

ACC

AC/19.1/TN6

10000/148/3410

PORT OF
FEB.-APR. 1945

10000/148/3410

PORT OF CIVITAVECCHIA - P.W.C.

FEB.-APR. 1945

PORTS AND WAREHOUSE
DIVISION

OPENED : 1 FEB. 1945
(CLOYED : 1 APRIL 1945

PORTS

10000 / 148 / 3410

THIS FOLDER

CONTAINS PAPERS

FROM Feb. 1945

TO Apr. 1965

CATALOGUE.

PORTS AND WAREHOUSE DIVISION

COPY

/rd

Tr.HB/rb

TRANSLATION

PORT OF CIVITAVECCHIA

= Works to be carried out in 4 months =

- PREMISE : 1. Improvement of the temporary installations of the port, through which it is already possible to effect loading and unloading of the ships, without carrying out any definitive work.
2. Increasing of the number of landing-places, bringing the piers for big ships from 4 to 5, the piers for middle ships from 1 to 2, and the piers for motor-sailers and lighters from 6 to 12.
3. Improvement of the road surface.
4. Building and modifying of the railway installations, establishing tracks everywhere in the port, except on the Littorio Quay.
5. Building of warehouses and sheds for the storage of goods.
6. Cleaning of the landing-places and of the bottom of the port, removing all wreckages, so that the ships moored on the Principe Tommaso quay may be unloaded by means of lighters.
7. To make the port safe by stopping the leaks along the sea walls.

a) AS A CONTRIBUTION OF THE STATE THE FOLLOWING WORKS WILL BE CARRIED OUT BY THE CIVIL ENGINEERS.

a)	Maintenance of the roads		L. 835.000,00
	Working days	10.800	
	Over all lenght of the roads	3750 Kms.	
	Enclosure of the port:		
	over-all lenght	2.380 m.	
b)	Rehabilitation of the dike over a lenght of 113 m. and a volume of 1.050 c.m. of brickwork		L. 990.000,00
c)	Rehabilitation of the Sea Wall Traiano over a lenght of 80 m. and a volume of 1.000 c.m. of brickwork		L. 990.000,00
d)	Stoppage of leaks in the Sea Walls Umberto I ^o , Traiano, Colombo; over all lenght 70 m. 3.200 c.m. of brickwork		L. 4.000.000,00
	TOTAL		L. 6.815.000,00

B) WORKS TO BE CARRIED OUT BY THE CONSORZIO

I. LITTORIO WHARF

- a) A shed on the Northern side leaning on the sea wall and having the size of m.40x20x6 = L. 1.200.000,00
- b) Rectification of the inclined plane for the loading of barrels, with connection with the existing road = L. 30.000,00

II. PRINCIPE TOMMASO QUAY

- a) Building of railway track along the quay and on the Sardinia Pier-Double track, two switches and junction lines with the main track of the Piazzale south of the Porte Michelangelo.
Over all lenght about 1.240 m.
(Not included the material to be supplied by the Railway Administration = L. 700.000,00
- b) Rehabilitation of the quay (brickwork) lenght 160 m. Edge at 1,25 m. of high
Dredging of the bottom up to 6 m. of depth = L. 2.700.000,00

III. SARDINIA PIER

- a) Rehabilitation of quays at the root, on the side of the Principe Tommaso Quay.
Lenght 20 m. Edge at 1,25 m. of high = L. 600.000,00
- b) Final rehabilitation in brickwork of the southern side of the quay. Lenght 82 m. Edge at 1,25 m. of high. Bottom-7m. = L. 1.000.000,00
- c) Repairs to the temporary wooden wharf on the Northern side (lenght 12 m.) and removal of the wreckages from the bottom = L. 60.000,00

IV. BERNINI QUAY

- Final rehabilitation in brickwork. Edge at 1,25 m. of high. Bottom-4 m. Over all length 50 m.

7318

L. 1.300.000,00

Carried forward

L. 7.590.000,00

Carried forward

L. 7.590.000,00

V. WHARF DEL BICCHIERE

- a) Building of a double track along the embankment of the quay. Over-all length 480 m. Closed on the Southern side. = L. 400.000,00
- b) Building of a branch-line connecting the Northern side of the railway with the branch line already existing on the wooden pier. Filling up of the gap existing to build the new road bed (about 700 c.m.) = L. 1.000.000,00

- c) Final rehabilitation of the Quay Alessandro Cialdi, Over-all length 240 m. Edge at 2.50 m. of high. Bottom - 9 m. = L. 1.500.000,00

VI. GUGLIELMO MARCONI QUAY

Rehabilitation of landing-place for lighters and motor-sailers. Length 170 m. L. 700.000,00

VII. UMBERTO I^o QUAY

Rehabilitation of landing-place for lighters and motor-sailers. Length 190 m. L. 900.000,00

VIII. QUAY OF TRAIANO

Connection of the existing double track with the switches = L. 400.000,00

- IX. EXTRAORDINARY EXCAVATIONS AND DREDGING OF WRECKAGES FROM THE BOTTOM OF THE PORT = L. 2.200.000,00

- X. REHABILITATION OF THE WAR SUPPLY PLANTS ALONG THE PRINCIPE TOMMASO QUAY AND ON THE WHARF DEL BICCHIERE = L. 17 600.000,00

TOTAL L. 15.300.000,00

the branch line already existing on the wooden pier. Filling up of the gap existing to build the new road bed (about 700 c.m.)

= L. 1.000.000,00

- c) Final rehabilitation of the Quay Alessandro Cialdi, Over-all lenght 240 m. Edge at 2.50 m. of high. Bottom - 9 m.

= L. 1.500.000,00

VI. GUGLIELMO MARCONI QUAY

Rehabilitation of landing-place for lighters and motor-sailers. Lenght 170 m. L.

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Rehabilitation of landing-place for lighters and motor-sailers. Lenght 190 m. L.

