons be placed at disposal of the Soc. Fernal-Miniere di Morghano - Spoleto and of the firm Rogo Egidio - Trevi (Umbria)."

R. M. BAZZANELLA, Chief  
Ports & Warehouse Division

6916

TRANSLATION letter, dated 23 July 1945, addressed by the Genio Civile to the Ports & Wharves Division, ACHQ.

Subject: Work on the port-canal of Fiumicino.

To carry out rapidly the reconstruction work of 500 linear metres of quay, on the right of the port-canal of Fiumicino, more than once requested by ACHQ, it is essential that the material arrives regularly.

We therefore ask that you be kind enough to approach the Railway Zone Office at Ancona (Compartimento Ferroviario of Ancona), so as to secure the required wagons asked in the name of Impresa Hallwood & Co., Ltd., contractors of the works, and that these wagons be placed at disposal of the Soc. Terni-Miniere di Morgnano - Spoleto and of the firm Rogo Egidio - Trevi (Umbria) Thanking, etc.

THE CHIEF ENGINEER

(ed) Ballomo Giulio

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785021



Roma, 11  
Via Monsambano

23 LUG 1948

MINISTERO DEI LAVORI PUBBLICI  
**CORPO REALE DEL GENIO CIVILE**

UFFICIO SPECIALE  
PER IL TEVERE E PER L'AGRO ROMANO

*N. di protocollo 5142*

AI HEADQUARTERS ALLIED

COMMISSION TRANSPORTATION SUB COM-  
MISSION PORTS & WAREHOUSE DIVISION

*Disposto alla nota N.*

*del*

A P C / 394

OGGETTO

Lavori porto-canale di Fiumicino

Per l'esecuzione tempestiva dei lavori di ricostruzione di 500 ml. di banchina, sulla destra del porto-canale di Fiumicino, più volte sollecitata da codesto On. Comando urge che l'afflusso dei materiali avvenga regolarmente.

Si prega pertanto compiacersi intervenire presso il Compartimento Ferroviario di Ancona, affinché siano messi a disposizione della Soc. Terni-Miniere di Morgano - Spoleto e della ditta Rogo Egidio - Trevi (Umbria) i vagoni richiesti a nome dell'Impresa Hailwood & C Ltd di Fiumicino appaltatrice dei lavori.

Si ringrazia

L'INGEGNERE CAPO  
(Bellomo Giulio)

*[Signature]* 6914

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION

Tel. 290  
Ref. AC/18/30/Tn6

RMB/mvm  
26 July 1945

SUBJECT: Navigation Lights for Fiumicino  
TO : Corpo Real del Genio Civile

1. We return herewith your letter of 17 July 1945,  
of which we have taken a translation.

2. We wish to inform you that, as per telephone conversation this morning (Lt. Marena, our Liaison Officer/Corpo Real del Genio Civile), this Division of the Allied Commission has been advised by the Navy Sub Commission, who have contacted the Ministry of Marine, that you should state your request at once to the Ministry of Marine, who will then deal directly with the matter.

R. W. BAZZANELLA, Chief  
Ports & Warehouse Division

Attachment:  
As stated in para 1.

TRANSLATION of letters, dated 17 July 1945 No. 5168, addressed by the Genio Civile, Special Office for the Tiber, to Ports & Warehouse Division.

Subject: Characteristics of the lights required in the port channel of Fiumicino.

In regard to agreements come to between an official of this Office and Mr. R. M. Bazzanella, Chief Ports & Wharves Div., we give below descriptions of the sea lights required for the port channel of Fiumicino:

Light on North mole.

Red intermittent light, with red light Os, 3, eclipse 2s, 7 period 3s, - lantern with beacon head using dissolved acetylene of 6th. class (dioptric drum of internal diameter of 300 mm.) light to be supplied by dissolved acetylene at 15 litres per hour, luminous range for average atmospheric transparency, about 6 miles.

Light on South mole.

Green intermittent light with green light Os, 3 eclipse 2s, 7 period 3s - Light with beacon head using dissolved acetylene of 6th. order (dioptric drum of internal diameter of 300 mm.) light to be supplied by dissolved acetylene at 25 litres per hour. Luminous range for average atmospheric transparency, about 6 miles.

Light on South mole.

White intermittent light with light Os, 3 eclipse 2s, 7 period 3s. Light beacon head using dissolved acetylene of 6th. order (dioptric drum of internal diameter of 300 mm. ~~6912~~ to be supplied by dissolved acetylene at 20 litres per hour.

Luminous range for average atmospheric transparency about 10 ~~0.5~~ miles.

period 3s, - lantern with beacon head using dissolved acetylene of 6th. class (dioptric drum of internal diameter of 300 mm.) light to be supplied by dissolved acetylene at 15 litres per hour, luminous range for average atmospheric transparency, about 6 miles.

Light on South mole.

Green intermittent light with green light Os, 3 eclipses 2s, 7 period 3s - Light with beacon head using dissolved acetylene of 6th. order (dioptric drum of internal diameter of 300 mm.) Light to be supplied by dissolved acetylene at 25 litres per hour. Luminous range for average atmospheric transparency, about 6 miles.

Light on South mole.

White intermittent light with light Os, 3 eclipses 2s, 7 period 3s. Light beacon head using dissolved acetylene of 6th. order (dioptric drum of internal diameter of 300 mm. <sup>6912</sup> Light to be supplied by dissolved acetylene at 20 litres per hour. <sup>10</sup> ~~10~~ <sup>at.</sup> Luminous range for average atmospheric transparency about ~~20~~ miles

The above lights should be supplied with a suitable number of cylinders containing dissolved acetylene and of automatic devices for lighting and extinguishing.

From information received we understand that the N.O.I.C. Naples has a certain number of lights, and we beg you to kindly arrange that we may have the apparatus which is so necessary for navigation at the port of Fiumicino.

Thanking, etc.

TRANSPORTATION SUB COMMISSION  
Ports & Warehouse DivisionINTER OFFICE MEMOTel. 394  
Ref. AC/18/27/Tn6ACA/mvm  
23 July 1945

SUBJECT: Report on Visit to Fiumicino

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

1. As directed, I proceeded to Fiumicino on Saturday evening, in acceptance of conveyance by Signor Cameli who accompanied me.

2. Arriving about 6:20 p.m., I noted that a barge was in process of discharge on to rail while another laden barge was awaiting discharge. Some 700-800 tons of coal were backpiled. Supply of rail cars appeared to be satisfactory.

3. I found that repairs to the second hopper, which should have been done by Genio Civile some three weeks ago, were in progress under the direction of Cia. Marittima and that all the holes had been patched. Repair of chain for hopper doors had, however, been overlooked but, at my request, this repair was immediately taken in hand and was in progress before I left.

4. I found the dredger moored alongside the quay further down the canal and, in conversation with the Dredging Master, elicited the fact that no dredging of the bar had been done, due, according to the Master, to there having been too much sea. I informed Sig. Cameli of this and he promised to bring pressure to bear in order to see that no further time was lost unnecessarily.

5. The Dredging Master gave me the following information:

- a. That the dredger was normally working ~~from~~ 8 to 10 hours per day.
- b. That it could dredge to a normal depth of 12 feet and extreme depth of 14 feet.
- c. Capacity of dredger about 60 tons per hour.
- d. Time required to fill one hopper - 40 minutes.

6. I had one of the hoppers measure and found its normal load to be approximately 60 cubic meters.

*A. C. Allman*  
A. C. ALLMAN  
Ports Branch

785021

file

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION

Tel. 394

ACA/avm

TO: Port Authorities at Marina di Massa and Marina di  
Carrara

The Bearer, Capitano Alessandro Ajello is undertaking on behalf of Compagnia Marittima a survey of the facilities at present available for loading coke in schooners on one or both of the above ports and as Allied Commission is interested in this matter, it is requested that he be given every facility to enable him to gather complete information.

R. M. BAZZANELLA, Chief  
Ports & Warehouse Division

6910

785021

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION

Tel. 394  
Ref. AC/18/24/Tm6

ACA/cvm  
21 June 1945

SUBJECT: Inspection of Barges at Augusta (Sicily) and  
Taranto

TO : Administration Division  
(Att. Lt. Col. W. P. Scoggins)

1. Reference our letter AC/18/19/Tm6 of 28 May 1945,  
the Compagnia Marittima require immediate air passage for  
their representative Captain Alessandro Ajello proceeding  
to either Palermo or Catania and thence to Brindisi.

2. It is suggested that this might be arranged as  
a triangular trip, otherwise two separate return passages  
are requested.

3. The particulars of Compagnia Marittima's repre-  
sentative as taken from his Postal Identity Card No. 344382  
issued at Rome on 30 September 1943 are as follows:

Name..... Alessandro Ajello, son of Antonino  
Salvadore  
Profession ..... Captain, Italian Merchant Service  
Nationality..... Italian  
Address..... Corso Trieste, 146, Rome  
Purpose of air  
Journey..... To make survey and report on  
barges at Augusta and Taranto

6909

R. M. BAZZANELLA, Chief  
Ports & Warehouse Division

HEADQUARTERS ALLIED COMMISSION  
AFO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/18/19/Tn6

GWEN/lml  
28 May 1945

SUBJECT : Fiumicino - Rome Canal.

TO : Administration Division  
Attention: Lt. Col W. P. Scoggins

1. Every effort is being made to find suitable craft for the transport of supplies direct to Rome by water, in order to relieve the strain placed on the railways at present.

2. This Division has been advised by the Director of Harbor Craft that two landing craft would be suitable for this traffic, but certain repairs are necessary. Therefore, the craft must be inspected before this Division can bid for the allocation and make the necessary arrangements for their operations.

3. The Compagnia Marittima which is operating the coal ferry service between Civitavecchia and Fiumicino under our supervision, might be the potential contractor for this craft. It is therefore strongly recommended, that their representative be given permission to inspect the craft, and in view of the urgency of the matter, air travel is necessary.

4. Can the necessary arrangements be made for their representative Capt. Alessandro Ajello, to travel by air to Augusta and Taranto and return?

5. Enclosed you will find relative letter received from Compagnia Marittima.

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

Attachment:

As stated in Paragraph 5.

6908

CO: Movements Division  
Harbor Craft File

*No Air Passage to Augusta or Taranto.  
As per Instructions from Lt. Col. Scoggins  
5/29/45*

**COMPAGNIA MARITTIMA**

**GENOVA**

PIAZZA PORTELLO, 8

TELEGRAMMI: MARINERE - GENOVA

TELEFONI: 88-424 - 88-788

TELEGRAMMI: MARINERE - ROMA

CODICI: NEW 808 - 808

SCOTT'S 10TH EDITION

A. B. C. - BENTLEY'S

UFFICIO DI ROMA, 26th. May 1945.

VIA DEL TRITONE, 102

TELEFONI: 488-404 - 488-408

to the Allied Commission,  
Transportation Sub Commission,  
Rome.

Inspection of landing barges at Augusta  
and Taranto.

With reference to our conversations regarding the prospected assignment to our Company of two landing barges presently at Augusta and Taranto, we beg to confirm that we shall be pleased to go and inspect them at the harbors where they presently ly hoping that they may be found suitable for our work and liable to be repaired in a short time.

Will you kindly note that we wish to send for this inspection our sea captain ALESSANDRO AJELLO, son of Antonino, living in Rome, Corso Trieste, 146. Mr. Ajello is presently out of Rome but is expected back here to morrow and could start on the inspection tour any time next week which would be found suitable to arrange for his air passage.

Awaiting your further communications on this matter,  
yours faithfully.

COMPAGNIA MARITTIMA

*Handwritten signature*

6907

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION

Tel. 394  
Ref. AC/18/23/Tn6

GWEW/mvm  
14 June 1945

SUBJECT: Fiumicino/Rome Canal  
TO : Movements Division  
(Att. Major G. E. Godfrey)

1. All the necessary equipment for the dredging of the Sardinia Bend and partial removal of the barrage at S. Paulo is now reported to be ready to start work. This morning the tug left Fiumicino for Rome with hopper barge in tow.
2. Estimated time for dredging of the Sardinia Bend and partial removal of barrage is 15 days, after which dredging will continue at other places along the river to facilitate navigation. In 15 days time, it is expected that the river will be open to traffic up to draft of 5 feet. This figure cannot be guaranteed as the river has already dropped lower than normal seasonal expectation and possibly in a few weeks time, navigation will no longer be a practical proposition.
3. The tug "Hermes" now at Naples under repair is expected to be ready in ten days time, but it is reported to have a draft of about 6 feet and its use on the river will depend on river conditions.
4. The "punt D'Amica" and "Dina" are now in operation and will be put on the river service as soon as the river can be navigated.
5. Every effort is being made to have the motor barge "Koenigsberg" and barge "Malente" (300 tons each) released by the R.N. for the river traffic.
6. The two steel barges recently arrived at Civitavecchia may be useful for this program.

6906

H. M. BAZZANELLA, Chief  
Ports & Warehouse Division

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/18/22/Tn6

ACA/1r1  
9 June 1945

SUBJECT : FIUMICINO - Dredging Plant for Tiber River Operations.