900.000,00

VIII. QUAY OF TRAIANO

Connection of the existing double track with the switches

= L. 400.000,00

IX. EXTRAORDINARY EXCAVATIONS AND DREDGING OF WRECKAGES FROM THE BOTTOM OF THE PORT

= L. 2.200.000,00

X. REHABILITATION OF THE WAR SUPPLY PLANTS ALONG THE PRINCIPE TOMMASO QUAY AND ON THE WHARF DEL BICCHIERE

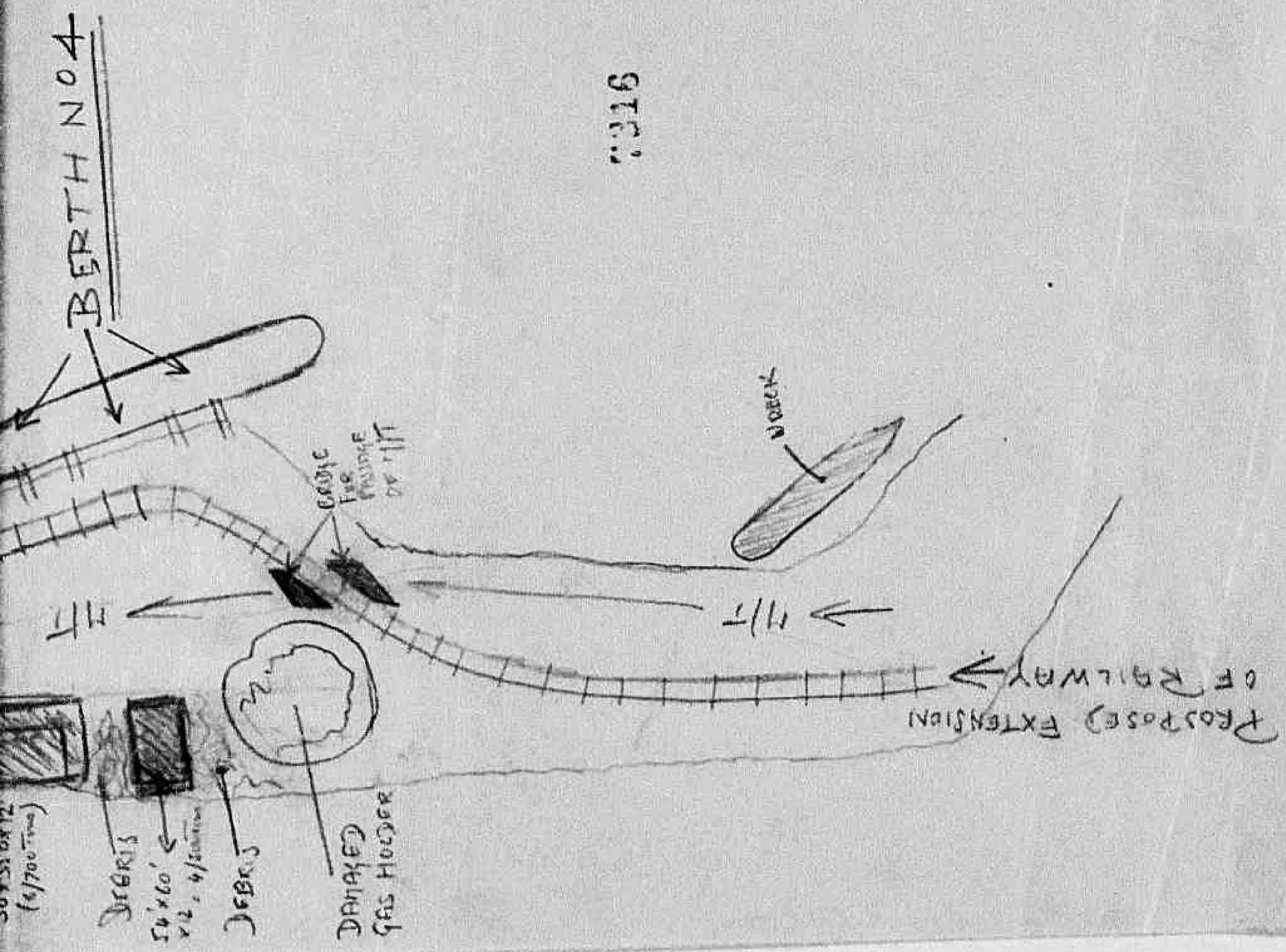
= L. 600.000,00

TOTAL	L. 15.300.000,00
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C) EQUIPMENT TO BE SUPPLIED BY THE ALLIES

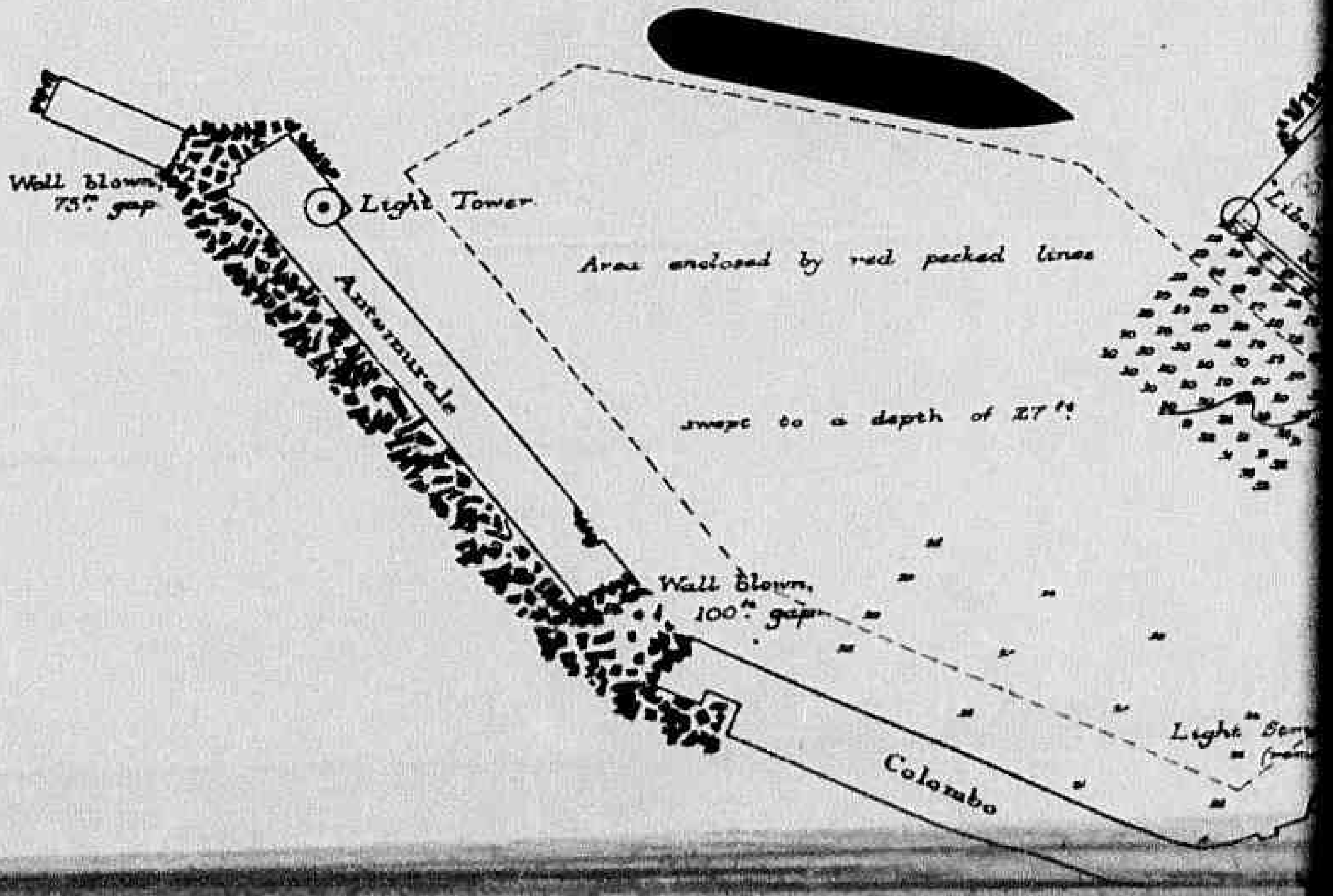
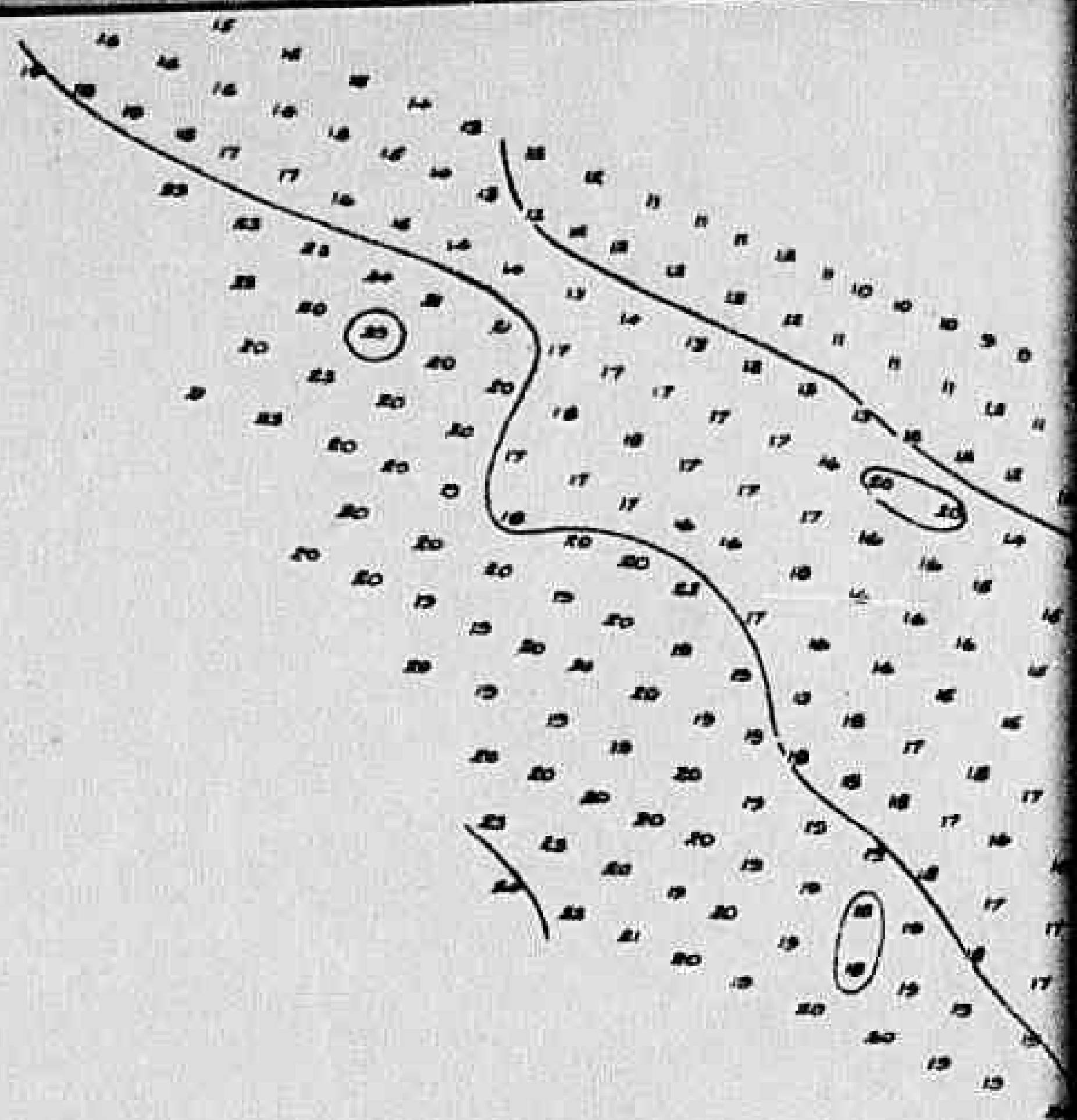
- a) Double pontoon having a load carrying capacity of 70 tons. at least.
- b) Steam shovel for dredging the bottom of the sea.
- c) Mechanical Excavators
- d) Cranes
- e) At least 3 trucks
- f) Steam road roller (10 tons)
- g) At least two tractors
- h) Squared timbers and planks: o.m. 500

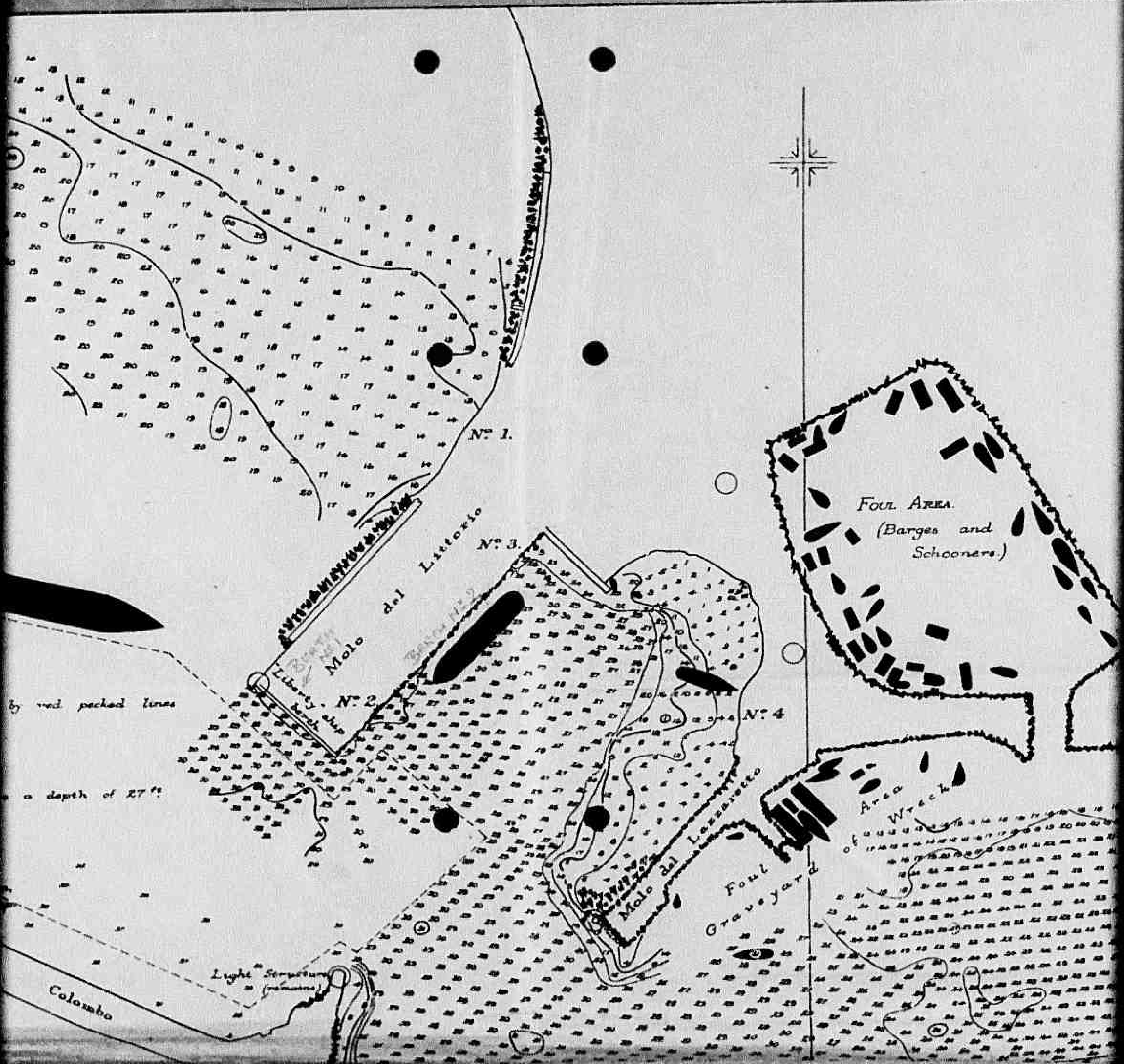


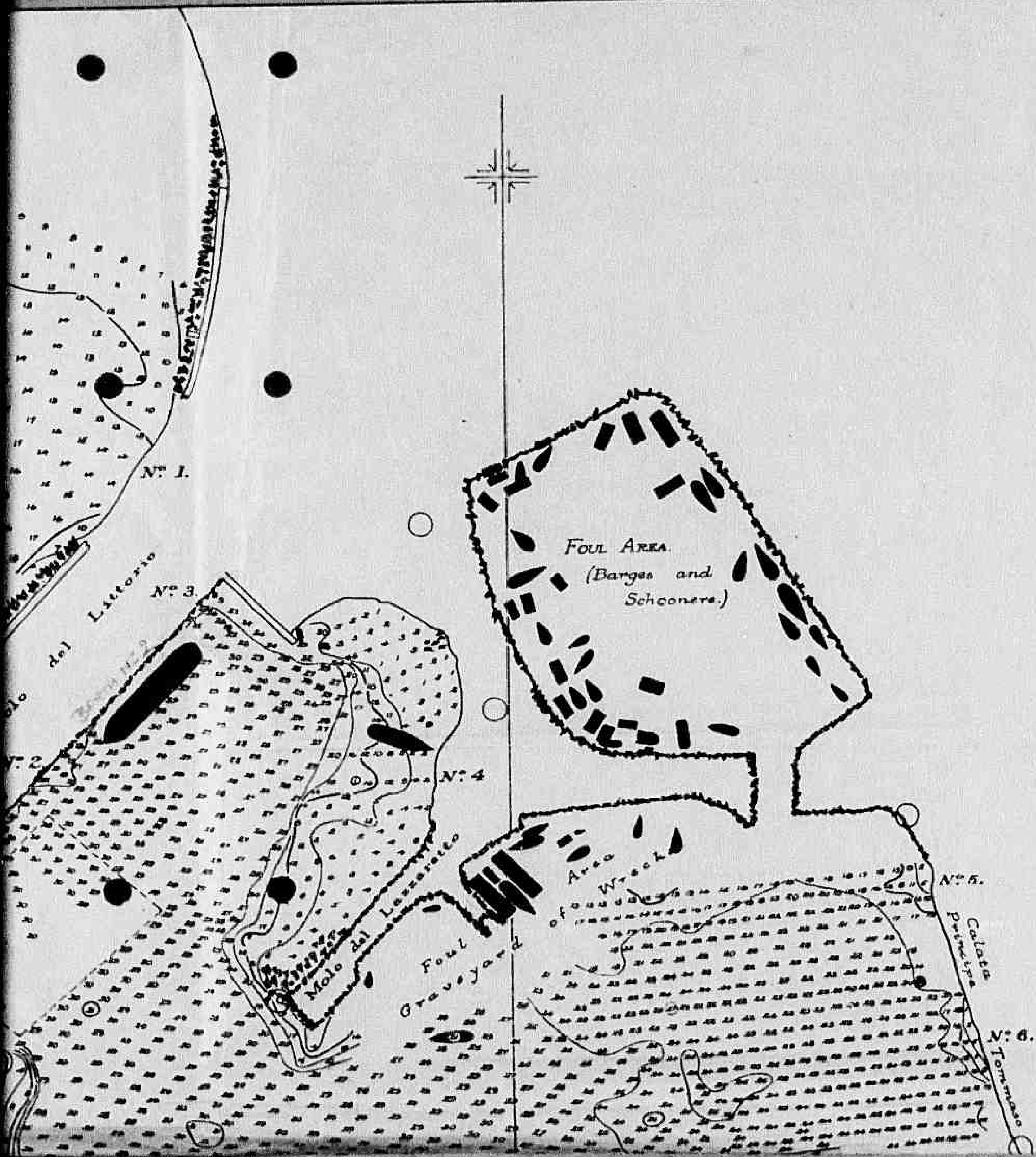


2316

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Colombo

Bull. No

1	20' Blingide	200'	to anchorage
2	24'	shanty filled	to anchorage
3	30'	shanty (Coal)	to anchorage
4(0)	26'	shanty filled	to anchorage

PORT OF CIVITAVECCHIA.

Showing coastline amended, wrecks fixed, soundings obtained, and areas swept, by

Mediterranean Survey Unit
June, 1944.

Sounds

4	Alongside Port of Civitavecchia
1	Hard N°6
1	Wreck S.W. Corner (Anchorage)
6	
1	S.E. Corner of Port
2	Alongside Hard N°9

SOUNDINGS IN FEET

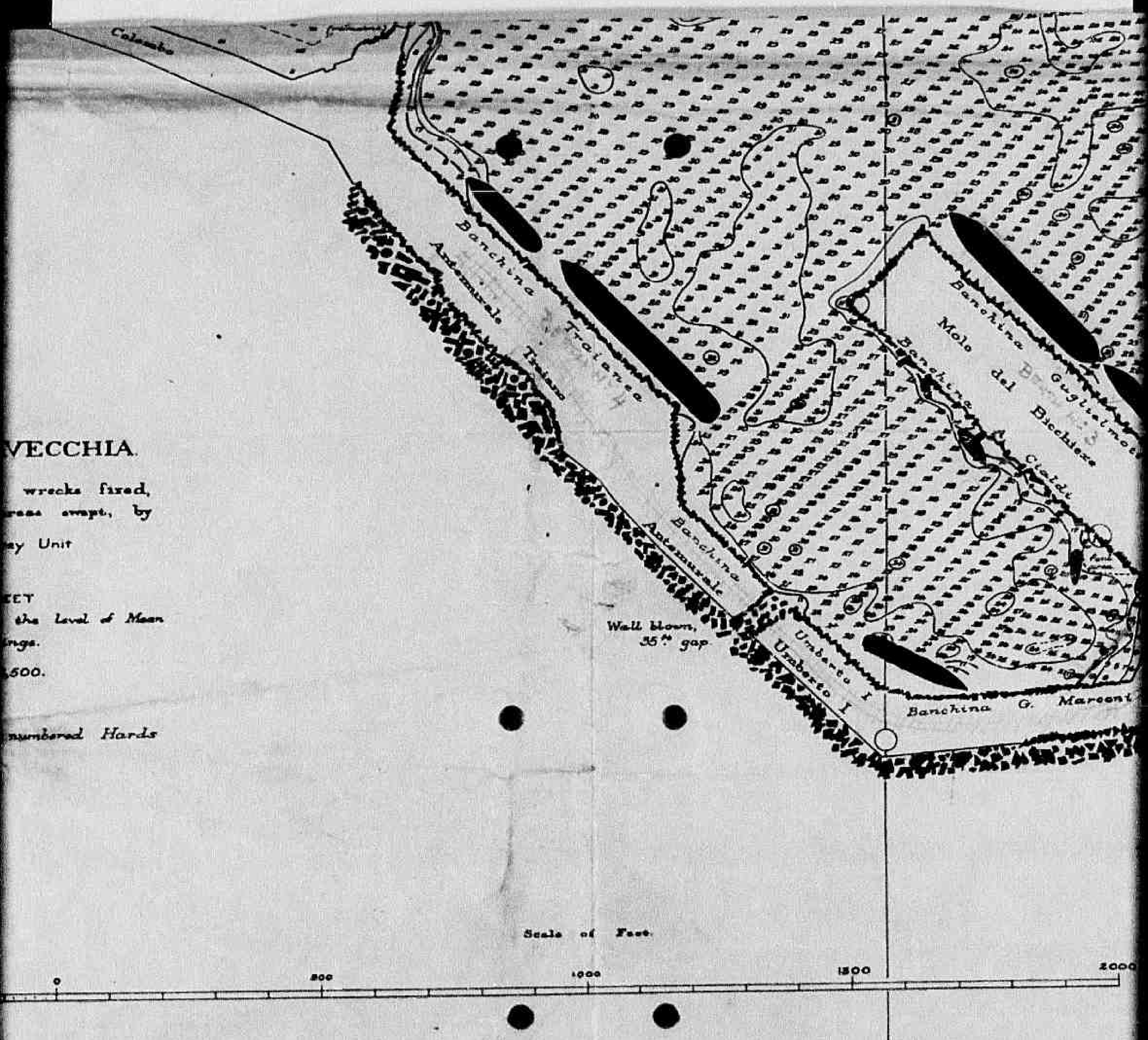
Reduced to approximately to the level of Mean Low Water Springs.

Natural Scale. 1/2,500.

Numbers on quay walls refer to numbered Harbors

Feet. 500





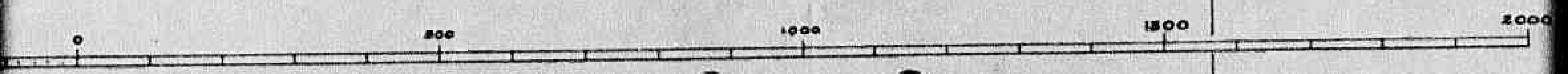
VECCHIA.

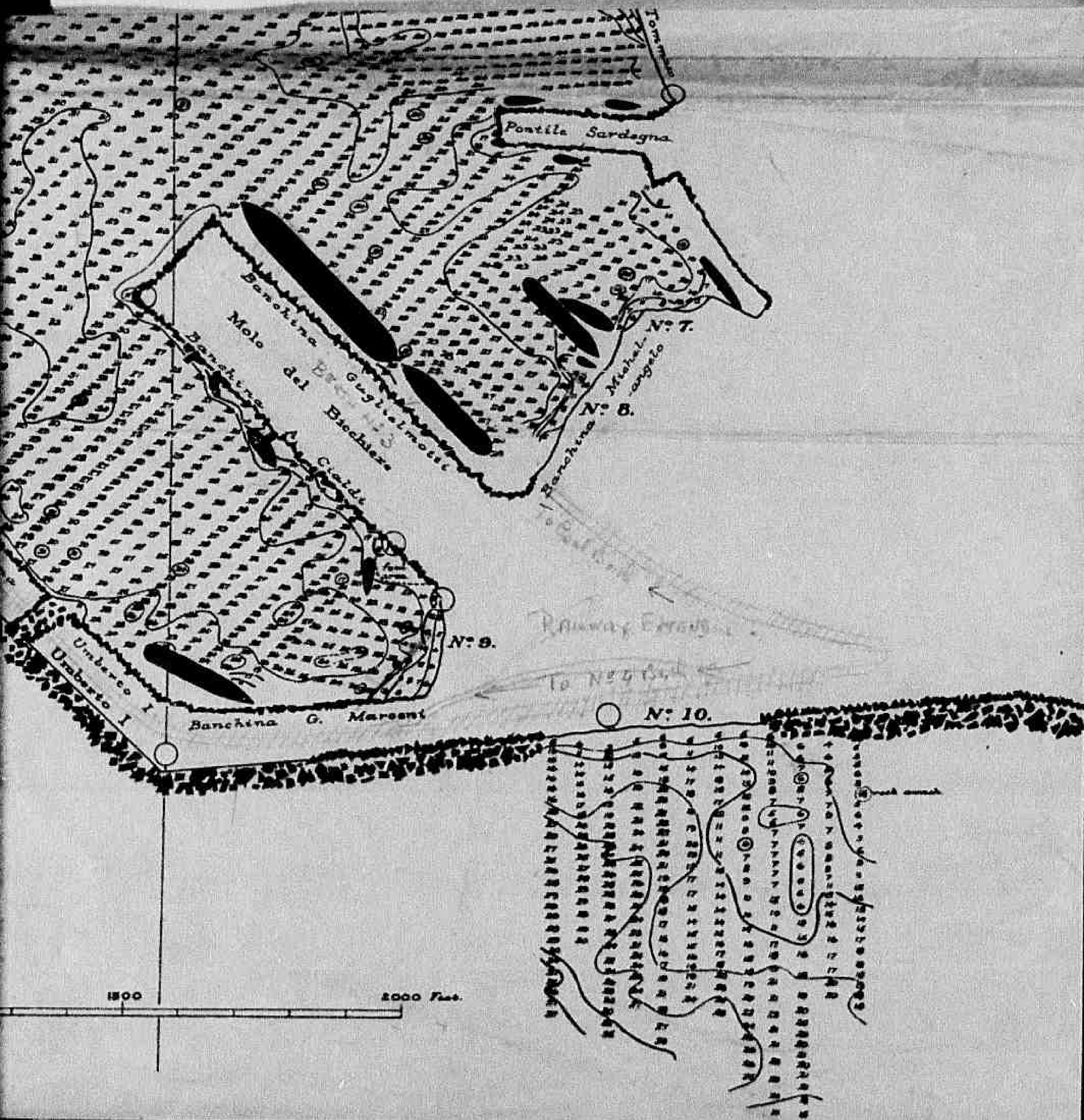
wrecks fired,
areas swept, by
Ray Unit

the Level of Mean
tides.
500.

numbered Harbors

Scale of Feet





Allied Commission
Transportation Sub Commission
APO 394

Rome I April 1945

TO: Mr. R. Bazzanella
Chief of Ports Warehouses Division

Subject: Monthly Report about the movement of s/s and
motorschooners in the Port of Civitavecchia
during the month of March 1945

s/s arrived	16	
m/s arrived	12	28

m/s empties in transit	6
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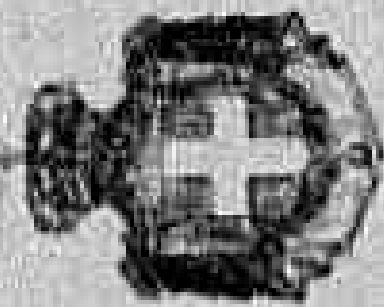
s/s discharged at Civitavecchia	18	
m/s " "	4	28

Goods discharged:	Salt	Tons	2010
	Coal	"	10647
	Citrus Fr.	"	2714
	Wine	"	4997
	Trigonella	"	46
	Phosphate R.	"	3000
	Rations	"	400

Grand Total 23.814 **314**

Cattles discharged: n° 2.211

G. Cazzaroli
Gianni Cazzaroli
Snr. Ad. Asst.
Ports Warehouses Div.



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE
ISPETTORATO FUNZIONAMENTO PORTI

Divisione
Reg. V. 7995/D.I. Napoli 1

Roma, 4 Gennaio 1946

H. Q. A. C.
Transportation Sub-Commission

ROMA
Ports & Warehouse Dept

Risposta al. Teleg. del
Dip. Sci. N.

OGGETTO: Porte di Civitavecchia - Ordigni esplosivi non disattivati.

Per opportuna conoscenza e per le eventuali ulteriori disposizioni che verranno essere date alle navi alleate che appredano nel porto di Civitavecchia, si trasmette un grafico indicante la posizione degli ordigni esplosivi affondati in quel porto e non ancora disattivati.

Al riguardo Maristat, con dispaccio n. 42015 del 20 dicembre s.a. ha disposto che, in attesa del tecnico capace di disattivare le mine cilindriche e le bombe di aereo, siano prese da parte dell'Autorità Marittima tutte le misure intese ad impedire che navi alleate e nazionali diano fondo in prossimità degli ordigni esplosivi affondati.

Ed in tale senso la Capitaneria di porto di Civitavecchia ha già impartito istruzioni alla Corporazione dei Piloti di quel porto.

7313

Ports & Warehouse for

Divisione
Porti N. 7995/D.I. Allegati 1

Proposta al Capo del

Oggetto: Porto di Civitavecchia - Ordigni esplosivi non
disattivati.

Per opportuna conoscenza e per le eventuali
ulteriori disposizioni che verranno essere date al-
le navi alleate che appredano nel porto di Civita-
vecchia, si trasmette un grafico indicante la posi-
zione degli ordigni esplosivi affondati in quel por-
to e non ancora disattivati.

Al riguardo Maristat, con dispaccio n. 42015
del 20 dicembre s.a. ha disposto che, in attesa del
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Marittima tutte le misure intese ad impedire che navi
alleate e nazionali diano fondo in prossimità degli
ordigni esplosivi affondati.

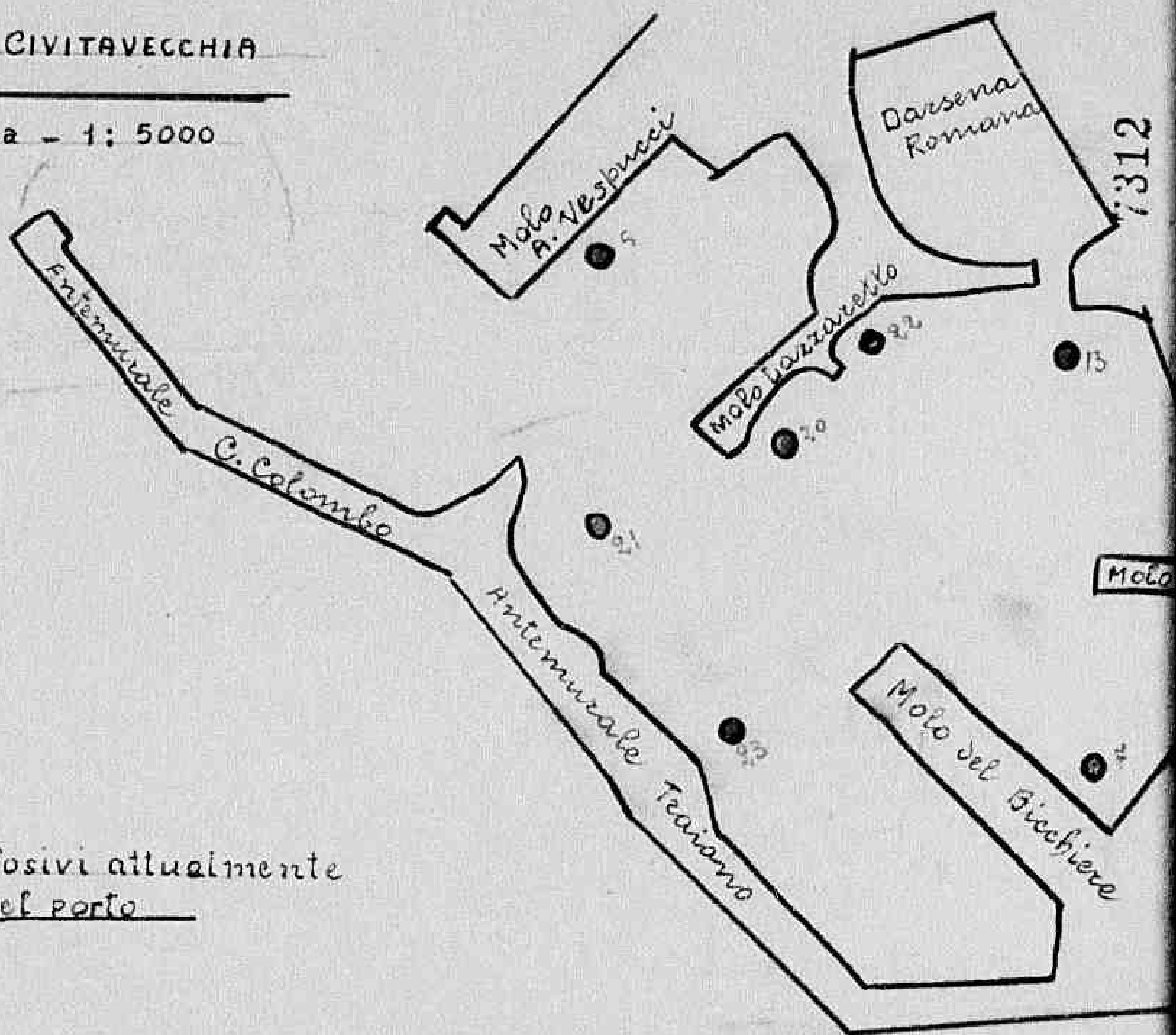
Ed in tale senso la Capitaneria di porto di
Civitavecchia ha già impartito istruzioni alla Corpe-
razione dei Piloti di quel porto.