TO : R. M. Bazzanella  
Chief, Port & Whse. Division

1. Visited this port on Friday 8 June 1945 in company with Captain G. W. E. Warley and Mr. U. S. Chillardi, both of this Division for the purpose of inquiring on the spot into progress of repair work on tug and hoppers to be used in dredging operation at Sardinia Bend, Tiber River.

2. The Chief Mechanic in charge of Harbor Workshops reported that the trial run of the tug, carried out last Wednesday were satisfactory, except for leaky flexible fuel feed pipes to engine. New feed pipes were being obtained from Rome and he anticipates no further trouble.

3. One dredging hopper is ready to commence work, the other requires repairs to rudder (straightening of bent plate and repairs to bottom door gear).

4. There appears to be no reason why dredging operations should not commence on Monday next the 11th inst. and this was impressed upon the Chief Mechanic. Information by telephone received by Lt. Marens this morning is to effect that Engineer from Italian Navy Department and Genio Civile are going to Fiumicino this morning to make every effort to ensure that dredging will commence on Monday next.

*A. C. Allman*

A. C. ALLMAN  
Port & Warehouse Division

6905

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/18/21/Tn6

ACA/1m1  
9 June 1945

SUBJECT : Fiumicino-Rome Canal.  
(Repairs to River Embankment, North Side).

TO : R. M. Bazzanella  
Chief, Ports & Whse. Division

1. Inspected by Captain Farley, Mr. Ghillardi and myself on Friday, 8 June 1945.
2. This embankment is badly damaged above level of piling for a stretch of some 800-1,000 metres and is largely a heap of loose rubble.
3. Work is proceeding but is <sup>likely to be</sup> held up by cement requirements for building of brick vertical face embankment wall.
4. Request by Genio Civile for 800 quintals cement has been approved for immediate supply to enable this work to proceed on the grounds that while this quayside is not required for berthing of vessels at present time, a rise of level of river would inundate the town and the rubble would inevitably be washed into the river and obstruct navigation.



A. C. ALLMAN  
Port & Warehouse Division

6904

DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES

9456

9 JUNE 45

ROUTINE

RESTRICTED PD

PARA ONE PD REFERRING TO INFORMATION REQUESTED IN YOUR CABLE ONE  
SEVEN THREE ONE BAKER DATED FIVE JUNE PD

PAREN TO DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES FROM HQ ALCON  
CITE ACTPT PAREN

THE TIBER RIVER IS OPEN TO TRAFFIC FOR BARGES WITH A MAXIMUM DRAFT  
OF FOUR FEET PD NO SUITABLE TUG BOAT AVAILABLE PD

TRANSPORTATION SC

6903

347

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

ac/18/726

785021

**RESTRICTED**

To: P.O. W. Div

JUNE 051731B

**URGENT**

E/3848  
JUNE 061405B  
ROUTINE

DIRECTOR OF HARBOR CRAFT  
HQ ALLIED COMMISSION GITE ACTPT

**RESTRICTED.**

Request information if THER river open to barge traffic up to  
SAN PABLO and maximum draft. Your letter 40/557/9/TH3 of 18 May  
refers.

*Copy in your possession*

DIST

ACTION - TH 3/0 2  
INFO - CHIEF COMMISSIONER  
HON SEC  
FILE

*12 June*

*act/16/Tub  
29/1-*

**RESTRICTED**

6302



C O P Y

/elc

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

Ref/ : AC/557/9/Tn 3 18 May 1945

SUBJECT : Allocation of Craft to Allied Commission

TO : Director of Harbour Craft, A.F.H.Q.

1. Reference your letter dated 12 May detailing arrangements made by your office to meet A.C. harbour craft and lighterage requirements.

2. Civitavecchia-(Fiumicino)-Rome

Present indications are that the movement of coal through Civitavecchia is likely to decrease in the future, and our requirements should therefore be amended to read 10,000 tons of coal and general cargo per month. It is noted, that with the sinking of the barge "CICERONE", we now have no barges of sufficiently light draft capable of navigating the Tiber. It is requested therefore that an effort should be made to procure light draft barges, of which, it is understood there are some in Bari, as well as the motor barges "KOENIGSBERG" and "MALENTE", as early as possible. The tug "HERMES" is the only suitable tug for the Tiber, and it is further requested that a priority of repairs to this vessel should be obtained.

3. Piombino-Vada

Allocation of craft made would appear to be adequate.

4. Portiglione

Allocation of barges made it satisfactory; it is noted that tug requirements would be met from the Piombino-Vasa service, as required.

For the Chief Commissioner

6901  
G.B. GODFREY,  
Major I.E.

Copy to : Port & Warehouse Division  
Shipping Sub-Commission

785021

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 347  
Ref. AC/23/7/Tn6

JBN/lml  
12 June 1945

SUBJECT : Attached Controlled Materials Form AC-MAT No. 10  
for Material for Fiuggiano.

TO : Commerce Sub-Commission  
Materials Division

1. We are attaching herewith 3 copies of Controlled Materials Form AC-MAT 10 for 500 metric quintals of cement needed for reconstruction work on the wharves at the port-channel of Fiuggiano.

2. We shall appreciate your making every effort to make delivery of this material, as soon as possible, so that the engineers who have started this operation may complete it as soon as possible.

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

CC: Charlie Ryan  
Planning Staff

Attachment:

As stated above.

6900

785021

HEADQUARTERS ALLIED COMMISSION  
AFO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AQ/ 18/20/Tn6

GWEW/lml  
6 June 1945

SUBJECT : Delivery of Explosives - Fiumicino.

TO : Industry Sub-Commission  
Mining Division

1. We are enclosing a copy of a letter received from Compagnia Marittima, for necessary action.

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

Enclosure:

As stated above.

6899

IMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTELLO, 5

TELEGRAMMI: MARINERE - GENOVA

TELEFONI: 26-422 - 26-726

TELEGRAMMI: MARINERE - ROMA

COUCHI: NEW BOX - BOX

SCOTT'S 10th EDITION

A. W. C. - BENTLEY'S

UFFICIO DI ROMA, 5th. June 1945

VIA DEL TRITONE, 102

TELEFONI: 488-404 - 488-406

to the Allied Commission,  
Transportation Sub Commission,  
Rome.

Delivery of explosives for Fiumicino.

With reference to our letter of the 26th. ult. and the delivery of Romite explosive obtained through your kind intervention, we are sorry to have to report that the explosive proved to be inappropriate for the use under water for which it was intended. Suppliers SPACCHINI inform us that for such work we should ask for "PERLESS" explosive but that they cannot exchange the Romite delivered against this quantity without authorization from Allied quarters.

We shall be most obliged if you will kindly take up the matter again to this effect, and while we apologize for having to put you to trouble again we remain,

yours faithfully.

IMPAGNIA MARITTIMA



6098

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION

Tel. 394  
Ref. AC/18/18/Tn6

GVEW/mvm  
26 May 1945

SUBJECT: Fiumicino-Rome Canal  
TO : Industry Sub-Commission  
Mining Division

1. The transport of supplies to Rome via the Tiber River is considered as extremely urgent in view of acute shortage of rail cars.
2. Before the river craft can be employed on this traffic, certain obstructions in the canal at Fiumicino must be removed.
3. In order that the work may proceed, 400 blasting caps and 10 quintals of Romite explosive are required and we should be glad if you would supply the above.
4. Attached is relative letter received by "Compagnia Marittima". Please give this matter your immediate attention.

R. M. BAZZANELLA, Chief  
Ports & Warehouse Division

Attachment as stated in Para 4

T R A N S L A T I O N

/rd

Presidence of the Ministers' Council  
Food High Commissioner's Office

Serv: Xlv  
Ref.: A/Xlv

Rome, 21st May 1945

To : Allied Commission  
Food Sub-Comm.  
Rome

Subject : .....

- 1) Problem of despatching wine to Rome has seriously worried us and therefore we have requisitioned a large warehouse equipped with a rail junction, where it will be forwarded all the wine arriving at Civitavecchia, in order to clear the quays:
- 2) Reference to what you have communicated us with your letter AC/18/10/Tn b this High Commissioner's Office cannot accept the procedures you have suggested without studying previously the technical operation, examining the expenses and discussing with the various concerned firms all the problems, because owing to the present impossibility of operating river navigation if there is shortage of wagons at Civitavecchia the same will be for Iunio.
- 3) In order to avoid our responsibility, if you think that this is the only possible solution, we beg you to send us a written order, and indicate also the name of the firm, which according to your judgement, will accomplish all the operations.

THE JOINT HIGH COMMISSIONER  
(sgd. Enzo Storoni)

6896

ac/18/Tn b



Roma, 21 maggio 1945

*Presidenza del Consiglio dei Ministri*

ALTO COMMISSARIATO DELL'ALIMENTAZIONE

1<sup>a</sup> COMMISSIONE ALLEVATA  
 2<sup>a</sup> COMMISSIONE ALLEVATA  
 Sottocommissione Alimentazione  
 - Food Sub-Commission  
 Roma  
 • Transportation Sub-Commission

Lett. XIV  
 Prot. N. A/XIV/  
 Uff. Prov. 323

Risposta al f. del  
 L. L. N.

Roma

OGGETTO

1) il problema dell'inoltro del vino a Roma ci ha fortemente preoccupato ed a tal fine abbiamo provveduto a requisire un grande deposito munito di raccordo ferroviario dove sarà, tra breve, inoltrato tutto il vino con destinazione Civitavecchia, in modo da tenere sempre sgombrare le banchine;

2) per quanto ci comunicate con la vostra nota AG/18/16 /En.6 questo Alto Commissariato non può accettare la procedura da voi indicata senza avere preventivamente studiata la parte tecnica, analizzato i costi e discusso con le varie ditte offerenti tutti i problemi relativi, anche perchè data l'attuale impossibilità di navigazione fluviale i vagoni se sono mancanti a Civitavecchia altrettanto lo sarebbero a Fiumicino;

3) a scarse di nostra responsabilità, se voi credete che questo sia l'unico mezzo possibile, vi preghiamo di darci un ordine scritto, indicando anche il nominativo della ditta che, a vostro giudizio deve svolgere le operazioni.

L'ALTO COMMISSARIO AGGIUNTO

(Esco Storoni)

*[Signature]*

785021

HEADQUARTERS ALLIED COMMISSION  
APO 594  
TRANSPORTATION SUB-COMMISSION

Tel. 594  
AG/18/16/Tn6

GWEN/lml  
19 May 1945

SUBJECT : Fiumicino - Rome Canal.

TO : The High Commissioner of Food  
Rome, Italy

1. Owing to the acute shortage of railway transport, it is necessary to use all available means in order to bring supplies to Rome from Civitavecchia.

2. To achieve this object, it has been decided to lighten goods ex ships Civitavecchia - Fiumicino/Rome. Please advise all concerned that full use must be made of lighters in order to accelerate the turn-round of ships and keep quays clear of congestion.

H. M. BAZZANIELLA  
Chief, Ports & Warehouse Division

CC: Port Captain, Civitavecchia  
Compagnia Marittima, Rome  
Compagnia Liguria Romana, Rome

6894

785021

HEADQUARTERS ALLIED COMMISSION  
AFC 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/18/6/Tu6

GWEH/1x1  
9 April 1945

SUBJECT : Tiber River Traffic.

TO : Movements Division  
Transportation Sub-Commission

1. Reference attached letter and buck slips.
2. The Italian Civil Engineering Authorities have been contacted view to removing the barrage at S. Paolo. It is anticipated that the necessary work can be done by winching and with the assistance of a dredger which is available locally.
3. The dredging of the part of the river known as the "Gardinia Bend" will be taken in hand as soon as the tug boat, now under repairs at Fiumicino is ready to tow the barges. Two dredging barges have been now located at Talamone and are being towed to S. Paolo to carry away the mud from the dredger.
4. The responsible parties are being pursued in order that the work can be accelerated as much as possible.

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

Attachments:

As stated in  
Para. 1.

6893

785021

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 347

Ref. AC/20/23/Ta

*Casas Ref. AC/18/Ta*

JRM/lml

19 May 1945

SUBJECT : Compagnia Marittima  
102 Via del Tritone, Rome

TO : Chamber of Commerce, Industry,  
and Agriculture, Rome.

1. It is confirmed that the above mentioned company is engaged in the transport of coal for the gas and electric plants and other essential goods for government agencies from Gaeta-Civitavecchia to Fiumicino - Rome.

2. The company is operating under the supervision of this Headquarters and plans have already been made to increase their activities during the course of the next few weeks.

3. It is therefore requested, that their application for renewal of licenses for their motor transports be granted.

For the Director:

R. M. BACCANELLA  
Chief, Ports & Warehouse Division

6892

785021

HEADQUARTERS ALLIED COMMISSION  
APO 994  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AG/18/17/Tn6

GWHW/lml  
19 May 1945

SUBJECT : Fiumicino - Rome Canal.  
(Coal for Dredger "Galileo Ferraris")

TO : Corpo Reale Del Genio Civile  
Ufficio Speciale per il Tevere e per  
l'Agro Romano  
Rome, Italy

1. Reference is made to your letter No. 9452 dated 17 May 1945 requesting coal for dredger "Galileo Ferraris".

2. This is to inform you that there is a stockpile at Gaeta belonging to the Italian Navy which is being moved by lighter to Fiumicino under the direction of the Central Coal Office, I. S. R. An allocation of 40 tons from this stock is approved, and it is suggested that you contact Central Coal Office with a view to arranging delivery.