Enrico Lauricella
Colonnello di Porto Ispettore

785021

PORTO DI CIVITAVECCHIA

Scala - 1: 5000

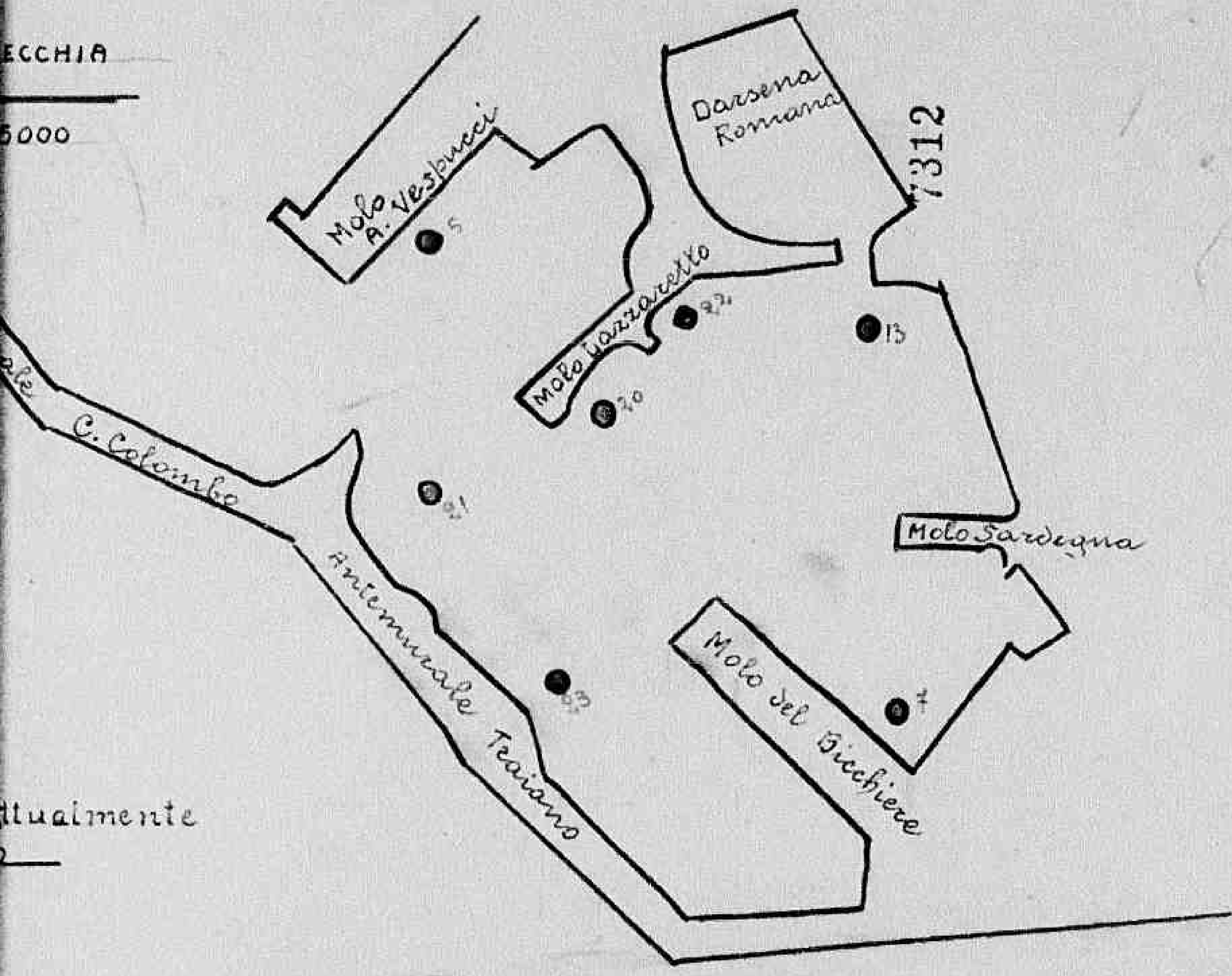


LEGGENDA:

- Ordigni esplosivi attualmente esistenti nel porto

ECCHIA

5000



Attualmente

TRANSLATION

Rome 4 January 1946

No. 7995/D1.-

SUBJECT: Port of Civitavecchia.- Explosive
devices not neutralized.

For your information and in regard to eventual further instructions which may be issued by Allied vessels calling at the Port of Civitavecchia, we enclose herewith a sketch showing the position of explosive devices lying on the bed of the Port and not yet neutralized.

In this respect, Maristat with Signal No. 48015 of 20 December 1945 has arranged that, pending the arrival of an expert for the neutralization of the cylindrical mines & aerial bombs, the Maritime Authorities do the needful to prevent Allied and national vessels dropping anchor in the proximity of the explosive devices in question.

The Captain of the Port of Civitavecchia has, in this sense, already given necessary instructions to the Corporation of Pilots of that Port.

(Sd) E. Lauricella

*Copies handed
to Maj. Laraman
& Capt. Tosi.
23/1/46*

7311

TRANSLATION

~~X~~ ALLIED COMMISSION PORT LIAISON OFFICER
CIVITAVECCHIA ~~X~~

14 November 1945

To
Allied Commission Transportation Sub-Commission
Att: Capt. Tosi, Liaison Officer, ROME

SUBJECT: Utilization of berths in the port of Civitavecchia

During the first ten days of November, the following vessels arrived at the port of Civitavecchia with cargoes reaching port practically simultaneously:

- 1) "Gaeta" - arrived 6 November 1945 with about 7500 tons of coal and was berthed at #7 Berth.
- 2) "Blaine" - arrived 8 November 1945 with 4763 tons of general goods - draft 23'6".
- 3) "Irvin Cobb" - arrived 8 November 1945 with 8429 tons of grain, growing 28'3". Owing to her deep draft, she was not able to enter the port and for this reason was moored at Berth #12, which is not fitted with bollards. The vessel was made fast aft on two small buildings.
- 4) "Solomon" - arrived 8 November 1945 with 7326 tons of grain in bulk - draft 27'6". Owing to her draft, it was not possible to bring her into port and she was moored at Berth #1, outer-harbor.
- 5) "Langano" - arrived 8 November 1945 with cattle and was berthed at Berth #2.
- 6) "Dainia" - arrived 8 November 1945 with general goods and was berthed at Berth #8.
- 7) "Cherso" - with goods for the account of the Royal Navy was moored alongside the "Langano".
- 8) Royal Navy Tanker "Po" from Leghorn arrived 9 November 1945 to ship water for Allied account. She was moored alongside the "Blaine".
- 9) Torpedo boat "Libra" arrived 9 November 1945 to embark soldiers, refugees, etc. for Cardinia. She was berthed at #3 (quay).
- 10) Several motor schooners which were moored at Tommaso Quay #3 and at the Cardinianale.

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AC/19

On the 9th of November, the Port of Civitavecchia was in the above state of congestion precisely when the gale from the southwest and later from the west increased considerably in violence.

On account of the above condition, the SS "Cott", berthed at Berth #12 and made fast aft by two hawsers on two small buildings which also were not safe, because of damage received during the bombardments, and fastened forward with only four or five lengths of chain, under the action of the wind and sea from the northwest and owing to the strong current produced by the sea breaking through the breach at the Colombo breakwater (breach closed only externally with a row of blocks above sea level and is still without the indispensable internal reinforcement). Snapped several hawsers aft which were promptly replaced and fell considerably forward to leeward thus reducing the entrance to the port to not more than 78/80 meters.

In view of the position taken up by the ship which was considerably exposed to the weather and in the possibility of the sea and wind bearing more to the north thus causing damage to the vessel, after consulting the Captain of the Port and with a view to making the vessel more secure on its anchors, I proceeded on board and with considerable danger to the personnel I was able to put out a heavy mooring hawser of over 150 meters forward, fixing said hawser on the harbour entrance light located at the head of the Colombo breakwater. Although wind and sea continued for a while to increase in force, there was fortunately no further movement on the part of the ship which did not suffer any damage.

3) The SS "Salomon", as previously stated, in view of her draft was moored in the outer-harbour at Berth #1. The vessel lay a few meters away from the quay with her starboard side resting against the breast work of the quay. She was naturally subjected to action of the strong back-water and current. Large fenders were prepared by the ship's crew and opportunely placed in order to avoid damage to the vessel as much as possible. I am not aware that the vessel has, in fact, sustained any damage.

4) In view of the above and bearing in mind:

- a) that Berth #12 is lacking bollards which were destroyed by the Germans.
- b) that at Berth #1, owing to the recent explosion, a change has taken place in the structure of the harbor bed.
- c) that at Berth #2 about 5 meters distant from the pier, an unexploded bomb (probably an aerial bomb) is still present.
- d) that the port is totally exposed to cross winds from the northwest and that the wreck of the "Sabbia" reduces the entrance, making the entry of vessels into the port risky in bad weather.

- 3 -

e) that the port is not equipped with a minimum of two powerful tugs as was the case before the war, so that it is no longer possible to attempt maneuvering for prompt escape to sea in bad weather in the event of vessels moored in the outer-harbor (Berths #1 and #2) breaking their moorings or dragging their anchors.

It would therefore be necessary to adopt the following preventive measures:

- a) To avoid port congestion by properly regulating ships' arrivals, these arrivals should be announced in good time and details of the expected arrival draft should be given.
- b) Request the Ministry of Public Works (Prof. Greco) to arrange for an immediate fitting of bollards at Berth #12, a request which was repeatedly made at the port meetings by the Captain of the Port.
- c) To provide with utmost speed for the strengthening of the breach in the Colombo breakwater. It is indispensable that this work be no longer delayed because in the case of a heavier sea than the last, the breach might be completely re-opened with considerable risk of damage to vessels moored in the outer-harbor (Berth #1 and #12) and #2.
- d) To adjust the arrivals in such a way so as not to have more than one vessel in port drawing over 20 feet.

e) In arranging the arrival of vessels, to bear in mind that the berths considered safe from a nautical point of view, (excluding those in the outer-harbor berths #1 and #12) are the following:

For Liberty Type Vessels in Port:

- Berth #2 - Draft not over 24' in order to have at least one foot of water under ship's keel due to the presence of the bomb.
- Berth #7 - Draft not over 24'6" for coal laden ships.
- Berth #9 - with ship heave to quay, discharging only overside on to lighters - Draft 24'6".
- Berth #11 - for vessels with draft not over 20'.

For Vessels of Small Tonnage:

- Berth #4 - at present not usable owing to work in course for the reconstruction of the quay.
- Berth #8 - for vessels not drawing over 21'.

f) The following are mooring berths not always nautically secure as they are located in the outer-harbor:

- Berth #1 - It is not advisable to moor ships with draft over 24' during the winter months. Whenever possible, it is advisable to avoid this berth.
- Berth #12 - for vessels drawing up to 28'. I repeat that in order to use this berth, it is imperative that bollards be fitted without delay.

(Sd) Maj. Moretti, R.L.O.

Civitavecchia 14 Novembre 1945

TO/ ALLIED COMMISSION TRANSPORTATION SUB-COMMISSION

Attn. Captain TOSI Liaison Officer R O M E

Argomento: Utilizzazione ormezzati del porto di Civitavecchia.

Nella prima decade del corrente mese sono arrivate nel porto di Civitavecchia, per compiere operazioni commerciali, le seguenti navi, che temerò a trovarsi contemporaneamente in porto:

- 1) Pto. GAFFA arrivato il 6/11/45, con circa ton. 7500 di carico =
ne. Venne ormezzato al berth n. 7;
- 2) " ELAINE arrivato l'8/11/45 con 4763 ton. di merci varie.
pescaggio 23' 06"
- 3) " LUTIN GCEB ARRIVATO LA 8/11/45 con tonn. 8429 di grano ;
pescaggio 25' 03". Dato il forte pescaggio non pot-
tém entrare in porto, ragione per cui fu ormezzato al n. 12, posto d'ormezzo completamente sprovvisto di bitte lungo il fianco della nave e verso prora. A poppa venne ormezzato a due casotti.
- 4) " SALOMON arrivato l'8/11/45 con ton. 7526 di grano alla riva =
fusa. Pescaggio 27' 06". Dato il pescaggio non fu possibile ormezzare la nave in porto; venne ormezzata al n. 1 in avaporto.
- 5) " LANGARO con bovini , arrivato l'8/11/45. Fu ormezzato al n. 2.
- 6) " GYMNA con merci varie, arrivato l'8/11/45. Fu fatto ormezzare al n. 8.
- 7) " GIERO con materiale per conto della R. Marina. Fu ormezzato a fianco del Langaro.
- 8) Cisterna IM FO proveniente da Livorno, arrivata il 9/11/45, per caricare acqua per conto degli Alleati. Fu ormezzata a fianco del ELAINE
- 9) Torp. LIBRA arrivata il 9/11/45 per imbarcare militari, profughi, ecc. per la Sardegna. Ormezzato al n. 3 (Calata)
- 10) Molti Motorvalleri di guerra che vennero ormezzati al n. 1

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- 3) " IRVIN COBB ARRIVATO LA 8/11/45 con tonn. 8429 di grano; pescaggio 23' 03". Dato il forte pescaggio non potè entrare in porto, ragione per cui fu ormeggiato al n. 12, ponente d'ormeggio completamente sprovisto di bitte lungo il fianco della nave e verso poppa. A poppa venne ormeggiato a due casotti.
- 4) " SALOMON ARRIVATO L'8/11/45 con ton. 7526 di grano alla rinfusa. Pescaggio 27' 06". Dato il pescaggio non fu possibile ormeggiare la nave in porto; venne ormeggiata al n. 1 in avamposto.
- 5) " LANGANO con bovini, arrivato l'8/11/45. Fu ormeggiato all'N.2.
- 6) " GENOVA con merci varie, arrivato l'8/11/45. Fu fatto ormeggiare al N. 8.
- 7) " CHERNO con materiale per conto della R. Marina. Fu ormeggiato a fianco del Langano.
- 8) Cisterna FM 10 proveniente da Livorno, arrivata il 9/11/45, per caricare acqua per conto degli Alleati. Fu ormeggiata a fianco del IRVIN.
- 9) TORRE LIGUA arrivata il 9/11/45 per imbarcare militari, profughi, ecc. per la Sardegna. Ormeggiato al n. 3 (Calata
- 10) Molti motovalieri di puggiata che vennero ormeggiati alla Calata

P. Tommaso N. 3 ed al Sardegna.

Nella predetta situazione di congestionamento venne a trovarsi il porto di Civitavecchia, il mattino del 9/11/45, quando cioè la tempesta da ponente libeccio, e poi da ponente aumentò notevolmente di violenza.

Nelle accennate condizioni, il COBB, ormeggiato al 12, con i soli cavi di poppa su due casotti, anche malassicurati perché danneggiati dai bombardamenti, ed a prora con sole 4 e 5 tese di catena a mare, sotto l'azione del vento e del mare da ponente maestro e per effetto della forte corrente prodotta dal mare che rompeva attraverso la breccia dell'antemurale Gobbo (breccia solo chiusa esternamente con una

unica fila di massi sopra il livello del mare ed ancora approvviata dell'indispensabile rinforzo all'interno) non sono numerosi cavi di buona prontamente sostituiti e scaricò notevolmente di prora riducendo l'entrata a non più di 78/80 metri.

Per la posizione assunta dalla nave che maggiormente era esposta alla traversia, e nella eventualità che il mare ed il vento, tirando più a maestro, potesse causare gravi danni alla nave, allo scopo di rendere più sicura la tenuta delle ancore, di concerto con la Capitaneria di porto, mi recai a bordo, e con serio pericolo per le persone comandate, feci distendere un grosso cavo d'ormeggio di oltre 150 metri a prora, fissandolo sul innale di entrata sito alla estremità dell'antenuale d'ancora. Nonostante che vento e mare, ancora per qualche tempo aumentassero di intensità, non si ebbe più alcun movimento di scaricaccio della nave, che non subì alcun danno.

3) Il pro allongò, come già detto, per il suo pescaggio, si dovette ormeggiarlo in avamposto al N. 1. Rimase distante qualche metro dalla banchina, con la parte dritta che poggiava contro la scargata del molo. Era naturalmente soggetto all'azione della forte rifacca e della corrente. Per evitare danni furono costruiti del bordo grossi parafori che furono opportunamente disposti per evitare, per quanto era possibile, danni alla nave. Non mi è noto che la nave abbia infatti riportato danni.

4) Premesso quanto sopra, tenendo presente:

- a- che il Berth n. 12 manca completamente di bitte, fatte salpare dai telescopi;
- b- che al Berth N. 1, dopo la recente nota esclamazione, si è verificata una variazione nella struttura del fondo;
- c- che al Berth N. 2, a metri 5 di distanza dal pontile, si trova un battente una bomba probabilmente d'arco, buttata inesplosa;
- d- che il porto è completamente esposto alla traversia da ponente a maestro, e che il relitto del *ALBA* ne riduce l'entrata rendendo molto pericolosa l'entrata delle navi, ecco tempo cattivo;

e- che il porto non è dotato di

1306

per qualche tempo riuscirono a impedire, ma si ebbe più alcun movimento di scaricaccio della nave, che non sulla alcun danno.

3) Il filo salomon, come già detto, per il suo peso, si dovette ormeggiarlo in avamposto al N. 1. Rimase distante qualche metro dalla banchina, con la parte dritta che poggiava contro la scarpata del molo. Era naturalmente soggetto all'azione della forte marea e della corrente. Per evitare danni furono costruiti dal bordo grossi paraocchi che furono opportunamente disposti per evitare, per quanto era possibile, danni alla nave. Non mi è noto che la nave abbia infatti riportato danni.

4) Premesso quanto sopra, tenendo presente:

- a- che il Berth n. 12 manca completamente di bitte, fatte salpare dai tedeschi;
- b- che al Berth N. 1, dopo la recente nota esplosione, si è verificata una variazione nella struttura del fondo;
- c- che al Berth N. 2, a metri 5 di distanza dal montile, si trovava tuttora una bomba probabilmente d'arco, tuttora inesplosa;
- d- che il porto è completamente esposto alla traversia da ponente maestro, e che il relitto del SABBA ne riduce l'entrata rendendo molto pericolosa l'entrata delle navi con tempo cattivo;

e- che il porto non è dotato di almeno due rimorchiatori potenti, come aveva prima della guerra, per cui non è più possibile con tempi cattivi tentare manovre per una pronta uscita di una nave dal porto in caso di rotture di oraggi o cedimento delle ancore delle navi ormeggiate in avamposto (Berth 1, 2)

Sarebbe necessario adottare le seguenti misure cautelative ed i seguenti provvedimenti:

- A) Non congestionare il porto, regolando opportunamente l'arrivo delle navi, che dovrebbero sempre essere preavvisate con sufficiente anticipo delle quali dovrebbe sempre conoscersi il passaggio all'arrivo;
- B) Interessare subito il Ministero dei Lavori Pubblici - (Rif. ARGO) perché provveda immediatamente alla sistemazione delle bitte al n. 12

...//...

sistemazione ripetutamente richiesta ne Meeting e della Capitaneria

C) Provvedere con la massima celerità al rinforzo della breccia all'antemurale Colombo. E' indispensabile che a questo lavoro non venga protratto perché in caso di mareggiate più violente della ultima, la breccia potrebbe venire completamente riaperta con gravi danni per le navi ormeggiate in avamposto (N. 1 e N. 12) ed al n. 3;

D) regolare gli arrivi in modo che non si abbia in porto più di una nave con pescaggio superiore ai piedi 26;

5) Nel regolare l'arrivo di navi, tenere presente che i posti di ormeggio sicuri dal punto di vista nautico (esclusi quelli in avamposto n. 1 e n. 12) sono i seguenti:

PER TIPI LIBERTY:- IN PORTO:-

Berth n. 2 Pescaggio non superiore a piedi 24' data la necessità di avere sotto la chiglia della nave almeno un piede di acqua per la presenza della bomba;

" n. 7 Pescaggio non superiore a piedi 24' 06" per navi con carbone;

" n. 9 di punta, scaricando solo su chiatte; pescaggio con piedi 24' 06";

" n. 11 per navi con pescaggio non maggiore di piedi 25' ;

PER NAVI DI PESCAGGIO COMPLESSIVO:

Berth n. 4 attualmente non utilizzabile per lavori in corso per la ricostruzione della banchina;

" n. 8 per navi con pescaggio non superiore a piedi 21'.

6) Sono ormeggi non sempre sicuri nauticamente in quanto situati in avamposto, i seguenti:

Berth n. 1 non è prudente ormeggiarvi navi con pescaggio maggiore di 24'. Comunque possibile conviene, nell'inverno, evitare di usarlo;

Berth n. 12 per navi con pescaggio fino a 28: Ripeto che per poter usare questo posto d'ormeggio è necessario che si proceda

ormeggio sicuri dal punto di vista nautico (esclusi quelli in avamperto n. 1 e n. 12) sono i seguenti:

PER TUTTI I LUOGHI:- IN PORTO:-

Berth n. 2 pescaggio non superiore a piedi 24' data la necessità

di avere sotto la chiglia delle navi almeno un piede

di acqua per la presenza della bomba;

" n. 7 pescaggio non superiore a piedi 24' 06" per navi con carbone;

" n. 9 di punta, scaricando solo su chiatte; pescaggio con piedi 24' 06";

" n. 11 per navi con pescaggio non maggiore di piedi 25' ;

PER NAVI IN PORTO NON PERMANENTI:-

Berth n. 4 attualmente non utilizzabile per lavori in corso per la ricostruzione della banchina;

" n. 8 per navi con pescaggio non superiore a piedi 21'.

6) Sono ormeggi non sempre sicuri nauticamente in quanto situati in avamperto , i seguenti:

Berth n. 1 non è prudente ormeggiarvi navi con pescaggio maggiore

di 24'. Comunque possibile conviene , nell'inverno, evitare di usarlo;

Berth n. 12 per navi con pescaggio fino a 28'. Ripeto che per poter usare questo posto d'ormeggio è necessaria che si proceda subito alla sistemazione delle bitte ed almeno di una

parte di esse.

Successi 7305

MACCHINE DI PORTO PIETRO LACCHETTI

ALLIED COMMISSION PORT LIAISON OFFIC.

Copy

To Tr. Sub. Commission
Porto S. Stefano Division
Rome

ALLIED COMMISSION - PORT LIAISON OFFICE

CIVITAVECCHIA

Tel. 12 Mil.
Tel. 55 Civ.

Civitavecchia September 1st. 1945.

To: HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
PORTS & WAREHOUSE DIVISION ROME

Subject: Report of the traffic for Civitavecchia in August 1945.-

1. In August 1945, 15 steamships have arrived at Civitavecchia, of which: 4 of U.S. Flag (Liberty), 1 of English Flag, 10 of Italian Flag. We have also unloaded 34 motor-schooners.

The total of goods unloaded in this port is: Tons. 23.731, namely:

Coal.....	tons.	14.856
Nytrate.....	"	2.349
Wine.....	"	2.214
General Cargo.....	"	2.928
Salt.....	"	742
Petroleum (R. Marina)...	"	60
Animals.....	"	582
Total.....	"	23.731
		(Oxen: 849-Sheep 1367 Horses: 264)

It has been shipped 359 tons of goods: 213 of G.C. and 156 tons of wine, on board of Italian s/s and motor-schooners.

2. DOCK CLEARANCE:-

A) BY RAIL:-

(a.) FROM SHIPS UNLOADED DURING AUGUST: We have employed for this purpose 1116 rail-cars for a total of 17.998 of goods, despatched as follows:

	No. of r.c.	Tons.
Coal for I.S.R. (It. Ser. Railw.)..	363	6615
Coal " privates.....	261	4766
Animals	73	582
Salt	45	742
Nytrate.....	156	2349
General cargo.....	143	2244

7304

The total of goods unloaded in this port is: Tons. 23.731, namely:

mely:

Coal.....	tons.	14.856
Nytrate.....	"	2.349
Wine.....	"	2.214
General Cargo.....	"	2.928
Salt.....	"	742
Petroleum (R. Marina).....	"	60
Animals.....	"	582
Total.....	"	23.731

(Oxen: 849-Sheep 1367
Horses: 264)

It has been shipped 369 tons of goods: 213 of g.c. and 156 tons of wine, on board of Italian s/s and motoschooners.

2. DOCK CLEARANCE:-

A) EY RAIL:-

(a.) FROM SHIPS UNLOADED DURING AUGUST: We have employed for this purpose 1116 rail-cars for a total of 17.998 of goods, despatched as follows:

	No. of r.c.	Tons.
Coal for I.S.R. (It. Ser. Railw.)..	363	6615
Coal " private.....	261	4766
Animals	73	582
Salt	45	742
Nytrate.....	156	2349
General cargo.....	143	2244
Rationed wine	75	700
Total.....	1116	17998

7304

(b) FROM QUAY OR WAREHOUSE IN THE PORT AREA: For this purpose, we have employed 131 railcars, and it has been despatched 1537 tons of goods, namely:

	No. of r.c.	Tons..
General cargo.....	30	500
Coal	16	252
Wine	67	574
Salt	18	311
Total.....	131	1537

...///...

AC/19.1

(b) BY SEA:-

Only coal has been cleared by sea, by Compagnia Marittima's barges from Cveccchia to Piumicino, for a total of 3475 tons; 23,39 % of the total of coal discharged during August.

For the quick discharge of the ships, we have unloaded 4700 tons. of coal on board of Minca Barges, that, then, has been loaded on rail-cars.

Resuming, for the discharge of coal, on a total of 14.856 tons, tons 11.381 have been cleared by rail and 3475 by sea to Piumicino.

Moretti

Maggiore di Porto P. MORETTI
PORT LIAISON OFFICER & R.T.C. OFFIC.
CIVITAVECCHIA

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

U&O/rf

Tel. 290

16 August 1945

Ref. AG/19.1/58/Tn6

SUBJECT : Port of Civitavecchia

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

1. We attach hereto, for your information and retention, copy of Mr. A.C. Allen's report on the Port of Civitavecchia, following upon his recent visit to that port.

Copy to:
Shipping Branch
(Attn: Maj. Larman)

for
E. M. HANNAHILL, Chief
Ports & Warehouse Division

1 encl.
Copy of report AG/19.1/57/Tn6

7303

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/19.1/57/Tn6

ACA/mvm
15 August 1945

SUBJECT: Report on Civitavecchia

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

1. As arranged, I visited the Port of Civitavecchia on 13 August 1945, arriving there shortly after 10:00 a.m. and I was invited to attend the Port Executive Meeting then in progress.
2. I took the opportunity to stress with the Committee the importance of ensuring that a detailed marine survey be carried out by Genio Civile in each area scheduled for dredging and that Genio Civile be required to assume responsibility for certifying such areas to be free of obstructions and safe operating areas for the dredger before dredging operations are undertaken.
3. Engineer Bucalossi of Genio Civile, who was present, accepted this responsibility as legitimately falling upon his Department and agreed to carry out these surveys immediately commencing with area of No. 8 Berth, Molo Bicchiera which, he assured this meeting, would be completed within the next four days. He also agreed to have a diver working with the dredger when dredging is in progress.
4. Other matters discussed with the Committee were in respect of:
 - a. The over-all dredging program.
 - b. The berthing tug required and the request sent to the Italian Ministry of Marine for retention of the Tug "Carlo Bruno" now temporarily relieving the "Lampedusa".
 - c. The reconstruction of the quayside at No. 8 Berth, Molo Bicchiera of which 130 meters length is now completed.
 - d. Clarification of the amount of barbed wire required for enclosing the port area.
 - e. Removal of the sunken steamer "Sabbia" from the entrance channel.
 - f. Other business in connection with improvement of port facilities.
5. Following the meeting, I inspected the various works in progress around the port, in company with our P.L.O., Maggiore Moretti and Eng. Bucalossi of Genio Civile and noted the considerable progress made.