R. M. BAZZANELLA  
Chief, Ports & Warehouse Division

6891

HEADQUARTERS ALLIED COMMISSION  
APO 394  
COMMERCE SUB COMMISSION  
COAL DIVISION

Tel: 327

FWJ/dut

Ref. AC/CD/136/Commerce

18 May 1945

SUBJECT : Coal for dredger "Galileo Ferraris".

TO : Transportation Sub- Commission  
(Ports & Whse Division).

1. Reference your AC/18/14/Tn.6 of today's date, requesting supply of coal for the above vessel.

2. There is at Gaeta a stockpile belonging to the Italian Navy which is being moved by lighter to Fiumicino under the direction of the Central Coal Office, I.S.R. An allocation of 40 tons from this stock is approved, and it is suggested that the Genio Civile contact Central Coal Office with a view to arranging delivery.

*for* *Evans* *Cap.*  
P.R. EVANS  
Colonel,  
Coal Division.

Copy to: Central Coal Office  
I.S.R.

*Genio Civile advised 19/5/45*

6880

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AQ/18/14/Tm6

OWEN/lml  
18 May 1945

SUBJECT : Fluminio-Rome Canal.

To : Coal Division,  
Industry Sub-Commission

1. The river Tiber is urgently in need of dredging. Every effort is being made that dredging operations should commence at the earliest possible opportunity.
2. In order to commence operations, the dredger "Galileo Ferraris" is in urgent need of "Cardiff" coal or substitute. Forty(40) tons are required and we should be glad if you would arrange for immediate supply.
3. Enclosed letter from Genio Civile refers.

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

Attachment:

As stated in  
Paragraph 3.

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RACCOMANDATA A MANO URGENTE



MINISTERO DEI LAVORI PUBBLICI  
CORPO REALE DEL GENIO CIVILE

UFFICIO SPECIALE  
PER IL TEVERE E PER L'AGRO ROMANO

*V. de' protocolli 3452*

*Risposta alla nota N°*

*del*

Roma, 11  
Via Manciniana, 10

17 MAG. 1943

AI HEADQUARTERS ALLIED COM-  
MISSION TRANSPORTATION SUB-COM-  
MISSION PORTS WAREHOUSE DIVI-  
SION - Via Veneto

R O M A

OGGETTO | Richiesta carbone per dragaggio fiume Tevere

Per i lavori di dragaggio del fiume Tevere più volte sollecitati da cotesto Headquarters, è indispensabile che questo Ufficio possa venire in possesso di un quantitativo di carbone " Cardiff " o di tipo equivalente, necessario per il funzionamento delle caldaie della draga " Galileo Ferraris ".

L'Ufficio Provinciale del Commercio e dell'Industria di Roma, cui questo Genio Civile si era rivolto per ottenere la relativa assegnazione, ha fatto conoscere di non poter aderire alla richiesta, perchè sprovvisto di combustibile del tipo richiesto.

Dato pertanto lo scopo dei lavori, indispensabili per la navigazione del Tevere, si prega cotesto Headquarters di voler compiacersi provvedere ad asse-

6888

./.

guare a questo Ufficio almeno un primo quantitativo di tonn. 40 ( quaranta) di carbone del tipo suindicato, quantitativo che permetterà il funzionamento della draga per un periodo di giorni 40.

Si ringrazia

L'INGEGNERE CAPO

(Giulio Bellomo)



785021

HEADQUARTERS ALLIED COMMISSION  
APO 994  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/18/15/Ta6

OWH/1a1  
19 May 1945

SUBJECT : Fiumicino - Rome Canal.  
(Tiber River Dredging).

TO : Compagnia Marittima  
102 Via del Tritone  
Rome, Italy

1. Please arrange to send one of the tugs under your management to Talamone to tow the two dredging barges to Fiumicino. The matter is most urgent and it is requested that the tow be effected immediately.

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

CC: Genio Civile  
Ufficio Speciale per il Tevere  
e l'Agro Romano  
Via Monsambano, Rome.

6887

TRANSLATION

/tp

SOCIETA' ROMANA DI ELETTRICITA'

via Poli, 14

ROME  
-----

Ref. 783/280

Rome, 18 May 1945

SUBJECT. Removal of barrage on the Tiber river.

TO . Allied Commission,  
Transportation Sub-Commission,  
Port & Warehouse Division,  
Rome.

1. Reference is made to your AC/IS/6/Tn6, dated 6/5/1945.
2. We point out that the mentioned barrage was done in summer 1944 by the Allied Commission to assure the operation of the S. Paolo power station for military requirements.
3. Therefore the removal of the barrage or eventual modifications are not of our competence.

SOCIETA' ROMANA DI ELETTRICITA'  
General Management  
(sgd. illegible).

23 May 1945

6886

# Società Romana di Elettricità

Per azioni - Sede in Roma - C.C. Roma N. 3217  
capitale sociale L. 475.500.000 versato

Roma (s. l.)  
VIA POLI, 14

EG.

18 maggio 1945

Es. N. 1531380

A.C.  
TRANSPORTATION SUB COMMISSION  
PORT & WAREHOUSE DIVISION  
R O M A

Argomento: Rimozione sbarramento fiume Tevere -

- 1) Ci riferiamo alla Vs. AC/I8/6/TN6 del 6/5/1945
- 2) Vi facciamo presente che lo sbarramento in argomento fu fatto nell'estate '44 dalla Commissione Allenta per assicurare il funzionamento della Centrale Termoelettrica di S. Paolo, nei riguardi delle esigenze militari...
- 3) La rimozione dello sbarramento, od eventuali modifiche da apportarvi, non sono quindi di nostra competenza.

Distinti saluti.

SOCIETÀ ROMANA DI ELETTRICITÀ  
DIREZIONE GENERALE

*Am. Ghisla*

6885

HEADQUARTERS ALLIED COMMISSION  
APO 994  
TRANSPORTATION SUB-COMMISSION

Tel. 994  
REF. AC/18/13/Tn6

OWH/1m1  
16 May 1945

SUBJECT : Transport of Coal-Fiumicino and Rome.

TO : Movements Division  
Attention: Col. M. J. Sieff

1. Reference your AC/653/104/Tn3 dated 14 May 1945.
2. After considerable difficulty the necessary equipment for the dredging of the Sardinia Bend on the river Tiber, has been located and repaired and all that is now required is a suitable tug to tow two dredging barges from Talamone to Fiumicino. The Navy Sub-Commission have this in hand and daily contacts are made stressing the urgent need of the tow.
3. Regarding the removal of the barrage at S. Paolo, certain technical difficulties have arisen. The Industry Sub-Commission are now examining the matter, view, to deciding how the barrage can be removed without affecting the Rome electricity supply during the summer months.
4. Advice regarding these two problems are expected any hour and you will be advised as to progress.

R. M. BAZZANELLA  
Chief, Ports & Wharves Division

GEG/mdp

INTER OFFICE MEMO

Ref. : AC/653/104/Tn 3

14 May 1945

SUBJECT : Transport of Coal Fiumicino and Rome.

TO : Port and Warehouse Division.

1. No reply has been received by this Division to our letter reference AC/653/95/Tn 3 dated 28 April 1945 requesting completion dates of (a) removal of the barrage at S. Paolo, (b) dredging of the Sardinia Bend on the river Tiber, in order that the above barge and lighter service be utilised to a maximum.

2. In view of the present railway wagon shortage, the urgency of utilising this service cannot be overstressed and it is therefore requested that completion dates of this work be obtained without delay.

~~FOR THE RECORD~~:

*M. J. GIEFF*

M. J. GIEFF,  
Colonel.

6883

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

GWEN/or

Ref : AC/18/6/TW6

2 May 1945

SUBJECT : Removal of Artificial Barrage on River Tiber

TO : Società Romana di Eletticità - Direzione Generale  
14, Via Poli, Rome

1. As a result of previous arrangements with this Hdqts, Genio Civile (Ufficio speciale per il Tevere e l'Agro Romano) instructed your Company to remove the barrage.
2. Up to date no action has been taken.
3. The existence of this artificial barrage running across the river at Porto S. Paolo, near the pumping station, constitutes a major obstacle for normal river traffic.
4. It is imperative that this barrage be removed as quickly as possible in order to allow navigation.
5. Since the above mentioned barrage was built by your Company its removal is requested.
6. The urgency of this request cannot be overstressed since a schedule for bringing supplies to Rome, via river, has been planned.
7. Please advise this Hdqts of estimated date of completion.

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

CSC/ndp

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

Ref. : AC/653/95/Tn 3

28 April 1945

SUBJECT : Transport of Coal Fiumicino and Rome.

TO : Port and Warehouse Division. ✓

1. In view of the present railway wagon shortage it is most important that the above barge and lighter service be utilized to a maximum.

2. May this Division please be advised therefore of the completion dates of (a) removal of barrage at S. Paolo, (b) dredging of Sardinia Bend on the river Tiber.

For the Director :

*G.B. Goffrey*  
G.B. GOFFREY,  
Major I.E.

See letter 14/5  
of answer 16/5  
*gnm*

6881

*Filed ac/87nb*

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Rel. 394  
Ref. AG/15/12/Tn6

COMM/Int  
15 May 1945

SUBJECT : Civitavecchia-Finissino/Rome Canal  
(Ferry Service).

TO : Capitano di Porto  
Civitavecchia

1. Please be advised that pending arrival of the next  
collier, the lighters and schooner "DINA" until now employed in the  
coal trade, may be used to carry any class of cargo consigned to  
Italian Government Agencies to Finissino/Rome.

2. This arrangement will assist in the quick turn-round of  
ships in the Port of Civitavecchia.

R. M. BARNABIELLA  
Chief, Ports & Wharves Division

CC: Federazione Italiana Consorzi Agrari  
Compagnia Marittima, Rome  
Compagnia Liguria Romana, Rome

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/10/11/T26

OWEN/1ml  
15 May 1945

SUBJECT : TUG "HERMES" - Fiumicino-Rome Coal Service.

TO : Director of Harbor Craft  
Naples

1. Reference your letter of 11 May 1945 under the above heading. Please be advised that arrangements have been made between the owners and the R. I. N. to complete repairs, after which the tug will be de-requisitioned.

2. When de-requisitioned the HERMES will be required to operate on the Civitavecchia - Fiumicino/Rome Coal Service.

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

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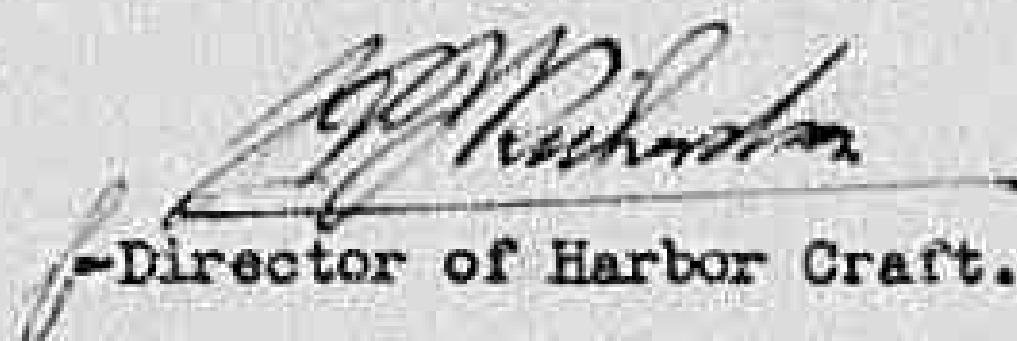
ALLIED FORCE HEADQUARTERS  
Office of Director of Harbor Craft,  
Western Mediterranean.

11 May 1945.

Memorandum : H.Q. ALLIED COMMISSION, TRANSPORTATION S/C TN6

Subject : TUG HERMES.

1. At the request of Allied Commission the Ministry of Marine were asked to expedite the repairs to the tug HERMES in Sardinia with a view to the tug being allocated to the Civitavecchia( Fiumicino ) Rome coal service .
2. It was evident from the reply, that the repair position in Sardinia was <sup>not</sup> satisfactory therefore agreement was reached to tow the tug to Naples.
3. The HERMES is now at Naples and it is understood that the RIN are agreeable to the derequisitioning of this tug.
4. It is requested that the arrangements be made for the repair and the operation of the HERMES also that this office be kept advised of the position.

  
-Director of Harbor Craft.

Copy : Transportation S/C TN 3

*When done. - owner will pay for repair*

Tel. 394  
Ref. AC/37/3/Tn6

GRW/1a1  
15 May 1945

SUBJECT : Harbor Craft.