7302
A. C. Allman
A. C. ALLMAN
Ports Branch

ALLIED COMMISSION PORT LIAISON OFFICER

CIVITAVECCHIA

ADDRESS:- HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
PORTS & WAREHOUSE DIVISION R O M E

SUBJECT:- Report of the traffic and reconstruction of Civitavecchia port during July 1945.-

A) T R A F F I C

1) In July 1945, ~~22~~ steamships are arrived at Civitavecchia, of which 8 of U.S. flag, one danish, ~~19~~ italian ships.

The total of the goods loaded off is: 60.006, namely:

Coal	tons.	28321
General Cargo	"	14989
Grain	"	4544
Wine	"	2756
Barley	"	2945
Salt	"	790
Phosphate	"	1701
Salt Rock	"	700
Nitrate	"	1343
Mail	"	5
Animals	"	1912 (No. 2868 oxen; No. sheep: 3535; No 164 horses)

They have loaded tons 1876 of g.c. of which 1376 tons in docks clearance. In this figure, it isn't included the dock clearance of coal by barges to Fiumicino.

2) Dock Clearance:-

a) By rail: For the dock clearance by rail, 2557 rail cars have been used during July, allotted as under showed:

For coal	No.	993	rail cars	equal tons.	18294
" animals	"	220	"	"	1912
" wine	"	35	"	"	388
Gen. cargo	"	829	"	"	13246
Corns	"	355	"	"	6446
Phosphate	"	91	"	"	1700
Salt	"	34	"	"	257
Total	"	2557	"	"	42243

AC 19.1/Tok

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In the ports Area, 39 rail cars have been loaded ^{by} Allied Authorities. Therefore, the total of rail cars loaded in this Area is: 2596 for tons 42743, that is 83 rail cars each day, on an average; and a maximum of 119 on 7th July, equal 2154 tons.

During June, we have loaded, in dock clearance, No. 2551 railcars equal 40709 tons, at a rate of 85 r.r. cars each day, and a maximum of 145 r.r. cars on 2nd June, for 2370 tons.

b) Dock Clearance by sea: Only coal has been cleared by sea with the Compagnia Marittima Barges for a total of 9810 tons unloaded at Fiumicino. Tons 1376 of soup ex CAPE BEALE has been cleared by two coastal ships (Constante C & Miseno). In June, Tons 9050 of coal has been cleared by Compagnia Marittima Barges to Fiumicino. The dock clearance of coal by sea to Fiumicino is very important and during July, this way of clearance has been the 28.86 % of the quantity unloaded in this port of coal, while in June the a.m. percentage has been: 33.35 %.

Surely, in Winter time the a.m. percentage of dock clearance by sea will not be possible, whilst the need of coal in Rome will increase. Therefore it is necessary, in winter time, to allocate an higher rate of rail cars for Civitavecchia. It is necessary to point out that with the stock pile, the daily discharging rate for the coal is very lower than discharging with rail cars or with barges to Fiumicino.

c) Coal stock pile: - For lack of r.r. cars, in order to maintain the actual rate of discharging, a coal stock-pile of 1550 tons has been made at Piazzale Bernini close No 6 Berth. Coal has been discharged from Minca Barges into animal cars and then with a crane it has been made the stock pile. The rate of discharging (coal) from Minca Barges using two crane is 450 tons about, and this will be the rate of discharging of coal ships if lack of r.r. cars and barges of Compagnia Marittima should be total.

3. DISCHARGING RATE: See diagram herewith attached.

B) PROGRESS REPORT OF RECONSTRUCTION IN PORT

MOLO ITALIA già LITTORIO-No 1 & 2 Berths: It has been prosecuted the maintenance of staging at N. 2 Berth. A bollard had been fixed at No 1 Berth.

BANCHINA CALATA PRINCIPE TOMMASO-Berth No 3: Permanent re-construction works in the most damaged points of the quay had been made.

PIAZZALE BERNINI-Close No 6 Berth: Genio Civile has prosecuted to remove destroyed wall in order to clean Bernini Square for the coal stock pile.

ASTEMURALE COLOMBO (Berth N. 12):- A buoy has been removed close to Forte Marzocco. This buoy will be used as an additional mooring facility at No 1 Berth when three suitable anchors, each of four tons

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weight, will be found.

BANCHINA ALESSANDRO CIALDI Berth N. 8 :- The reconstruction of the third lot of this quay has been begun (60 meters more)

RAILWAY SCALE: Italian railway technical officer has begun the reconstruction of railway scale at the " Charing Cross " railhead.

SUGGESTION

a) MOLO ITALIA (ex Littorio):-The actual way to moor vessels at No. 1 Berth (mooring lines are made fast to the staging) may cause serious damages to the staging and have it unusable. The bollard fixed at No. 1 Berth is not sufficient and embarrasses the discharging at No. 1 hatch of the ship moored at No 1. A buoy has to be moored at N.NE of this Berth. The buoy must be anchored with three suitable anchors, each of 4 tons.-

LAYING OF RAILWAY TO MOLO ITALIA FROM CALATA PRINCIPE TOMMASO: The construction of a railway from Calata Principe Tommaso (Berth No 4) to Molo Italia is very useful and it would be advisable to start the work as soon as possible. The scheme has been sent to Ministro dei Trasporti (Direzione Generale delle Ferrovie), but up to this moment no decisions had been taken. It is necessary to point out that No 1 & No 2 Berths are suitable to moor Liberty Ships and therefore laying of this railway is an important matter that requires an immediate solution.

WAREHOUSE ON THE SEA-WALL SIDE OF THE MOLO ITALIA: The construction of this warehouse should be a big facility for this port. The Port Working Committee expressed approval.

b) CALATA PRINCIPE TOMMASO: When the quay will be rebuilt, it is necessary to dredge.

c) MOLO SARDEGNA: Berth n. 4:- Between shore and sea-end of this Berth there are a number of heavy concrete blocks. It is absolutely necessary to clean this Berth of these blocks with the floating crane TRIESTE before her leaving from this port. Removed these blocks, this berth must be dredged. (One of the a.m. blocks is very heavy). Berth n. 5: The tug Domenico sunk at sea-end section of this Berth has been removed. Now it is necessary to clean the berth from heavy blocks and then to dredge.

d) BANCHINA GUGLIELMOTTI Berth n. 7 The coal drop ped in the sea during the discharging of coal ships has caused a sensible diminution of depth close to the Berth. When Berth No. 8 will be dredge and made ready for mooring coal ships, the dredging at No 7 Berth must be made.

BERTH No 8: The tug AVILOS has been removed from this Berth and the

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floating crane TRIESTE, when it isn't possible to work at the breakwater, removes wooden barges, and other obstructions sunk close Berth 8. This work completed, it is necessary to dredge the Berth and the Bassin UMBERTO I^o in order to moor Liberty ships at N. 8 and N.9 Berth with security.

For the a.m. purpose it is absolutely necessary to allocate at Civitavecchia a dredger. I point out that No 8 Berth, when dredged, will be the best mooring for ships with general cargo, for it is served with two railway lines and it is possible to unload directly to the Warehouse of the firm "SILI".

In order to complete all arrangements for a good discharging at No. 8 Berth, it is necessary to construct a good roadway joining Berth N. 8 (Warehouse Sili) with the main roadway of the port.

e) ANTENURALE TRAIANO: Berth No 11. If this berth was served by road as well as rail facilities, distinct advantages would be gained. The Italian Civil Engineer in Charge of Port reconstruction had already drawn up plans, but up to this moment, nothing had been done. A recommendation of the Alcom to the Ministry of public works would be very useful.

At No. 11 Berth, two Italian ships are sunk; one of which had been used for the construction of the staging. The other one could be salvaged or removed in order to begin the reconstruction of the quay at No. 11 Berth. When this quay will be re-constructed, it will be possible to moor at this new quay a Liberty ship and therefore to remove the staging at No. 11 Berth and to prosecute the reconstruction of the quay at No. 11 Berth.

f) ENTRANCE CHANNEL: On account of the s/s SABBIA sunk at entrance of this port, the entrance channel is too narrow. Pilot are obliged to keep the ships close light tower of breakwater Colombo where some foundation blocks of the breakwater lies at several meters off the wall of the breakwater; it is absolutely necessary, before winter season, the wreckage of the SABBIA, be removed. I think that a strong action from Alcom to the Ministry of Marine will be necessary. The security of the ships required it.

g) MOLO DEL LAZZARETTO: In winter season, with bad weather, schooners cannot be moored at No 3 Berth (Calata Principe Tommaso.) As it was used before bombing, it is necessary to moor them at MOLO DEL LAZZARETTO (South East Side). It is therefore necessary to remove some wreckages sunk in the a.m. Area and to use for this purpose the floating crane TRIESTE, when the works at Breakwater and No 8 Berth will be completed. I would wish to know the opinion of the Alcom P.W.D.

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h) ROAD TO "CHARING CROSS" RAILHEAD. The road approaches to "Charing Cross" railhead is in a very bad state and many difficulties had been experienced by trucks and horse drawn vehicles using these roads. Italian Civil Engineer-in-Charge of Port Re-Construction approached the railway authorities on the matter of repairing the a.m. roads, but, just to day, nothing had been done.

1) ANTENNALE COLOMBO: For repairing this break-water, the floating crane had been allocated at Civitavecchia. As soon as weather conditions will permit, it will be begun the re-construction of the wall blown (75 feet Gap) at this break-water.

c) DREDGING

About dredging, please see my report dated August 2nd;

d) PORT FACILITIES

a) C R A N E S: As known, in this port we have 3 cranes, 10RB Type, - motor power 60 HP, max. lifting capacity tons 2,5, capacity of grab 0,5 cubic meter. They are employed for unloading barges and little schooners. As stated, spare parts of these cranes were needed, which, if not supplied as soon as possible, would involve a complete breakdown for these appliances.

With reference to your letter dated 27 July, AC/19/49/Tn6, I would beg this Allied Commission P.W.D. to press the urgency of this question.

In the last month of July, 5990 tons of coal had been discharged from barges by these cranes.

b) CINCIARI CRANE: Cinciari firm has informed that close No. 10 Berth, one of his big crane had been sunk and it is in good order conditions.

It is an electrical crane- maximum lifting capacity 6 tons - capacity of grab 3 tons - cargo capacity per hour (coal) tons 125 from barges to wagons and tons 100 from ship to wagons.- length of Jib 18 meters- lift 18 metres from the ground.

The salvage of this crane would improve considerably, this port facilities. The salvage might be made by the floating crane TRIESTE when the work at the break water and at No. 8 Berth will be completed.

It will take no more than few hours. Capitaneria di porto agrees on this point of view;

c) "SILI" CRANE: had been sunk in the middle of DARSENA UMBERTO I°. Sili firm informed me the crane is in good condition. For the security of ships mooring at n. 8 and 9 Berth, this crane must be removed. As soon as possible I will give you some more informations about this subject.

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B A R G E S

d) In July, the following barges has been salvaged by CINCIARI firm:

date of Salvage	Type	No of Regis.	Name	Capacity
7/7/45	Barge	120	VESTA	tons. 57,76
10/7/45	"	119	MARCELLA	" 77, 89
24/7/45	"	112	ANTOINETTE	" 55,19
24/7/45	decked "	135	ARNO	" 43,88
26/7/45	" "	65	TEVERE	" 44,20

Therefore, for dock clearance, (~~were~~ repaired) we have the following barges of the CINCIARI FIRM, repaired and available.

Barge	N.	decked-	tonnage	capacity	tons
	27		40		55
"	29	"	28,66	"	40
"	19	"	41	"	60
"	63	"	51,15	"	65
"	69	"	47,73	"	65
"	118	no	85,09	"	170
"	55	"	49,14	"	110
"	34	"	43,87	"	115
"	120	"	57,56	"	115
"	111	"	85,00	"	110
"	119	"	77,89	"	160

Total tons: 1010

The following Cinciari Firm's barges, salvaged, are under repairing

Barge (no decked)	N.	Tonnage	capacity	Tons
" (decked)	112	55,18	"	110
"	135	43,88	"	60
"	65	44,20	"	55
"	33	45,90	"	110
Total				<u>335</u>

These last barges, but barge No 33, shoul be ready on this month.

There are other 19 Mincas Barges of a total capacity 850 tons about.

e) Barges Working from Civitavecchia to Fiumicino: Shipowner: Compagnia Marittima: They are:

Bersagliere	tons 320	Dina	tons 220
Marigny	" 340	PortaAmica	" 450
Giacomo	" 350		
Filippo	" 300		
Total tonnage: tons 1880			

f) Two barges (Tons 150 of capacity eachone) named DOLLY and SUSSEX had been allocated at Civitavecchia by the Ministry of War Transport at request of A.C.. They are under the jurisdiction of the capitaneria di porto, if they are to be operated in a manner similar to the Mincas. But if they are to be employed on the Fiumicino service, the Compagnia Marittima is the operator.

They needed some repairing. The Sussex has been repaired and the hatch covers completed. The Italian Naval Surveyor of Registro Navale Italiano has declared seaworthy with good weather. I think that

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C99W00

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an oil-awning on the hatch covers is need for this type of barges when they have to work from Civitavecchia to Piumicino.

Now they are repairing the DOLLY. But she is damaged at the Quick works (under the load line) and so for repairing it is necessary to get her on a slipway.

B) TUG SERVICE

a) The tug LAMPEDUSA, allocated at Civitavecchia and now towing the tug LUIGI to Naples for a refit, is not suitable for berthing a liberty ship; The CARLO BRUNO, which had been sent from Naples to relieve the " Lampedusa " is the type of tug needed for berthing duties at Civitavecchia. I think advisable that A.C. insist with the Italian Ministry of Marine to allocate the Carlo Bruno or the Giulia, the latter now operating in Naples, permanently to Civitavecchia. I point out that " Carlo Bruno " has an auxiliary pump for fire-fighting purpose and in this port we have no other means for fire-fighting:-

b) For towing Cinciari's barges, we have the tug " ELENA ", owner " Cinciari Firm ": brute tonnage 12 - net tonnage 3,28 - nominal HP 9 - indicated HP 56. Ready.