TO : Compagnia Marittima  
102 Via del Tritone  
Rome, Italy

1. The following allocations are agreed by the Mediterranean Shipping Board and this Headquarters:

Giviteveschia-(Fluminio)-Rome

Requirement:-10,000 Tons of Coal Monthly.

Tug MANUELO  
" MATILDE  
" RENZO

Barge CIGERONE  
" MARINI  
" FILIPPO  
" GIACOMO

Also M/Barge KOENIGSMARK, but if not available, Barge VOLTERRAIO.

Pisbino-Vada

Requirement:-10,000 Tons of Coal Monthly.

ONE TUG to be nominated

- - - - -  
- - - - -

Barge ILVA 5  
" ALPINO  
" ATTILIO

Portofino

Requirement:- loading pyrites, probably 3000/4000 tons monthly.

- - - - -  
- - - - -

Barge ALBERTO  
" NEMAGLIONE

Local arrangements will be made regarding a Tug. It is considered that one additional Tug to the ARNO at Pisbino will be sufficient for this work and VADA run.

2. No objection is seen to varying these allocations within the agreed program, providing this Office is kept fully informed.

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- 2 -

3. The Royal Navy have been requested to advise the allocation of the KENNEDY, which it is understood is nearing completion at Loughorn.

4. You are requested to confirm that the arrangements made are satisfactory.

R. M. BAZZANILLA  
Chief, Ports & Wharves Division

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DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES

7424

12 MAY 45

OPERATIONAL PRIORITY

RESTRICTED PD

PARA ONE PD TWO DUNLIGHTERS YOUR LETTER SEVEN MAY SUITABLE AND NEEDED

FOR TIER RIVER COAL SERVICE PD

PAHNN TO DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES FROM HQ ALCON CITE

ACTET PAHNN

REQUEST ALLOCATION FOR SAME PD

6875

TRANSPORTATION SC

347

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

HEADQUARTERS ALLIED COMMISSION  
APC 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AS/18/10/Tn6

OWEN/121  
5 May 1945

SUBJECT : Rome Coal Service.

TO : Direzione Generale FF.SS., Rome  
Servizio Approvvigionamenti  
Ufficio Combustibile

1. You are hereby informed that the COMPAGNIA MARITTIMA, 102 Via del Tritone, Rome, is employed on the transport by water of coal from Civitavecchia - Fiumicino/Rome and Gaeta-Fiumicino/Rome.

2. This will certify that the above services are directed and controlled by the Transportation Sub-Commission, Allied Commission Headquarters, Rome.

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

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 390  
Ref. AC/ 18/9/Tn6

GWEN/1st  
3 May 1945

SUBJECT : Loss of Barge "CICERONE".

To : D. O. H. C.  
Attention: Mr. Hughes  
Navy House, Naples

1. The attached letter is being forwarded to you for your information  
and may be retained for your files.

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

Attachment:

As stated above.

6873

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COMPAGNIA MARITTIMA

GENOVA  
PIAZZA PORTELLO, 6  
TELEGRAMMI: MARINERE - GENOVA  
TELEFONI: 26-424 - 26-722

TELEGRAMMI: MARINERE - ROMA  
CODICI: NEW 202 - 202  
SCOTT'S 10TH EDITION  
A. B. C. - BENTLEY'S

UFFICIO DI ROMA, 2nd. May 1945.  
VIA DEL TRITONE, 102  
TELEFONI: 485-404 - 485-405

to the Allied Commission,  
Transportation Sub Commission,  
Ports & Warehouse Division,  
Rome.

and for information to Coal Division, = Rome.

Loss of the barge " CIGERONE "

Further to our yesterday's verbal communication we beg to give you herewith translation of an extract of our letter to the Italian State Railways giving all particulars we could collect in connection with the above loss :

" We beg to inform you that yesterday, 30th. of April, the  
" above barge, carrying 310 tons of coal ex s/s "M.E. COMERFORD"  
" left Civitavecchia bound for Fiumicino, towed by the tugboat  
" " MATILDE " under fair weather conditions ( "tempo assicurato" ).

" Towards 4 p.m. arrived about 3 miles from Fiumicino they  
" were informed by the local pilot's signals that it was  
" impossible to enter the harbor on account of the altered  
" conditions of sea, current and wind, so that the tugboat  
" had to alter her course returning to Civitavecchia .

" Informed of the above we immediately gave instructions  
" ordering our other tug used on the same traffic " MANUELO "  
" to leave Civitavecchia speeding to the help, while we  
" advised the harbormaster of Civitavecchia to take all  
" possible measures of assistance.

" But the research of the " MANUELO " remained without  
" result and this morning we were advised that, owing to the  
" storm arisen in the meantime, the " CIGERONE " having reached  
" a point about 3 miles South West of Cape Linaro, broke  
" loose due to the rupture of the towing cable, was swept away  
" by the swell and went to the bottom. "

We are anxious to hear from you about the possibility of assigning promptly other tonnage to us in substitution and in the meantime we are, Dear Sirs,

6872

yours faithfully.

COMPAGNIA MARITTIMA

INTER OFFICE MEMO

AMMcC/ga

Our Ref :- AC/657/186/Tn.3. 13 April 1945

SUBJECT :- Transportation of Salt from  
Sardinia to Fiumicino and Rome.

TO :- Ports and Warehouse Division

1. Receipt of your letter AC/18/7/Tn 6 dated 10 April '45, together with enclosures, is acknowledged.

2. It is felt that vessels operated by the Compagnia Marittima should be kept on the Civitavecchia/Fiumicino/Rome run, rather than go to Cagliari for salt, for which run other traffic can be set up as necessary. Civitavecchia has a coal ship approximately every ten days, and if there is a gap between coal ship arrivals there is no reason why the Compagnia Marittima should not use their vessels to lift other cargo from Civitavecchia to Fiumicino or Rome.

3. Referring to para 3. of your letter under reply, the salt ration is being increased in this area to 300 gms. and the monthly bid into Civitavecchia has been increased accordingly from 2000 tons to 3000 tons per month. This figure is at present being met, & there is every indication that it will continue to be so.

*M. J. Sieff*

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

Copy to : Food Sub-Commission.

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 290  
Ref. AC/18/7/Ta6

RME/lml  
10 April 1945

SUBJECT : Compagnia Marittima's Request for  
Permission to Extend Service to Sardinia.

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

1. Please find attached a copy of letter received from Compagnia Marittima requesting permission to extend their service to Sardinia to lift salt for delivery to Fiumicino and/or San Paolo.

2. It would appear that Compagnia Marittima could develop this service without interfering with the present coal barge service, and if it is decided, the extension of service as requested should be permitted only when there is no coal tonnage at Civitavecchia, which we are informed happens quite often.

3. Information given us regarding present shipments of salt from Sardinia to Torre Annunziata, would point out a saving in railway traffic, as salt shipments could be handled as suggested by Compagnia Marittima periodically.

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

Attachment:

As stated in  
Para. 1.

6870

## COMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTELLO, 8

TELEGRAMMI: MARINESE - GENOVA

TELEFONI: 22-424 - 22-796

TELEGRAMMI: MARINESE - ROMA

CODICI: NEW 502 - 502

SCOTT'S 10 TH 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,  
Rome.

Transportation of salt from Sardinia to  
Fiumicino and Rome.

The importance of transportation of salt, for domestic as well as industrial uses, from Sardinia direct to Fiumicino and Rome has been pointed out by us in various letters since July last, both to the A.A.C. services and to the A.C. (Coal Division and Food Sub Commission).

Large quantities of salt are presently in Sardinia waiting for shipment, while there is a great scarcity of this commodity in the Rome Region.

The Tobacco & Salt Monopoly receive the salt irregularly at Castellammare di Stabia, Anzio and now at Civitavecchia, and we know that also in this latter port there are some difficulties for discharging.

The central depot of the Monopoly is situated not far away from St. Paul's harbor in Rome, and the delivery there in bulk from the river could be easily arranged.

We understand also that some shipments from Sardinia to Torre Annunziata on a regular service have to be made in bags with a considerable extra cost, and we know that the carriage by road or by rail from discharging ports to the Monopoly's depot involves considerable expenses and consumption that could largely be saved by following our suggestion which is also welcomed by the Monopoly itself and other receivers in this region.

We beg to confirm therefore our previous communications on this subject to your services and we sincerely hope that, with your intervention, this scheme may soon be realized authorizing us to have the option of using for this traffic the various means which we are now employing in the coal trade for some of which are particularly suitable for the suggested salt trade.

Yours faithfully,  
COMPAGNIA MARITTIMA

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Wood

HEADQUARTERS ALLIED COMMISSION  
APO 394  
COMMERCE SUBCOMMISSION  
Materials Division

LOW/ep/lp

Tel. 478905

11 April 1945

Ref. AC/5300/Commerce

SUBJECT: Cement allocation for Works at Plumbino Port

TO : Transportation Subcommittee HQ AC

1. Attached, please, find translation of a letter received by Ministry I.C.L. and translation of a letters sent to U.P.I.C. Rome from Civil Engineers Corps Office.

2. For your attention and action.

*Lawson*  
W. P. EVANS  
Colonel  
Director  
Commerce Subcommittee

Encl.: letter Ministry I.C.L. n.522 dated 4 April 1945  
letter Civil Engineers Corps Office n.1607 dated  
8 March 1945.-

6868

*ac/4/5/6*

TRANSLATION

4 April 1945

Ministry of Industry  
Commerce and Labour  
Industry - Mines Division

Ref. N° 522

SUBJECT: Cement allocation

GHIANDI  
64003

The civil Engineering Office in charge of Tiber and Rome territory turned over to the Firm Cicchetti Beniamino, with head office in Rome, Via delle Carrozze 3 - urgent repairing works of the North and South quays at Fiumicino.

The food supply of Rome territory depends a great deal on the completion of these works. 450 tons cement. (type 350), to be withdrawn from the plant "Italcementi" at Civitavecchia, are requested by the above mentioned Firm in order to carry out these works.

As these works are located at the quay sea transport from Civitavecchia to Fiumicino could be arranged relieving pressure on the road traffic.

Therefore this Ministry deems that a/m request be taken into consideration.

8 March 1945

Civil Engineering Corps Office

N° 1607

SUBJECT: Allocation of cement for the repairing works  
at Fiumicino Port.

Herewith we enclose a bid for allocation of qts 4500 of cement to the Firm Cicchetti Beniamino. This cement is required for the urgent repairing works at North and South quays of Fiumicino for which repairs the firm Cicchetti has been given in charge by the Civil Engineering Corps Office.

As these works have been urged by the Allied Command more than once in order to ease the food supply for Rome territory, we believe that the request will meet with your kind consideration and that allocation be made without delay.

Authorization for withdrawal of a/m cement may be had from "Italcementi di Civitavecchia".

Bellomo Giulio  
The Chief Engineer

6866

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GBG/cog

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

AG/502/11/Tn.3

12 April 1945

SUBJECT : Coal Traffic - M/V Puntanica and M/V Punta d'Ostro.  
TO : La Figure Romana,  
Via della Mercede, 54  
Rome.

1. Reference your letter dated 6 April 1945.
2. Concerning various conversations between your good-selves and this Commission, it has been agreed by the Mediterranean Shipping Board that the above two vessels will be de-requisitioned on their arrival in Rome, for the purpose of operating in the Tiber coal traffic.
3. Sailing Instructions for M/V Puntanica, expected to complete loading in Palermo shortly, have already been issued by CO-GE-NA and similar instructions for M/V Punta d'Ostro will be issued nearer the date of vessel's expected readiness.

*M. B. Thomas*

M. B. THOMAS  
Colonel,  
Deputy Director,  
Transportation Sub-Commission.

Copy to:- Medbo Schooner Control  
Ports & Warehouse Div. ✓  
Shipping Sub-Commission.

6865

*ed/8/26*

785021

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AG/12/8/Tn6

ONES/lml  
11 April 1945

SUBJECT : Dredging Barges.

TO : Transportation Officer  
Allied Military Government  
Grossetto

1. During an inspection tour made by representatives of this Division, two dredging barges were located in the canal at Talamone. These barges are suitable for the Tiber and are urgently required in order that the river can be made navigable for the conveyance of supplies to Rome.

2. In order that the barges can be towed to Rome, it is first necessary to make a passage at the entrance to the canal at Talamone. This is a simple task and a few men with shovels could do the work in two or three days. Labor can be found locally at the Cooperative IDG CIPRIANI - TALAMONE.

3. Before work can proceed the Sanio Civile, Grossetto, requires authority from the Allied Military Government. Please give the necessary authorization and stress the urgency of the work.

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

Tel. 259

MEMORANDUM FOR FILE

CG/1ml

9 April 1945

Movement of S/S Schooners and goods in the Port of Civitavecchia during the month of February 1945:

S/S.....13) arrived at Civitavecchia Port.  
M/S.....13)

These S/S and M/S have discharged the following goods:

|                           |          |
|---------------------------|----------|
| Salt.....                 | 500 Tons |
| Citrus Fruits.....        | 1360 "   |
| Cattle.....               | 140 "    |
| Cheese.....               | 51 "     |
| Wine.....                 | 2526 "   |
| Trigonella.....           | 50 "     |
| Vegetable Horse Hair..... | 16 "     |
| Barley.....               | 3856 "   |
| Soap.....                 | 110 "    |

GRAND TOTAL

8609 Tons

# REMARKS:

The discharging operations have proceeded with regularity. Only three M/V's have had to pay demurrage. There are many difficulties-refueling gasoil and lubricating oil-due to the lack of fuel allocated from C.I.P. There is at present no fuel for the schooners and it seems necessary to press the Petroleum Section, Hq. to allocate sufficient gasoil to satisfy all the demands. Many M/S's were obliged to stay in the port during bad weather. The discipline of the crews and of the dockers was pretty good, as they all are working under the Capitaneria di Porto and COGEMA control.

Movement of M/S and goods in the Port of Anzio during the month of February 1945:

Schooners arriving at Anzio.....56

Only 16 schooners have discharged goods, the others were in transit with coal from Gaeta to Fiumicino, and empty from Fiumicino to Gaeta and Portici. These M/S have discharged the following goods:

|                   |          |
|-------------------|----------|
| Salted Fish.....  | 328 Tons |
| Wine.....         | 85 "     |
| Grape Juice.....  | 154 "    |
| Trigonella.....   | 30 "     |
| Marmalade.....    | 6863     |
| Dried Fruits..... | 40       |

GRAND TOTAL

649 Tons

- 2 -

REMARKS:

The discharging operations have proceeded with regularity. Also in this port, it is necessary to allocate a necessary quantity of fuel.

Movement of B/S and goods in the Port of Fiumicino during the month of February 1945: ✓

Schooners arriving at Fiumicino.....18

They have discharged 539 tons of coal at the port.

6862

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/18/5/Tn6

OWEN/ini  
7 April 1945

SUBJECT : Transport of Coal to Fiumicino and Rome.

TO : Compagnia Marittima  
Attention: Francesco Casali  
102 Via Dei Tritoni  
Rome

1. The Barge LIVA V 300/350 tons now lying at the Port of Piombino has been allotted to the coal trade. Please make necessary arrangements with the owners.

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

AEM/dpe

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

Rome, 2 April 1945

Subject: Extract from Public Works (R.C.) final report relative to Fiumicino Harbor work.

To : Compagnia Marittima and Associated Co's.  
Attn.: Mr. Cameli.

1. The following is extracted from my final report on Public Works, Rome Comune, relative to Fiumicino Harbor work and is passed on for your information. As you may know the Lazio-Umbria Region of Allied Military Government ceased to exist as of c.e.b. 31 March 1945.

2. Fiumicino Harbor Project

a. Of the many projects undertaken and directed by this Section this one has been outstanding as well as interesting. It is outstanding because it has been done entirely on Italian private initiative under orders and direction of this office without remuneration from AMG or Italian authorities, after Allied and Italian military and naval authorities advised they were not interested.

b. After the Allies occupied Rome it early became apparent that the movement of thousands of tons of food supplies as well as coal for the operation of the electric light and gas plants would seriously tax the transportation facilities then available. An inspection was made of the damage to the harbor and study of the possibility of placing back in use. The records of the Harbor Master of Rome for 1939 (last year available) shows that over 200,000 tons of cargo were handled at Fiumicino that year.

c. The two moles were blown in five locations. The right quay was blown at 20 foot intervals for a distance of over 3000 feet. Nine vessels were sunk in a group between the moles forming a barrage which blocked the outlet. The steel swing bridge over the canal was blown. In all some 66 vessels such as motor fishing

ed/8/726

(Extract from Public Works (RG) final report relative to Fiumicino Harbor work - cont'd) 2/4/45

schooners, barges, dredger, tug, tank barges, etc. were scuttled by their owners or mined and sunk by the Germans. A steel loading crane located on the right quay was wrecked. However an electric crane for unloading coal with a capacity of 75 (short) tons per hour was left in-tact. Some sections of rail road trackage was removed. Historic Clementine Tower was demolished. Large numbers of mines and barb wire entanglements had been located in the area.

d. Report was made on 24 June 1944 and approval of SCAD Rome Region was obtained to proceed with the work. Several local firms had been contacted and agreement was entered into with Compagnia Marittima on 30 June. This company acted administratively for the four firms that pooled their available equipment that could be used in the operations.

e. Considerable delay was caused to the companies doing the salvage work due to inability to obtain prime mover at the right times and to obtain release of trucks thru the Transportation Section.

f. Salvage operations have been conducted under very adverse conditions. The turbidness of the fiber, making visibility under water practically nil and a current that is continuous at 4 to 7 miles per hour has made the work for the divers both difficult and dangerous. In addition the hulls of all vessels had filled with fine sand and mud and were completely silted in, in the canal bed.

g. As a result the original idea of operations of sinking steel caissons in water ballast and attaching to the boats and displacing ballast with air to float the vessel proved entirely inadequate for the conditions existing here. Plan of operations had to be revised and the lifting is being done entirely by differential hoists and steam crane. It was necessary for the operating companies to obtain and install a 60 H.P. diesel operated generating power plant on a barge and use larger electric driven pumps in order to jet around the boats and get cables under the hulls of the boats to be raised.

(Extract from Public Works (RO) final report relative to Fiumicino Harbor work - cont'd) 2/4/45

h. Actual raising operations began the last week of July. Preparations were being made to raise and/or destroy the barrage at the outlet. Unfortunately in mid-August emphasis was changed from clearing the channel obstruction near the outlet to raising the fishing craft for economic and fishing reasons. This policy emanated from H.Q. - A.C. About the same time a conference was held of the heads of coal, economic, food supply, transportation, electricity (movement of coal supply for Rome plant involved) and other interested Sections, on the different levels of authority as A.A.I., A.F.H.Q., A.C., Rome Region and it was decided that the port at Fiumicino was of no interest to the above groups. The change of emphasis was unfortunate in that the only favorable weather for removing the barrage at the outlet is during the months of July, August and sometimes the first half of September.

1. The following is some of the work, accomplished at Fiumicino by Compagnia Marittima:

1. 40 Vessels of various types raised consisting of 29 motor fishing schooners, a dredger, tug and various barges. (I doubt if more progress has been made in any of the ports from Gaeta to Civitavecchia. Most of the fishing schooners have been repaired and are engaged in fishing operations).

2. All of the work of removal or straightening of piling of the moles that had been displaced into the stream area of the canal has been completed.

3. The barrage of 9 boats has been destroyed and/or removed to afford a navigable depth of 9.8 ft. (as reported by G.C.). The Company doing the work reports that the blasting operations have disintegrated and moved the barrage into the deep hole scoured out below same.

4. All of the swing bridge has been removed from the channel (as reported by G.C.).

5. Although a limited width of channel has been navigable since December the movement of coal did not start until about the middle of February. Since then Compagnia Marittima have handled over 5200 tons of coal and charcoal at the harbor. The possi-

6858

(Extract from Public Works (RC) final report relative to Fiumicino Harbor work - cont'd) 2/4/'45

bilities of use have been greatly restricted due to the capacity of schooners assigned.

6. The reconstruction of their main lifting unit to 110 tons capacity has been completed and will now be used on the heavier tank barges sunk in the canal.

j. Other work accomplished on separate projects is as follows:

1. Restoration of potable water service.

2. Removal of debris from streets, the wrecked Clementine tower, and the concrete pill boxes. All of this was placed in the two major breaks in the moles. This fill was reinforced by collecting 790 - one cu. meter concrete blocks that had been placed as road and beach blocks and placing along the fill.

3. A temporary dike has been constructed on the inside of the destroyed quay at points where open breaks occur. (this was work of the G.C.).

4. The G.C. advises that they recently have let contracts for the repair of the moles (Proj. n.90 and n.118) and the tract of the quay along the R.R. siding (proj. n.121), and will shortly let contracts for two more tracts of the quay (proj. n.133 and n.134). Total involved in the proj. 32,777,000 L.

k. Much credit is due the units connected with the 104 Works C.R.E. and the Italian Engineers attached to 3 force for the fine job of mine removal work both in the Fiumicino and Lido areas. Both units had some men killed and several injured.

l. Attention is called to the fact that high water of the Tevere flooded the Town of Fiumicino on three occasions while work was in progress, namely 5th. and 29th. of Nov. and 14th. of Dec. 1944. Recommendations of urgent work to be done at Fiumicino was called to the attention of the Genio Civile of Tevere and Agro Romano in my memorandum of 4 Dec. Most of the obstacles obstructing the flow have been removed except the two large tank barges. It will be necessary to complete the repair of the quay thru the Town as contemplated in item j. 4 this report or some equivalent plan in order to prevent future flooding. Back water protection should also be provided for the storm water drains and the public urinals all of which are located at or slightly above normal water level.

6857

(Extract from Public Works (RC) final report relative to Fiumicino Harbor work - cont'd) 2/4/'45

3. Too much appreciation cannot be extended to the Departments with which I have worked. I wish to particularly commend the following for the fine spirit of co-operation shown for to them belongs the credit for the work accomplished:

In addition to specific Departments of the Comune I have mentioned:

- Compagnia Marittima and associates on Fiumicino Harbor projects.

*A. E. Michel*

A. E. MICHEL, Major, S.R.  
Pu. Works & Water Sec.-Rome Comune

TELEGRAMMI { LIGUROMA-GENOVA  
LIGUROMA-ROMA



TELEFONO { GENOVA 551 066  
ROMA 83-007

# La Sigure Romana

SOCIETA' DI NAVIGAZIONE MARITTIMA E FLUVIALE  
ANONIMA CAPITALE L. 3.000.000 VERSATO  
C.F.E. GENOVA R. 18526

SEDE IN  
GENOVA  
VIA FIESCHI, 28-30 R.  
AGENZIA IN  
ROMA  
VIA DELLA MERCEDE, 84

To  
The Allied Commission,  
Headquarters,  
Shipping S/Commission,  
Rome.

*R. W. Dwyer*  
*File*  
*AD*

Subject: M/v. Puntanica.  
Reference: Our letter March 1st, 1945.

1. This ship will be ready to start loading at Palermo in about three days.
2. Unless we collect the entire amount of freight from C.A.P.A.I. - as per point 3 of our previous letter - we are not in a position to clear ship from salvage claims, and therefore further delays are to be expected.
3. Will you kindly give us written confirmation of the well known arrangements as above mentioned, and also confirmation of your standing instructions regarding the use of this vessel - free from requisition - for the coal trade Civitavecchia or Gaeta to Fiumicino or Porto S. Paolo, under existing contract made by us with Compagnia Marittima and the I.S.R., receivers.

Yours truly.

LA Sigure ROMANA Soc. Nav.

*Bianchi*

MBC/

6855

*ad/8/1945*

RESTRICTEDPEARL/Whan  
LWA:slALLIED FORCE HEADQUARTERS  
APO 512

AG 163.3/141 SUP-0

27 March 1945

SUBJECT: Coal Importation and Allocations

TO: All Concerned

1. Administrative Memorandum No 40, dated 3 June 1943, revised to 25 November 1943; Administrative Memorandum No 16, dated 1 April 1944; and Section II, Administrative Memorandum No 34, dated 22 August 1944, each of this headquarters are being rescinded. The following is substituted therefor.

2. The following instructions outline the major duties and division of responsibilities in connection with the importation, production, allocation, distribution and the fiscal accounting for all coal and lignite, whether imported from outside the theater, or produced within this theater, except that required by the several maritime agencies (the Royal Navy, United States Navy, Greek Navy, French Navy, Italian Navy, Ministry of War Transport, War Shipping Administration, and French, Italian, Yugoslav and Greek merchant shipping) which is procured by these agencies, and is excluded from the scope of these instructions.

3. North Africa, Including Corsica. All matters pertaining to the requirements, requisitioning, importation, allocation, distribution, fiscal accounting and the maintenance of records pertaining to coal for North Africa and Corsica were transferred as of 1 November 1944 to N.JEM (now the American and British Economic Missions) and this headquarters relieved of further military responsibility as of that date.

4. Italy, Sicily and Sardinia

a. Military. The Quartermaster is charged with the following responsibilities:

(1) Requirements. The determination of all military coal and lignite requirements, and final approval of all civilian requirements of imported coal considered in the latter case on the grounds of availability of coal, port capacity and shipping allocations for the purpose.

(2) Requisitions

(a) The requisitioning of all coal imported from outside the theater.