The same firm is making ready an other tug named " ALCIONE " Brute tonnage 24,21 - net tonnage 6,79 - Nominal HP 24 - indicated HP 112 - She will be ready next September.

c) For towing the Mincas Barges we have the tug " TEVERE " Indicated HP 70;

F) FIRE-FIGHTING SERVICE

a) As I had pointed out, in this port there is no fire-fighting service for lack of suitable means. The " Carlo Bruno " a.m. is suitable. She has an auxiliary pump of 150 tons per hour, but she lacks of the following hose-pipes: an hose-pipe 15 meters length and millimeter 175 diameter for sucking; three hose-pipes, 50 meters length each one, with a diameter of millimeter 65. Screw connections for the sucking pipe and for the other three pipes. A fence for sucking pipe. Tre lance per getto antincendio, con raccordi alla manichetta da 65mm.

g) WATER SUPPLY

a) For water supply service the Municipio of Civitavecchia is charged under the supervision of Capitaneria di porto. For this service we lack of hose-pipe. Municipio had been requested to supply it. If it will not be able to do it, Capitaneria will request it to the Italian Ministry of Marine and if the latter could not provide it shall be necessary to do a request to W.S.A.

b) For this service we are waiting for the water-boat IDRIA. She could also be used to give water to ships lying at No. 12 Berth where no water points existed.

...///...

--- 8 ---

H) PORT SECURITY

It is absolutely necessary to repair the fences of the port Area. The allocation of 5 tons of barbed wire had expired, due, apparently, to the R.E. Stores Depot had been moved from Colle Salvetti to Canello. ~~But~~ The request of an other allocation had been advanced to this A.C. on 20th of June by Maggiore Moretti to the Chief of P.W.D. when he were in Rome. It had been required: metres 1100 of wire barbed net- height metre 2 at least; 25 *Kilomètres barbed* special nails NO. 5400. *100 Kilomètres nails for frame*

I will beg this A.C., if, it is possible, to take some arrangements in order to have a release order for the a.m. allocation.

I) FLOATING CRANE "TRIESTE"

The floating crane "TRIESTE" arrived at Civitavecchia on 9th July. As stated at the Meeting of Civitavecchia Port Working Committee held on the 3rd July 1945, the order of priority of work to be undertaken: removing of the wrecks in the vicinity of No. 8 Berth; repairing of the breakwater and removing of the tug DOMENICO sunk close No. 5 Berth. The priority of others works was to be decided by the Capitaneria di porto in consultation with the Officer in-Charge of the Naval Salvage Party. The big tug AVILOS sunk close No. 8 Berth and the tug DOMENICO had been removed.

Two barges close to No. 2 berth; at shore end of the berth, had been removed.

Bad weather, completed the a.m. works, has prevented to undertake the repairing of the sea-wall at the Breakwater "COLOMBO".

She is now working to remove obstructions close No. 8 Berth: cement pillars very heavy, rails, barges, cranes sunk close No. 8 Berth, and that it is absolutely necessary to remove for dredging the sea area between NO. 8 & No. 9 & No. 10 Berth.

When weather is fine, this work will be delayed, in order to repair the sea-wall at the Breakwater COLOMBO.

Civitavecchia 8th August 1945. -

P. Moretti
Pietro Moretti Maggiore di porto
Alcom. PORT LIAISON OFFICER Svacchia

7294

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Figaria verna (300)
in verna dry-docking

785021

Port of Civita Vecchia
DISCHARGE
July 1945

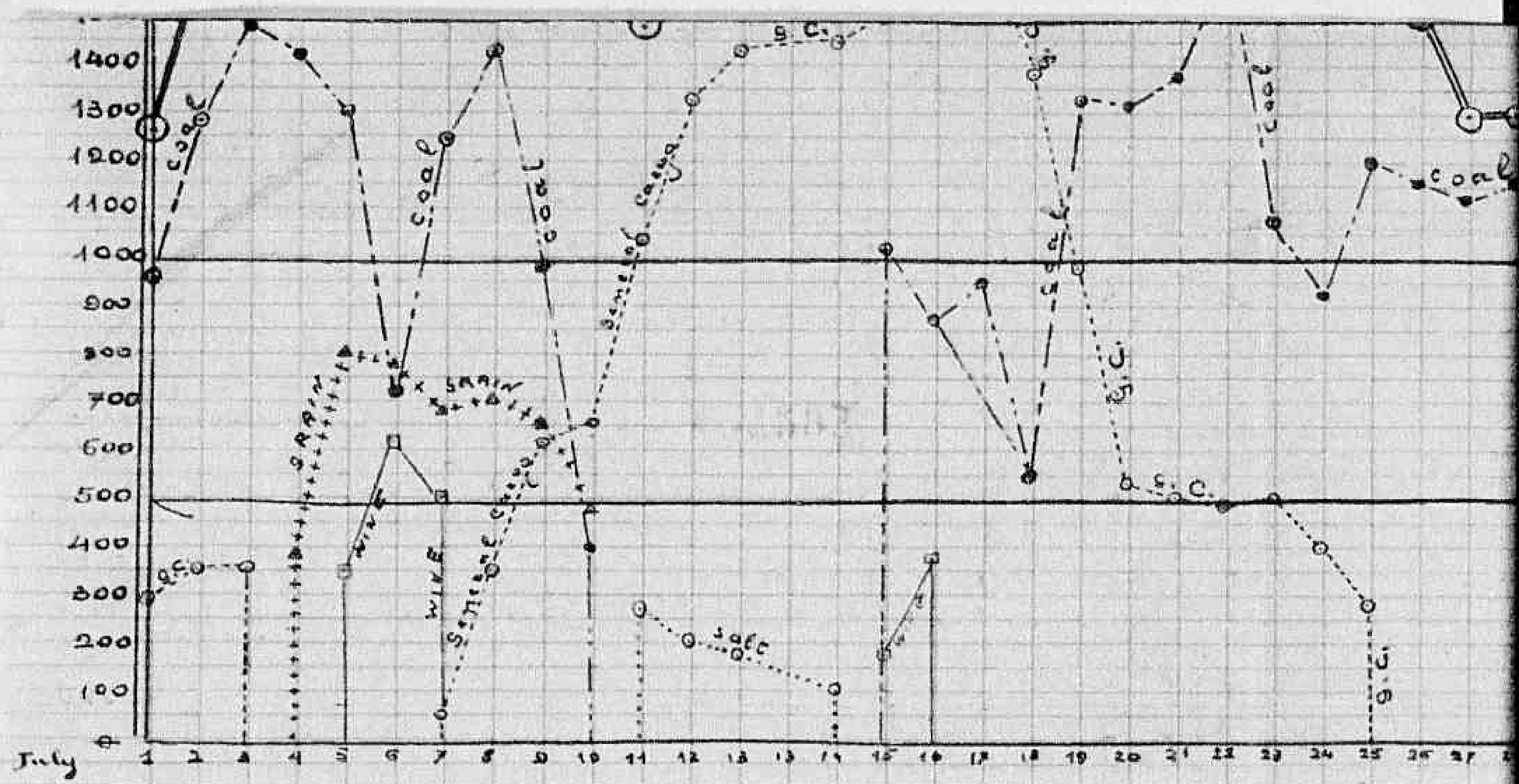
A.L. Port Liaison
Civita
Alma



Port of Civitavecchia
DISCHARGE
July 1945

A. L. Post Liaison Officer
Civitavecchia
Amptin





- 1/2 LANGANO
- SS W. B. GILES (S.C.) U.S.
- SS R. C. WOOD (coal) U.S.
- (1) SS J. C. HARPER (coal) U.S.
- (2) SS A. TURNBOLL (bulk grain) U.S.
- (3) SS CONTINENTAL (oil) U.S.
- (4) SS L. CHEVES (iron ore) U.S.
- (5) SS S. CRANE (S.C.) U.S.
- (6) SS ASIATIC U.S.
- (7) SS PURPLE ROSE DANISH
- (8) SS CAPT. DEALE (S.C.) U.S.
- (9) SS BENTON COAL U.S.
- (10) SS CONTINENTAL (oil) U.S.
- (11) SS SALT COAL
- M/Schneider IMPERIAL SALT ROCK
- MISENO

LIBERTY SHIP

No " "

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/19/10/Tn6

UAG/lml
25 June 1945

SUBJECT : Report on Trip to Civitavecchia.- SS "WILLIAM E. GILLES"

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

1. In accordance with your instructions, I left Rome at 1:00 P.M. on 22 June for Civitavecchia, the object of my trip being to get an insight into the working of the Port, particularly, as the above vessel had arrived in the morning from Baltimore (via Naples) with an important cargo of general merchandise (about 4,300 tons), necessitating the organization of special security measures on board, as well as, on shore.

2. I reached Civitavecchia at about 2:30 P.M. and soon after contacted the following officials:

Major Pietro Moretti - Port Liaison Officer
Mr. E. V. Taylor - M.W.T. Representative
Mr. Casaretto - Federazione Consorzi Agrari Representative
Dr. Serafini - I.C.E. Representative

I handed to Major Moretti, Mr. Casaretto and Dr. Serafini copies of the cargo dispositions and instructions which I had received from Major Klein.

3. The vessel, I was informed, had commenced discharge at 2:00 P.M. on that day, and worked until 22 hours, some four hours having been lost in rigging cargo derricks and preparing holds for discharge.

4. On the morning of the 23rd, Major Moretti and I proceeded on board the "W.E. GILLES" and had the opportunity to meet the Captain in whose company we inspected the work at each hatch. The Captain had no complaints to make as to the procedure and rate of discharge, as well as, the security measures on board, the latter consisting of:

2 Carabinieri
2 American Military Police
2 Cargo Security Officers, and
other watchmen.

As to security measures on shore, (alongside vessel, in transit from quay to railway siding and loading into wagons), I am convinced that the arrangements made by Major Moretti were the best possible in the circumstances. Up to the

- 2 -

time of my departure from Civitavecchia, no incidents as to pilferage, etc., had been reported and I am hopeful that, in view of the measures adopted, it will be possible to avoid, or at least, minimize the risk of any such occurrence. As a matter of interest, the vessel discharged as follows on the 22nd and 23rd:

on 22/6/45 - 118 tons

on 23/6/45 - 393 tons.

Discharge on the 22nd was slow owing to the fact, apart from time lost in rigging derricks, etc., that it was considered advisable to proceed slowly and very carefully with the landing of Medicinal Stores, as a quantity of these consisted of hazardous goods. It is thought, however, that as soon as the consignment of wheeled vehicles is cleared, discharge of the remaining cargo, mostly sugar and newsprint, should proceed at a quicker pace.

5. Finally, I take the opportunity of placing on record the excellent impression made on me by the competence and activity displayed by Major Moretti in the carrying out of his duties, notwithstanding the extremely difficult and arduous problems with which he is, undoubtedly, daily confronted, the most important being that of the availability of rail cars. His patience and expert knowledge stands him in good stead.

U. A. Ghilardi

U. A. GHILARDI
Ports & Warehouse Division

CC: Major Klein

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AWB/bjs

Tel: 478704

AC/543/173/Tn.3

12th June 1945

SUBJECT: Recommendations submitted by Port Liaison Officer
TO : Ports and Warehouse Division.

1. Ref your AC/19/33/Tn.5 dated 7th June 1945.
2. The following comments are made in connection with the report submitted by Port Liaison Officer at Civitavecchia:

1(a). It is not possible at the present time to increase the daily allotment of wagons to the port of Civitavecchia beyond 100 wagons per day. In practice it may be possible for M.R.S. to provide additional wagons, but until further notice it cannot be expected that rail will be able to offer port clearance more than 1750 tons per day. Any increased allotment of wagons to Civitavecchia will undoubtedly react on Piombino.

1 (b). The clearance of grain and wine (if necessary) by barge from Civitavecchia to Fiumicino and/or Rome has been agreed by Food Sub-Commission and the High Commissioner for Food, although it is thought that with the additional storage for wine at Civitavecchia there will not be seelift required for this commodity. An average of 20 wagons per day are now being placed at Fiumicino.

3. Energetic action is being taken with the Ministry of Marine regarding port security at Civitavecchia.

For Cable Movements Branch:

Copy to
Movements Division - Rail

J.W. Baker 7290
J.W. BAKER Lt. Colonel.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/19/33/Tn6

RMB/mvm
7 June 1945

SUBJECT: Recommendations Submitted by Port Liaison Officer
at Civitavecchia

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

1. For your information and retention, attached is copy of translation of recommendations submitted by Port Liaison Officer at Civitavecchia.

2. Your attention is called to reference made therein on allocation of wagons.

3. We are in concurrence with recommendations made to take up with SEPRAL the question of hauling wine in the manner that will assist to speed up the clearance of wine shipments at Civitavecchia. Sometime ago a meeting was held in Major Curran's office to which Major Godfrey and I attended. However, I have not been informed if any decision has been made in this connection.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment as stated in para 1.

TRANSLATIONHEADQUARTERS ALLIED COMMISSION
PORT LIAISON OFFICER CIVITAVECCHIATRANSLATION

Tel. 290

5 June 1945

SUBJECT: Recommendations Submitted by Port Liaison Officer
at CivitavecchiaTO : Ports and Warehouse Division
Transportation Sub Commission

1. BARGES - During the second half of May the daily rate of discharge in this port has been considerably increased. A steamer moored at No. 7 discharged grain exclusively onto open railway wagons at a rate of 1,447 tons in 24 hours.