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RESTRICTED

Ltr, AFHQ, AG 463.3/141 SUP-O,  
 dtd 27 March 1946

- (b) The requisitioning of all Sardinian coal and locally produced coal and lignite for military requirements from the Allied Commission/Italian Government. Military requirements will have priority over all civilian requirements, except that equal priority will be given to civilian and military hospitals and bakeries.
- (3) Importations. The arrangement for the importation and distribution of all coal imported from outside the theater.
- (4) Allocations. The allocation of all coal imported from outside the theater.

b. Civilian. The Allied Commission/Italian Government is charged with the following responsibilities as of 1 April 1945:

- (1) Requirements. The survey and determination of all civilian requirements of Sardinian coal and locally produced coal and/or lignite and the survey of all civilian requirements of imported coal subject to
  - (a) the priority of military requirements as defined in 4 a (3) (b), above, insofar as Sardinian coal and/or locally produced coal or lignite are concerned, and
  - (b) final approval by the Quartermaster as set out in 4 a (1), above, insofar as imported coal is concerned.
- (2) Requisitions. The requisitioning on the Quartermaster of coal imported from outside the theater for civilian requirements.
- (3) Allocations
  - (a) The suballocation for civilian purposes of all coal procured under paragraph 4 b (2), above.
  - (b) The allocation of all Sardinian and locally produced coal and/or lignite after satisfying the military requirements as in paragraph 4 a (2) (b), above.
- (4) Importation.
  - (a) The arrangements for the importation and distribution of Sardinian coal and for the distribution of all locally produced coal and/or lignite.

RESTRICTED

Ltr. AFHQ. AG 463.3/141 SUP-O.  
dtd 27 March 1945

- (b) Authority will be given by this headquarters from time to time for the assumption by the Allied Commission/Italian Government of any or all of the following functions insofar as they apply to coal in such ports or territories as may be notified:

- 1 Discharge from ship
- 2 Handling operations in the port
- 3 Transport by rail or otherwise insofar as such transport is not assured by the military authorities.
- 4 Distribution
- 5 Keeping such records of receipts and issues of coal and lignite and the maintenance of such accounting procedures as are necessary.
- 6 Furnishing such reports and information on the above matters as may be required by this headquarters from time to time.

(5) Production. The development of the production of coal and lignite within the theater to the extent of approved program, including:

- (a) Surveying the productive capacity of all mines and workings of coal and lignite, initiating all requests for machinery, supplies and equipment which may be required in the production or in aiding or increasing the production.
- (b) Procuring of all labor necessary for operation of the mines.

(6) Finance, Sales Prices and Records

- (a) Making all necessary financial arrangements and charges in connection with the production, transport and disposal of all coal and lignite produced in or imported into Italy and its islands.
- (b) Determining and fixing sales prices (including conditions of sale), executing fiscal matters pertaining to sales and collections and maintaining all pertinent records connected therewith.
- (c) Keeping records of stocks, receipts and issues of imported coal allocated to the Allied Commission/Italian Government by this headquarters.
- (d) Furnishing such reports and information as may be required by this headquarters from time to time.

RESTRICTED

Ltr, AFHQ, AG 463.3/141 GUP-O.  
 dtd 27 March 1945

5. Greece

a. Effective 1 April 1945, the UNRRA takes over from MI(Greece) HQ the latter's responsibility for civil relief and rehabilitation in Greece. To ensure that most effective use is made of coal and of shipping it has been agreed that until further notice the UNRRA will continue to obtain its imports of coal through AFHQ channels.

b. Responsibilities are therefore defined as follows:

- (1) Military. The responsible commander is charged with the survey of all military requirements of imported coal and with the submission of such requirements through the UNRRA Greece Mission. In estimating his import requirements, the responsible commander will note the possible use of locally produced coal and lignite and cooperate to the extent possible with the UNRRA to secure maximum availability from this local source of supply.
- (2) UNRRA. The UNRRA Greece Mission has agreed to coordinate all the demands for the importation of coal into Greece for submission to this headquarters, and to make the necessary arrangements for distribution in accordance with approved demands.
- (3) Quartermaster. The Quartermaster is charged with the following responsibilities:
  - (a) Requirements. The determination of military requirements of imported coal.
  - (b) Requisitions. The requisitioning of all imported coal for military and civilian purposes.
  - (c) Importation. The arrangements for the importation of all coal for military and civilian purposes.

BY COMMAND OF FIELD MARCHAL ALEXANDER:

*C. W. CHRISTENSEN*  
 C. W. CHRISTENSEN  
 Colonel, AG  
 Adjutant General

DISTRIBUTION:

|            |                   |
|------------|-------------------|
| "B"        | 2 - G-4 (A)       |
| 25 - UNRRA | 2 - G-4 (B)       |
| 25 - ALCOM | 2 - G-4 (M & In)  |
| 15 - G-5   | 10 - QM           |
|            | 2 - AG (pards AF) |

RESTRICTED

TRANSPORTATION SUB-COMMISSION, A.C.,  
RAIL DIVISION  
C/o Transportation Increment,  
C.M.F.

Tel: 843402  
AC/31/Tn.4.

18 March, 1945.

TO : Ports and Warehouses Division,  
(Attn. Lt: Warley).

SUBJECT: Coal Rates.

1. Rates for the conveyance of coal, as requested by you are given hereunder:

- (a) From CIVITAVECCHIA PORT: To ROME OSTIENSE. (78 Km.)  
810lire per wagon load of 15 tons.  
54lire per ton above a 15 ton load.
- (b) From FIUMICINO: To ROME OSTIENSE. (34Km.)  
450lire per wagon load of 15 tons.  
30lire per ton above a 15 ton load.

+ Tonnage up to 15 tons (a wagon load) is charged as for a full wagon load.

*O. H. Lindberg, L. Col.*  
O.H. LINDBERG,  
Lieut-Colonel, R.E.,  
Chief, Rail Division.

*FILE*

6852

*ac/sf/m6*

INTER OFFICE MEMO

MJS/bm

17 March 1945

AC/653/41/TR.3

SUBJECT : Coal for Rome.

TO : Industry Sub-Commission.

1. Reference your AC/IND/UD/55 dated 14 Mar /45.

2. There is at present a shortage of rail capacity against demands for movement by rail; this shortage is likely to increase.

3. It is essential to develop so far as possible, alternative means of transport which will economise use of rail capacity.

4. There can therefore be no question of discontinuing the movement of coal by sea from Civitavecchia. It is intended to develop this traffic, but it is hoped to bring the bulk of the coal direct from Civitavecchia up the Tiber to the gasworks in Rome, thus not only helping shipping turn-round, but saving the entire rail haul. The amount, which can be hauled this way, depends on the availability of certain shallow draft ships; the Mediterranean Shipping Board are making special arrangements to divert such ships into this trade.

5. The question of additional cost is fully appreciated and freight charges will be discussed with you by the Port & Warehouse Division and the Shipping Section Movements Division. The problem can then be taken up with the Shipping Authorities concerned.

*M. J. S. Taylor*

M. J. S. TAYLOR,  
CO-ORDINATOR

for MERRITT H. TAYLOR,  
Director.

1. Reference your AC/IND/CD/55 dated 14 Mar /45.

2. There is at present a shortage of rail capacity against demands for movement by rail; this shortage is likely to increase.

3. It is essential to develop so far as possible, alternative means of transport which will economize use of rail capacity.

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*M. J. SLEPP*

M. J. SLEPP,  
Colonel

for MERRITT H. TAYLOR,  
Director.

Copy to:- Ports & Warehouse Div.  
Shipping Sub-Comm.  
M.W.T.  
W.S.A.

Copy of INDUSTRY Sub-Comm., AC/IND/55 dated 14/Mar/45 attached.

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Industry Sub-Commission  
Coal Division

CWO/jv

Tel: 478489

14 March 1945.

Ref: AC/IND/CD/ 55.36

Subject: Coal for Rome.

To : Transportation Sub-Commission.   
~~Movement Division~~ - Port & Warehouse Division.

1. Reference your letter dated 20th Feb. AC/I8/2/Tn.6.
2. We have received the attached copy of letter from the Ministero dei Trasporti and we would be pleased if you will consider their request.
3. For your information, the quantity of coal required from Civitavecchia by the Gas & Electric Works (the two most conveniently supplied from Fiumicino) will be: 500 tons per day, i.e. 400 tons for the Gas Works and 100 tons for the Electric Works. In addition, the railways themselves require about 100 tons per day.
4. The question is one of additional cost and we would like to discuss with you whether the cost of the sea run from Civitavecchia to Rome, necessary to assure a quick turn-around of ships and the saving of railway transport, must be borne by the Italian Government and/or consumers or whether the service should be discontinued at the end of this month.

For the Chief Commissioner:

W.S. VAUGHAN  
Director,  
Industry Sub-Commission.

Encls. as in para 2.

6850

Copy.

MINISTERO DEI TRASPORTI  
Supply Office

Rome, March 1945.

UCC.3/

TO HEADQUARTERS ALLIED COMMISSION  
INDUSTRY SUB-COMMISSION  
COAL DIVISION - AFO 392

SUBJECT: Transportation of coal  
by sea from Civitavecchia.

1. Ref. your letter AC/IND/CD/19 dated 24th ult.
2. We have made arrangements for the payment of freights arising from the transportation of the coal required for the city of Rome from Civitavecchia to Fiumicino.
3. This Administration, however, must point out that the high rate of freight, as it has been established by the "Compagnia Marittima" for such transports, affects considerably the cost of coal and constitutes a burden which remains upon this Administration, since the same cannot debit the consumers of coal for such item of expense.
4. In consideration of the above, we beg to ask you to consider the possibility of limiting, to the utmost degree, the use of this system of transportation and, if possible, of stopping it altogether at the expiry of the 30 days of trial fixed by the Transportation Sub-Commission.

THE CHIEF OF SERVICE

signature illegible.

785021

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AG/18/2/Tn6

CCG/lml  
20 February 1945

SUBJECT : Coal for Rome.

TO : Coal Division, Industry Sub-Commission  
(Attention: Col. C. W. Oxley)

1. This Office has been advised by Col. M. J. Sieff, Chief Movements Division, Transportation Sub-Commission, that a No. 1 Priority for coal service to Fiumicino and Rome is the expeditious turn-around of coal carrying vessels; No. 2, is saving rail wagon space; No. 3, coal for Rome.

2. For the three reasons above, we strongly endorse the use of the service suggested by Compagnia Marittima from Civitavecchia or Gaeta to Fiumicino and Rome, for a trial period of 30 days.

3. Attached herewith is a copy of a letter sent to the Compagnia Marittima today.

CHARLES C. CROOKS CHIEF  
Ports & Warehouse Division  
Transportation Sub-Commission

Attachment:

As stated in  
Paragraph 3.

6848

SCHEDULE M/V "DINA"27 FEB. - 9 MARCH 9, 1945

| <u>Date</u> | <u>Hour</u> | <u>Activity</u>                                              |
|-------------|-------------|--------------------------------------------------------------|
| 27 February | -           | Loaded at Civitavecchia                                      |
| 28 "        | 7:00        | Left Civitavecchia for Fiumicino                             |
| 28 "        | 12:00       | Arrived at Fiumicino                                         |
| 1 March     | 12:00       | Started to discharge cargo                                   |
| 1 "         | 17:00       | Completed Discharge - 165.860 Tons<br>Ex S/S "D. G. PRESTON" |
| 2 "         | 7:15        | Left Civitavecchia                                           |
| 2 "         | 11:40       | Arrived at Civitavecchia                                     |
| 2 "         | 17:00       | Completes loading                                            |
| 3 "         | 7:00        | Leaves from Civitavecchia                                    |
| 3 "         | 11:40       | Arrived at Fiumicino                                         |
| 3 "         | 13:00       | Started to Discharge                                         |
| 3 "         | 17:00       | Completed Discharge - 154.200 Tons<br>Ex S/S "FORT GRAHAM"   |
| 4 "         | 7:00        | Left for Civitavecchia                                       |
| 4 "         | 11:50       | Arrived at Civitavecchia                                     |
| 5 "         | ----        | To load at Civitavecchia (no cargo, delayed 5 hrs.)          |
| 6 "         | 6:30        | Left from Civitavecchia                                      |
| 6 "         | 11:00       | Arrived at Fiumicino                                         |
| 6 "         | 13:00       | Started to Discharge                                         |
| 6 "         | 17:00       | Completed Discharge - 177.200 Tons<br>Ex S/S "FORT GRAHAM"   |
| 7 "         | 8:00        | Left for Civitavecchia                                       |
| 7 "         | 11:00       | Arrived at Civitavecchia                                     |
| 7 "         | 18:00       | Completed Loading                                            |

6847

| Date    | Hour  | Activity                                                     |
|---------|-------|--------------------------------------------------------------|
| 8 March | 8:00  | Left for Fiumicino                                           |
| 8 "     | 10:30 | Arrived at Fiumicino                                         |
| 8 "     | 17:00 | Completed Discharge - 195.00 Tons<br>Ex S/S "EMPIRE OCTALAN" |
| 9 "     | 7:00  | Left for Civitavecchia                                       |

785021

FREEDOM CITE FHGDM FHGEG FHQ/SUP ALCOM TOSCANA REGION  
MWTR CIVITAVECCHIA

3023

6 MARCH 45

PRIORITY

SECRET PD

PARA ONE PD SUBJECT IS HAYWARD BRAUN DUE WEWE ONE SIX MARCH WITH  
EIGHT THREE ZERO THREE TONS GAS COAL FOR ROME ~~XXX~~ PD

PAREN TO FREEDOM CITE FHGDM FHGEG FHSUP TO ALCOM TOSCANA REGION TO  
MWTR CIVITAVECCHIA FROM ALCOM CITE ACTPT PAREN

RAIL MOVEMENT FROM WEWE TO ROME WILL SERIOUSLY INTERFERE WITH OTHER  
PRIORITY PROGRAMS PD REQUEST THIS SHIP BE DIVERTED ILAK PD SHIP  
FOR ~~XXX~~ WEWE SHOULD CARRY COAL SUITABLE FOR LOCAL DISTRIBUTION ~~XXX~~ PD  
YOUR FOX XRAY THREE EIGHT TWO TWO NINE PD REVERS PD

~~XXXXXXXXXXXX~~

COPY TO : LAZIO UMBRIA REGION (BY ELS)  
TRANSPORTATION SC FOR PORTS AND WHSE DIV *[Signature]*  
AND MOVEMENTS (RAIL) ✓  
SHIPPING SUB COMMISSION  
M.W.T.  
W.S.A.  
INDUSTRY SUB COMM (COAL DIV)

TRANSPORTATION SC  
390

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

67

*[Handwritten signature]*

6845

COMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTELLO, 8

TELEGRAMMI: MARINER - GENOVA

TELEFONI: 35-424 - 35-705

TELEGRAMMI: MARINER - ROMA

CODICI: NEW 205 - 205

SCOTT'S 10TH EDITION

A. B. C. - BENTLEY'S

UFFICIO DI ROMA, 5th. March, 1945.

VIA DEL TRITONE, 102

TELEFONI: 485-404 - 485-405

to the Allied Commission,  
Transport Sub Commission,  
Rome.

and for information to Coal Division - Rome.

re. Transportation of coal from Civitavecchia and Gaeta  
to Fiumicino.

We beg to hand you herewith enclosed two lists showing the coal cargoes already carried to Fiumicino by the means presently at our disposal.

You will note that, since we started this service, we have discharged at Fiumicino an average of about 220 tons per day of coal loaded at Civitavecchia although we have only the small tugboat "Matilde" and the barge "Cicerone" was put at our disposal on the 2nd. of this month only.

As already mentioned the tugboat "Manuelo" is still at Cagliari in spite of all our efforts to have her released, and we have still to take to Civitavecchia at least one other barge now waiting near Follonica.

We are, therefore, in absolute need of, at least, one other tug and we again beg to ask your services to kindly insist with the Royal Italian Navy for a prompt release of the "Manuelo" which will allow us to double the daily quantity carried to Fiumicino.

As regards the transportation from Gaeta, you will note that very small schooners have again been assigned for this traffic and that the results are very poor and in any case out of proportion with the plant we have built there and which, as you know, has a loading capacity of 250 t. per

to the Allied Commission,  
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In this connection we wish to apply for the intervention of your services in order to obtain that larger schooners be put as soon as possible in this traffic.

6844

./.

*i/Manuelo*

Sheet 2/

Transportation Sub Commission = Rome .

March 5th.1945

It would also be important to induce your services to make the necessary arrangements to provoke the release of the ex German motorbarge " Koenigsberg " now under repairs at Orbetello, contacting to that effect the Salvage Office, Royal Navy, Mediterranean Fleet.

Yours faithfully.

COMPAGNIA MARITTIMA

  
FRANCESCO CASATI

785021

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AG/13/6/Ta6

OWEN/lnl  
2 March 1945

TO : Commerce Sub-Commission  
Attention: Major A. S. Brarston

SUBJECT : P. O. L.

1. Please be advised that the schooner "Dina" has been allocated to the coal service Civitavecchia - Fiumicino/Rome, and is now in operation. This schooner is working under La Liguire Romana outside of COMENA control.

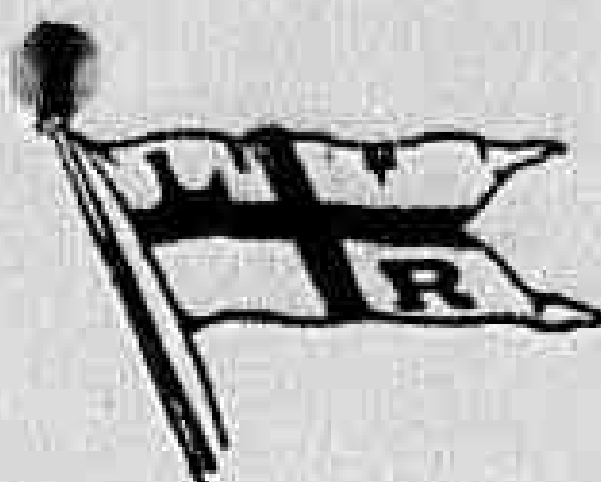
2. Four tons of gas oil are required immediately; additional craft will shortly be allocated to this service, and monthly requirements will be sent to you as soon as known.

CHARLES C. CROOKS, CHIEF  
Ports & Warehouse Division  
Transportation Sub-Commission

6842

Cross Ref - ac/18/Ta6

TELEGRAMMI { LIGUROMA-GENOVA  
LIGUROMA-ROMA



TELEFONO { GENOVA 681-068  
ROMA 63-007

# La Ligure Romana

SOCIETA' DI NAVIGAZIONE MARITTIMA E FLUVIALE

ANONIMA CAPITALE L. 3.000.000 VERSATO

C.F.E. GENOVA N. 15526

SEDE IN  
G E N O V A  
VIA FIESCHI, 25-30 R.  
AGENZIA IN  
R O M A  
VIA DELLA MERCEDE, 64

Roma, February 27 1945

To  
Allied Commission,  
Transportation Sub-Commission,  
R o m a

SUBJECT : Coal Service - Civitavecchia - Rome

Ref. : Your letter 26 February 1945 - AC/1B/3/Tn6

1. Please be advised that the schooner "Dina" has started his allocated service this morning at 00,01 hrs. Insurance and other expenses are now running for owners' account. Freight will be paid direct to owner, in accordance with agreement between I.S.R. and "Compagnia Marittima".

2. Please advise Commerce S/Commission that no fuel for this ship will be available at Civitavecchia unless a special allocation is made for this purpose. Allocation for the month of March do not cover the special requirements of the coal trade. Requirements for this vessel alone will be about 4 tons per month.

3. Ship will make tomorrow her first run with about 180 tons of coal. The low level of the river (about m. 1,80) will not allow her to come up to Porto San Paolo. With the persistence of good weather she will be probably able to come up next trip.

" LA LIGURE ROMANA"

Soc.di Navigazione Marittima e Fluviale

*Bianchi*

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 394  
Ref. AC/18/3/Tn6

OWEW/1ml  
26 February 1945

SUBJECT : Coal Service - Civitavecchia-Rome.

TO : Societa Ligure Romano  
Attention: Mr. Bianchi

1. Please be advised that the Schooner M/V Dina has been allocated to the coal service, Civitavecchia-Rome.
2. Please make all necessary arrangements direct with the owner.

CHARLES C. CROOKS, CHIEF  
Ports & Warehouse Division  
Transportation Sub-Commission

## COMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTELLO, 8

TELEGRAMMI: MARINERE - GENOVA

TELEFONI: 80-424 - 85-788

TELEGRAMMI: MARINERE - ROMA

CODICI: NEW BOX - BOX

SCOTT'S 10TH EDITION

A. B. C. - BENTLEY'S

UFFICIO DI ROMA, 27th. February 1945.

VIA DEL TRITONE, 102

TELEFONI: 485-404 - 485-405

to Headquarters Allied Commission,  
A.P.O. 394  
Transportation Sub Commission,  
R o m e .

With reference to your letter dated 20th. inst. we beg to confirm that, although the tugboat "Manuelo" has not yet been put at our disposal and we have to rely only on the small tugboat "Matilde", we have immediately started the service for the transportation of coal from Civitavecchia to Fiumicino.

We have sent to Civitavecchia the two barges "Marini" and "Filippo" which, together with the barge "Cicerone", released to us by you for this traffic, are ready to load since the 25th. inst. One of them, the barge "Filippo", having already accomplished one trip and being back in Civitavecchia to day ready for another cargo.

As we stated, the tug "Matilde" was already employed in the charcoal trade which has been interrupted pending the arrival of the tug "Manuelo". Another barge is ready at Castiglione della Pescaia loaded with charcoal and waiting to be towed to Fiumicino, and it is our intention to send the "Manuelo", as soon as she arrives, to bring her hither so that we may start at the earliest possible date a regular service with all the means presently ready, which will enable us to carry at least one barge per day, weather permitting.

The position of the crafts mentioned in our letter of the 15th. inst. and which, according to your authority, have to be released to us, is now modified as follows:

Tugboat "Manuelo" : She is still at Cagliari and your intervention for a quick release would be very important because, with the help of this tug, as stated above, we could make at least one trip per day and we could bring down the other barge "Giacomo" waiting near Pellenica.

sheet 2/

Transportation Sub Commission = 27th. February 1945

Tugboat " TEVERE " =: From accurate investigation of your various services both here and in Naples it appears that, instead of the craft we were looking for ( ex " Standard I " ), there is in Naples a very small tug named " Tevere " which is absolutely unsuitable.

Tugboat " Hermes ". It would be very important if your services would press for the acceleration of the repairing of this tug, which was built for the Tiber River service and would be most useful for replacing the " Standard I " and for taking barges up to Rome.

We feel confident that your services will have advised the harbour authorities at Civitavecchia for the release to the Owners of the barge " Cicerone " and the tugboat " Manuele " when she arrives, under condition they be used for this trade, so that we may complete the arrangements already made with the Owners and with the Receivers of the coal.

Yours faithfully.

COMPAGNIA MARITIMA



ROBERTO CALVI

6838

HEADQUARTERS ALLIED COMMISSION

APC 394

Industry Sub-Commission  
Coal Division

CHO/jv

Tel: 478489

27 February 1945.

Ref: AC/IND/CD/111/9

Subject: Allocation of coal cargo.

To : Transportation Sub-Commission  
(for Shipping and Ports - for Rail Section)  
M.W.T., Civitavecchia  
Capt. Bowes AC - Civitavecchia  
Public Works and Utilities Sub/Comm.  
Shipping Sub-Commission (Mr. Pairley)  
Coal Section, Unit "R" - APC 512  
F.B.S. QM, Class III Stores  
P.B.S. No 1 Ration Point RAAC  
S&T 92 DID - Rome  
Lazio Umbria Region, Economics & Supply Section  
Ministry of Communications  
Ministry of Industry, Commerce & Labour  
AMG Toscana Region  
AMG Siena Province  
AMG Arezzo Province

1. The s/s "Fort Grahame" now at Civitavecchia, is reported to have had on board 8136 tons of Gas Coal of which approximately 2236 tons have been discharged at Bagnoli. The balance of the cargo now on board is 5900 tons.

2. This quantity is allocated as follows:

|                   |              |
|-------------------|--------------|
| Viterbo Gas Works | 60 tons      |
| Arezzo "          | 60 "         |
| Siena "           | 40 "         |
| Rome "            | 5740 "       |
|                   | <hr/> 5900 " |

3. Please arrange accordingly.

For the Chief Commissioner:

*W.S. VAUGHAN*

W.S. VAUGHAN  
Director  
Industry Sub-Commission.

**COMPAGNIA MARITTIMA**

**GENOVA**

PIAZZA PORTELLO, 8

TELEGRAMMI: MARINERE - GENOVA

TELEFONI: 88-424 - 88-788

TELEGRAMMI: MARINERE - ROMA

CODICI: NEW 808 - 808

SCOTT'S 16 TH EDITION

A. B. C. - BENTLEY'S

UFFICIO DI ROMA, 8th. February 1945.

VIA DEL TRITONE, 102

TELEFONI: 488-404 - 488-408

Transportation Sub Commission,  
Allied Commission,  
R O M E .

Loading of coal at Gaeta.

We beg to hand you, herewith enclosed, full  
list of the cargoes of coal loaded at Gaeta up to now.

Believe us to be

yours faithfully.

COMPAGNIA MARITTIMA



Encl. 1.

Fds  
6836

*Glenn*  
*2/11/45*  
*Received*



MOTORSCHOONERS LOADED AT GAETA  
at the coalstores of Molo Bausan.

| Dates of loading:                 | Schooners:          | Quantities<br>in tons: |                           |
|-----------------------------------|---------------------|------------------------|---------------------------|
| 1945                              |                     |                        |                           |
| January 20th.                     | "Stella del Mare"   | 19.300                 | discharged at Fiumicino . |
| " 22nd.                           | "Vergine Clemente"  | 28.450                 | " " "                     |
| " 22nd.                           | "Nuovo Mario"       | 28.600                 | " " "                     |
| " 23rd.                           | "Sant'Anna"         | 23.270                 | " " "                     |
| " 23rd.                           | "Antonio "          | 9.800                  | " " "                     |
| " 23rd.                           | "Baja"              | 30.400                 | " " "                     |
| February 1st.                     | "Alberto R. Padre " | 34.400                 | " " "                     |
| " 1st.                            | "Mamma Tina "       | 33.000                 | discharging at Fiumicino  |
| " 1st.                            | "Antonietta Madre"  | 45.000                 | " " "                     |
| " 2nd.                            | "Antonio Maria"     | 40.000                 | " " "                     |
| " 2nd.                            | "Lillia Ruggero"    | 33.200                 | discharged at Fiumicino   |
| " 2nd.                            | "Annunziata"        | 32.000                 | discharging at Fiumicino  |
| " 2nd.                            | "Nicola"            | 35.000                 | discharged at Fiumicino   |
| " 3rd.                            | "Giovannina"        | 23.000                 | discharging at Fiumicino  |
| " 3rd.                            | "Lucia Madre"       | 31.000                 | " " "                     |
| loading at the<br>Fortress Stores | "S. Pietro"         | 35.000                 | cargo capacity            |
| " "                               | "Giovinezza"        | 25.000                 | " "                       |

785021

SUBJECT: - CIGERONE BARGE. -

TO/ S.P. & W. DIV.  
 EN. SUB- COMMISSION (2)  
 H.Q. ALLIED COMMISSION  
 A.P.O. 394

- 1). The only instructions received on the a/m barge at present are that it is sent to this Port by H.O.I.C. Naples to H.O.I.C. Civitavecchia for use in the Port.
- 2). If it is to be used to transport coal to Fiumicino, can the position be clarified?

*J.H. Howes*

J.H. HOWES CAPT.  
 A.G. PORT LIAISON OFFICER

12 FEB. 1945  
 CIVITAVECCHIA

COPY TO: C.P.C.  
 CIVITAVECCHIA

6834

785021

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel. 347  
Ref. AG/20/1/Tn6

JHR/1a1  
6 February 1945

SUBJECT : S/S PUNTA D'ORSTA.

TO : B. C. O.  
Taranto, Italy

1. The bearer of this letter, Mr. William Marsano, Director Ligure Romana Limited, has advised us of the need for repairs on the S/S Punta D'Orsta presently at Bari.
2. This vessel is urgently needed to haul coal on the Tiber River between Civitavecchia and Rome.
3. We shall appreciate your giving every assistance to Mr. Marsano, in order to expedite these repairs.

CHARLES C. CROOKS, CHIEF  
Ports & Warehouse Division  
Transportation Sub-Commission

6832

**COMPAGNIA MARITTIMA**

**GENOVA**

**PIAZZA PORTELLO, 9**

**TELEGRAMMI: MARINER - GENOVA**

**TELEFONI: 88-484 - 88-788**

**TELEGRAMMI: MARINER - ROMA**

**CODICI: NEW 808 - 808**

**SCOTT'S 10th EDITION**

**A. B. C. - BENLEY'S**

**UFFICIO DI ROMA,**

**VIA DEL TRITONE, 108**

**TELEFONI: 488-404 - 488-405**

19th January 1945

to the Allied Commission,  
Transportation Sub Division,  
Rome.

Transport of coal from Civitavecchia to Fiumicino.

1°/ Referring to previous communications we beg to confirm that we are ready to undertake the transport of coal from alongside ship at Civitavecchia to alongside dock at Fiumicino.

This offer is made under condition that we receive authorization of using for this trade the following crafts, some of which are already at our disposal, releasing those which are requisitioned:

- a/ the tugboat "MILIBRE", presently released by the Allied Authorities for the transport of charcoal to Rome for account of the "Ancona", when available, in alternative trips.
- b/ the tugboat "VOLGORE", now in service for Allies' account at Leghorn.
- c/ the barge "CICERONE", now in service at Civitavecchia for Allies' account.
- d/ the barge "FILIPPO", or similar, presently used for the transport of charcoal for account of the "Ancona" - now at Fiumicino.
- e/ another barge, similar to the preceding, in alternative voyages when available from the above mentioned charcoal trade.
- f/ a further barge, similar to the precedings, expected ready at Fiumicino by the 10th. of February.
- g/ the tugboat "MANUELO", ready at Cagliari and presently at the disposal of the Italian Comando Marina.
- h/ the German motorbarge "KONIGSMERG", expected to be ready by the middle of February next - presently under repairs.
- i/ the motorvessel "PUNTA AMISA" expected ready to sail from Palermo towards February 10th./15th. - now undergoing repairs.

Sheet N. 2.

Transportation Sub Commission - Rome Jan. 19th. '45.  
re. Transport of coal from Civitavecchia to Fiumicino

- 1/ three further barges as mentioned under letters d/, e/, f/, now being salvaged and expected to be ready by the end of February next.
- m/ the tugboat "HERMES", now at Cagliari awaiting repairs to be executed for account of the Italian Royal Navy, for which is needed the assignment of some materials. Expected to be ready a fortnight after the receipt of said materials.
- 2°/ Taking into account all difficulties connected with the use of the Fiumicino Ship Channel, we expect to be able to carry out the following schedule :
  - a/ by means of the crafts above mentioned under the letters a/, b/, c/, d/, e/, f/, g/, the use of which could be started from now and within the 10th. of February, a quantity of about 3.500/4.000 tons could be transported every month without interfering with the charcoal trade already approved by the A.S. for account of the "Annona" of Rome.
  - b/ by means of the crafts indicated under letters h/ and i/, a further quantity of 2.500/3.000 tons could be transported every month, beginning from the end of February.
  - c/ by means of the crafts under letters l/ and m/, 3.000 tons more could be transported every month reckoning from the middle of March.
- 3°/ We rely therefore to be able to carry a total monthly quantity of about 9.000/10.000 tons of coal when all the above mentioned tonnage will be in operation and this over and above the quantities due to arrive from Gaeta on motorschooners and the charcoal for the "Annona".
- 4°/ We shall submit very shortly a definite programme for the transportation of coal direct to S. Paolo harbour in Rome, using those means which can easily come up on the Tiber, or in trans shipment at Fiumicino into special riverbarges which will be available in a reasonable time.
- 5°/ All arrangements for discharging have already been made with the central office of the Italian State Railways. We are now dealing with that office for a definite agreement on all questions regarding costs and payments for these services.

sheet no. 3.

Transportation Sub Commission - Rome. Jan. 19th. '43.  
re. Transport of Coal from Civitavecchia to Fiumicino.

6°/ The transports described in the present agreement will be  
carried out in cooperation with the LIGURE ROMANA, Soc. An.,  
according to conditions agreed upon with that Company.

Yours faithfully.

COMPAGNIA MARITTIMA

*Francesco Saverio*  
FRANCESCO SARNI

CHARCOAL & COAL FOR THE HOME REGION

*Fell*

- o Castiglione della Pescaja
- o Talamone

CHARCOAL

*Naples*  
*1899*

*Mr. Hughes DHC*

*Mary House, Naples*

*Tel Mary House - 600*

(1) 3 barges

Tug "Matilde"

(2) up to 9 barges

Tug "Manuelo"

(including 3 charcoal barges mentioned above)

Motor Schooners  
Motorbarges  
Other small ships

o Civitavecchia

COAL

Fiumicino

Coal Installation

about 10 "Minca" barges  
Tug "Vigore" & "Vibor" or "Como".  
( )

St. Paul's Harbor  
( Rome )

o Gaeta

COAL

(1) { 3 barges "Filippo", "Marini" & "Giacomo", abt. 250/300 tons each.  
Tugboat "Matilde"  
(all already in service)

(2) { 3 up to 6 barges: "Giacomo" and other of the "Filippo" type.  
3 barges for the charcoal (mentioned above)  
2 tugboats: "Manuelo", ready at Cagliari, & "Hermes" repairing at Cagliari.

Tel Mary/tours. 600

6 up to 9 barges  
(2) Tug "Manuelo"  
Tug "Hermes"

(including 3 charcoal  
barges mentioned above)

Motor-schooners  
Motorbarges  
Other small ships

o Civitavecchia

COAL

Coal installation  
(xx)

Fiumicino

o

about 10 "Mince" barges  
Tug "Folgore" & "Tiber" or "Como".  
(3)  
St. Paul's Harbor  
(Rome)

o Gaeta

COAL

(1) { 3 barges "Filippo", "Marini" & "Cisconio", abt. 250/300 tons each.  
{ Tugboat "Matilde"  
{ (All already in service)

(2) { 3 up to 6 barges: "Cicerone" and other of the "Filippo" type.  
{ 2 barges for the charcoal (mentioned above)  
{ 2 tugboats: "Manuelo", ready at Cagliari, & "Hermes" repairing at Cagliari.

6829

Up to ten "Mince" barges, abt. 30 tons each, due to arrive early February.  
Tugboat "Folgore" now in service for Allies' account at Leghorn.  
Tugboat "Tiber" ex "Standard I", reported laying near Viareggio. (Uncertain)  
Tugboat "Como" now doing extensive repairs at Fiumicino, considered very  
useful for the service in & out in the Fiumicino shipchannel.

ad/pt/ab

785021

COMPAGNIA MARITTIMA

GENOVA  
PIAZZA PORTELLO, 8  
TELEGRAMMI: MARINERE - GENOVA  
TELEFONI: 28-424 - 28-798

TELEGRAMMI: MARINERE - ROMA  
CODICI: NEW BOX - BOX  
SCOTT'S 10 TH EDITION  
A. B. C. - BENTLEY'S

*release of Punta*

UFFICIO DI ROMA, 19th. January 1945.  
VIA DEL TRITONE, 102  
TELEFONI: 488-404 - 488-405

to the Allied Commission,  
Transportation Sub Division,  
R o m e .

*file*  
*MD*

Transport of coal from Civitavecchia to Fiumicino.

1°/ Referring to previous communications we beg to confirm that we are ready to undertake the transport of coal from alongside ship at Civitavecchia to alongside dock at Fiumicino.

This offer is made under condition that we receive authorization of using for this trade the following crafts, some of which are already at our disposal, releasing those which are requisitioned :

- a/ the tugboat "MATILDE", presently released by the Allied Authorities for the transport of charcoal to Rome for account of the "Annona", when available, in alternative trips.
- b/ the tugboat "FOLGORE", now in service for Allies' account at Leghorn.
- c/ the barge "CICERONE", now in service at Civitavecchia for Allies' account.
- d/ the barge "FILIPPO", or similar, presently used for the transport of charcoal for account of the "Annona" = now at Fiumicino.
- e/ another barge, similar to the preceding, in alternative voyages when available from the above mentioned charcoal trade.
- f/ a further barge, similar to the proceedings, expected ready at Piombino by the 10th. of February.
- g/ the tugboat "MANUELO", ready at Cagliari and presently at the disposal of the Italian Comando Marina.
- h/ the <sup>ex</sup> German motorbarge "KONIGSBERG", expected to be ready by the middle of February next = presently under repairs.
- i/ the motorvessel "PUNTA AMICA" expected ready to sail from Palermo towards February 10th./15th. = now undergoing repairs.

✓ Tug Tiber

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sheet N. 2.

Transportation Sub Commission = Rome Jan. 19th. '45.  
re. Transport of coal from Civitavecchia to Fiumicino .

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m/ the tugboat " HERMES ", now at Cagliari awaiting repairs to be executed for account of the Italian Royal Navy, for which is needed the assignment of some materials. Expected to be ready a fortnight after the receipt of said materials.

2°/ Taking into account all difficulties connected with the use of the Fiumicino Ship Channel, we expect to be able to carry out the following schedule :

a/ by means of the crafts above mentioned under the letters a/, b/, c/, d/, e/, f/, g/, the use of which could be started from now and within the 10th. of February, a quantity of about 3.500/4.000 tons could be transported every month without interfering with the charcoal trade already approved by the A.C. for account of the " Annona " of Rome.

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c/ by means of the crafts under letters l/ and m/, 3.000 tons more could be transported every month reckoning from the middle of March.

3°/ We rely therefore to be able to carry a total monthly quantity of about 9.000/10.000 tons of coal when all the above mentioned tonnage will be in operation and this over and above the quantities due to arrive from Gaeta on motorschooners and the charcoal for the " Annona " .

4°/ We shall submit very shortly a definite programme for the transportation of coal direct to S. Paolo harbour in Rome, using those means which can easily come up on the Tiber, or in trans shipment at Fiumicino into special riverbarges which will be available in a reasonable time.

5°/ All arrangements for discharging have already been made with the central office of the Italian State Railways. We are now dealing with that office for a definite agreement on all questions regarding costs and payments for these services.

Transportation Sub Commission = Rome. Jan. 19th. '45  
re. Transport of Coal from Civitavecchia to Fiumicino.

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6°/ The transports described in the present agreement will  
be carried out in cooperation with the LIGURE ROMANA,  
Soc. An., according to conditions agreed upon with that  
Company.

Yours faithfully.

COMPAGNIA MARITIMA

FRANCESCO SANTI

Elenco dei motovelieri inviati dal Cossana, giunti a  
Gasta il 20 gennaio 1945.-

- 13/4  
28-14 - atv. " Stella del Mare" - portata sotto e sopra coperta - tonn. 24 circa  
pescaggio a pieno carico mt. 1,70
- " " Nuovo Mario" - portata sotto e sopra coperta - tonn. 25  
pescaggio a pieno carico mt. 2,00
- " " Vergine Clemente" - portata sotto e sopra coperta - tonn. 24  
pescaggio a pieno carico mt. 2,00

Lichini P. A. L.