The SS "BENJAMIN BOURNES", moored at No. 11, discharging into open and closed railway wagons, as available, and working with one or two gangs over the sea side, unloaded 2,226 tons in 24 hours. If both wagons and craft are available, this figure can be maintained and the daily rate of discharge of 3,000 tons (total for the port) as requested by Mr. Pegan, could be attained and even surpassed. In fact, for the first time since Civitavecchia was freed, 3,104 tons (grain, salt, wine, citrus fruit) were discharged on 30 May 1945. This result was arrived at because of the availability of wagons and lighters and because, as it will be understood, of better work by laborers who have at last understood their real interests. On 1 June 1945, 2,481 tons of grain were discharged in 24 hours from the SS "BENJAMIN BOURNES".

In view of the better situation of the port laborers, it is probable that a larger number of ships will be calling at the port of Civitavecchia and it may become necessary to discharge two Liberty ships at the same time. In such event and in order to avoid inadequacy of means of clearing the goods from the port area it is indispensable to:

a) bring the allotment of wagons for civil traffic to 150 per day, to be increased at peak periods in the event that what is proposed in the following paragraph b) cannot be carried out.

b) lighten the railway traffic, which would be necessary for the clearance of 3,500 tons, by use of maritime craft, carrying to Fiumicino not only the coal but also the grain and rationed wine. The rationed wine, in view of the blocked price, cannot bear excessive increases in costs and, therefore, is nearly all sent by rail, which means that the wine has to wait a long time on the quay with serious deterioration especially in the present season, and shortages due to theft.

- 2 -

It is, therefore, urgent that the interested parties come to an agreement in regard to freight rates Civitavecchia/Fiumicino for rationed wine and for grain. Such agreements should be made by the central Authorities (for grain the Fedeconsorzi and for rationed wine the SEPTAL) since the local representatives have no authority to make such agreements.

2. ROAD HAULAGE - In order to well understand the actual situation, I think it useful to clear some points of major importance:

a) In regard to the clearance of goods from alongside, their forwarding to the city warehouses or their reloading on wagons, I do not find any complaints by consignees of the goods nor that there have been any delays due to insufficiency of means. A similar affirmation cannot be made for the future in the event of the rate of discharge in the port being increased over the average of the past months, and a decision should be made, as was done before the war, and as soon as city warehouses are arranged for, to forbid the deposit of goods on the quay for an unduly long period. The warehouses are being prepared by the firms Triana and Coloniale, and are of sufficient capacity to ensure the clearance of the quays.

b) For the reasons as per the preceding paragraph a), especially for the case in which agreements for the carriage by sea of grain and rationed wine are not made, local means may prove to be insufficient, and therefore tractors would be necessary.

In consideration of above, and with a view of guaranteeing to all parties possibility of work, and in order to have sufficient means of clearance in competition with one another, with consequent beneficial effect on prices of transport, at the disposal of the port, the solution of the problem should be found in an equitable distribution of traffic.

c) In regard to the measure of this distribution, the following must be borne in mind: Local carters and motor drivers, a part of whom are united in a co-operative, believe it to be their right, as people whose homes are damaged or destroyed and as citizens of Civitavecchia with families resident there, to work at full capacity of the means they possess. It is absolutely necessary that the means of living be left to the local people so they can feed their families. Not to take into account this elementary reason of life would cause serious trouble. In this regard, I wish to state that the Director General of Police, during his recent visit to the port of Civitavecchia, when verbally informed of the matter, found that the local people's viewpoint is right.

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- 3 -

fixing the percentage of sharing out of work between tractors and locals can be treated only by the Central Authorities. The attempts made by the local Authorities have had no result. The Central Authorities should be the Directorate General of the Merchant Marine and the General Confederation of Labor. (Regarding the latter, I wish to point out that the affirmation made in the Minutes of the Meeting to the effect that the undersigned had interested the said Confederation is not exact. I said only that the question should be examined also with the Confederation. It must have been an error of the interpreter.)

3. SAFETY IN THE PORT - I can state that thefts in the port due to port laborers have almost entirely ceased. The thefts which take place at present are due to persons foreign to the port, and concern particularly wine. In this regard, the port laborers themselves make active work of propaganda with a view of causing this state of affairs to cease. According to my findings, such thefts are diminishing. (This has been told to me also by some wine consignees). The absolutely insufficient number of Carabinieri attached to the port does not permit a radical solution of the problem, especially in view of the system of enclosure of the port with barbed wire, which is quite unsuitable. The solution of this problem could be attained by carrying out the following precautions:

a) Considerably increase the number of Carabinieri (at least 120) to be assigned exclusively to the safety service of the port. A serious safety service should be effected with numerous carabinieri sentinels, and not by an occasional patrol. It is to be borne in mind that the port is very dimly lighted. The necessity of such precautions was found by the Director General of Police in his visit to the port and he has already given attention to this matter to the extent that an officer of the Carabinieri has been appointed to be attached to the staff of the Captain of the Port at Civitavecchia to be responsible for port security.

b) Prevent goods remaining in the quay after the time strictly necessary to re-load by sea or transport to city warehouses.

c) For the solution of paragraph b) above, careful examination should be made of the situation of wine at blocked prices. Such wine, contrary to free wine, cannot stand excessive increases in costs for transport and warehousing, and therefore has to remain a long time on the quay waiting for rail carriage, as this is the most economical means. Of course, this brings about a larger percentage of thefts and, in the present warm season, a deterioration of the goods as has already happened.

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- 4 -

(Wine destined to the firm Perlanini of Rome arrived there sour, turned to vinegar). The SEPRAL should examine this matter to determine that between the higher cost of the wine reshipped by sea or warehoused in this town and the loss due to deterioration of the goods and shortages caused by theft and leakage, it is more convenient to support the higher cost of warehousing or reshipment by sea, which is my own opinion. This is a problem which should be examined immediately by the SEPRAL as further quantities are advised due to arrive.

Major P. Moretti
Port Liaison Officer

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

A.C. PORT LIAISON OFFICER - CIVITAVECCHIA.

TO: PORTS & W.HSE. DIVISION, Allied Commission, Rome.

SUBJECT: Minutes of Port Meeting of Civitavecchia.

1) Attached are two copies minutes of this port meeting held 28 May 1945.

2) SITUATION, REMARKS AND PROPOSALS.

BARGES - Reference 206: During the second half of May the daily rate of discharge in this port has been considerably increased ~~for grain~~ with steamer moored at No. 7, discharging exclusively on to open rly. wagons, at rate of 1447 tons ~~was reached~~ in 24 hours.

The s.s. "Benjamin Bourne", moored at No. 11, discharging into open and closed rly. wagons, that is according to the possibility and availability, and discharging with one or two gangs over the sea side, discharged 2226 tons in 24 hours. If these ~~are~~ available both wagons and craft, this figure can be maintained, and there could be attained and even surpassed the daily rate (total for the port) of discharge of 3000 tons, as was the intention of Mr. Hagan. For the first time, in fact, at Civitavecchia, since the place was freed, there were discharged on 30th May 3104 tons (grain, salt, wine, citrus fruit).

This result was arrived at because of the availability of wagons and lighters, ~~besides~~ ^{and because} as will be understood, ~~also~~ because of better work by labourers who have at last understood their real interests. On 1st. June from s.s. "B. Bourne" there were discharged 2481 tons of grain in 24 hours. ~~were discharged~~

In view of the better situation of the port labourers, it is probable that to the port of Civitavecchia there will be destined a larger number of ships, and that it may become necessary to discharge at the same time two ships of Liberty type. In such event, in order to avoid insufficiency of the means of clearing the goods from the port area it is indispensable to:

a) bring the allotment of wagons for civil traffic to 150 per day, to be increased at peak periods in the event that what is proposed in the following paragraph b) cannot be carried out.

availability, and discharging with one or two gangs over the sea side, discharged 2226 tons in 24 hours. If there ^{are} be available both wagons and craft, this figure can be maintained, and there could be attained and even surpassed the daily rate (total for the port) of discharge of 3000 tons, as was the intention of Mr. Regan. For the first time, in fact, at Civitavecchia, since the place was freed, there were discharged on 30th May 3104 tons (grain, salt, wine, citrus fruit). This result was arrived at because of the availability of wagons and ~~at~~ lighters, ^{and boats} ~~besides~~, as will be understood, also because of better work by labourers who have at last understood their real interests. On 1st June from s.s. "D. Bourne" there were discharged 2481 tons of grain in 24 hours. *were discharged*

In view of the better situation of the port labourers, it is probable that to the port of Civitavecchia there will be destined a larger number of ships, and that it may become necessary to discharge at the same time ~~two ships~~ of Liberty type. In such event, in order to avoid insufficiency of the means of clearing the goods from the port area it is indispensable to:

- a) bring the allotment of wagons for civil traffic to 150 per day, to be increased at peak periods in the event that what is proposed in the following paragraph b) cannot be carried out.
- b) to lighten the railway traffic which would be necessary for the clearance of 3500 tons, by use of maritime craft, carrying to Fiumicino not only the coal but also the grain and rationed wine. The rationed wine, in view of the blocked price, cannot bear excessive increases in costs and therefore is nearly all sent by rail, which means that the wine has to wait a long time on the quay with serious deterioration especially in the present season, and shortages due to theft.
- c) It is therefore urgent that the interested parties come to an agreement in regard to freight rates Civitavecchia/Fiumicino for p.t.o.

rationed wine and for grain. Such agreements should be made to be by the central authorities (for grain the F. consorzi and for rationed wine the SEPRA) since the local representatives have no authority to stipulate such agreements.

ROAD HAULAGE. ~~Reference is made of the meeting:~~ In order to well understand the actual situation, I think it useful to clear some points of major importance:

a) In regard to the clearance of goods from alongside, their forwarding to the city warehouses or their reloading on wagons, I do not find any complaints by consignees of the goods nor that there have been any delays due to insufficiency of means. A similar affirmation cannot be made for the future in the event of the rate of discharge in the port being increased over the average of the past months, and a decision should be made to, as was done before the war, and as soon as there are arranged for city warehouses, to forbid the deposit of goods on the quay for an unduly long period. The warehouses are being prepared by the firms Traiana and Coloniale, and are of sufficient capacity to ensure the clearance of the quays.

b) for the reasons as per the preceding para. a), especially for the case in which agreements for the carriage by sea of grain and rationed wine ~~be not reached~~, local means may prove to be insufficient, and therefore tractors would be necessary.

In consideration of above, and with a view to guaranteeing to all parties possibility of work and in order to have at the disposal of the port sufficient means of clearance in competition with one another, with consequent beneficial effect on prices of transport, the solution of the problem should be found in an equitable distribution of traffic.

c) in regard to the measure of this distribution the following

must be borne in mind:

local carters and motor drivers, a part of whom are united in a co-operative, believe it to be their right, as people whose homes are of Civitavecchia with families

charge in the port being increased over the average of the past months, and a decision should be ^{made} come to, as was done before the war, and as soon as ~~there are~~ ^{are arranged} for city warehouses, to forbid the deposit of goods on the quay for an unduly long period. The warehouses are being prepared by the firms Traiana and Coloniale, and are of sufficient capacity to ensure the clearance of the quays.

b) for the reasons as per the preceding para. a), especially for the case in which agreements for the carriage by sea of grain and rationed wine ^{are not made} ~~be not resolved~~, local means may prove to be insufficient, and therefore tractors would be necessary.

In consideration of above, and with a view ^{of} ~~to~~ guaranteeing to all parties possibility of work, and in order to have ~~at~~ the disposal of the port sufficient means of clearance in competition with one another, with consequent beneficial effect on prices of transport, the solution of the problem should be found in an equitable distribution of traffic.

c) in regard to the measure of this distribution the following must be borne in mind:

local carters and motor drivers, a part of whom are united in a co-operative, Believe it to be their right, as people whose homes are damaged or destroyed, as citizens of Civitavecchia with families resident there, to work at full capacity of the means they possess.

It is absolutely necessary that the means of living be left to the local people so they can feed their families ^{not to take} into account this elementary reason of life would cause serious trouble. In this regard I wish to make known that ~~the~~ ^{the} Director General of Police during ^{his} a recent visit ~~he made~~ to the port of Civitavecchia, when verbally informed of the matter, found that the local people's point of view is right.

Fixing the percentage of sharing out of work between tractors
p.t.o.

and locale can be created only by the Central Authorities; the attempts made by the local Authorities have had no result. The Central Authorities should be the Directorate General of the Merchant Marine and the General Confederation of Labour. (Regarding the letter, I wish to point out that the affirmation made in the Minutes of the Meeting to the effect that the undersigned had interested the said Confederation is not exact. I said only that the question should be examined also with the Confederation. It must have been an error of the interpreter.).

SAFETY IN THE PORT: ~~Later~~ I can state that thefts in the port due to port labourers have almost entirely ceased.

The thefts which at present take place are due to persons foreign to the port, and concern particularly wine. The port labourers themselves in this regard make an active work of propaganda with a view to causing this state of affairs to cease. According to my findings such thefts are diminishing. (This has been told to me also by some wine consignees).

The absolutely insufficient number of Carabinieri attached to the port does not allow of a radical solution of the problem, especially in view of the system of enclosure of the port with barbed wire, which is quite unsuitable.

The solution of this problem could be attained by carrying out the following precautions:

- a) considerably increase the number of Carabinieri (at least 120) to be ~~dedicated~~ ^{assigned} exclusively to the safety service of the port. A serious safety service should be effected with numerous carabinieri sentinels, and not by an occasional patrol. It is to be borne in mind that the port is very ^{dimly} little lighted. The necessity of such precautions was found on the spot by the Director or General of Police in his visit to the port, ~~after~~ ^{before} the time strictly necessary to re-load by sea or transport to city ^{houses}.
- b) prevent goods remaining in the quay ~~over~~ ^{after} the time strictly necessary to re-load by sea or transport to city ^{houses}.
- c) for the solution of para. b) above, careful examination of the situation of wine at blocked prices.

labourers themselves in this regard were a serious problem. The
paganda with a view to causing this state of affairs to cease.
According to my findings such thefts are diminishing. (This has
been told to me also by some wine consignees).

The absolutely insufficient number of Carabinieri attached
to the port does not ^{allow} of a radical solution of the problem,
especially in view of the system of enclosure of the port with
barbed wire, which is quite unsuitable.

The solution of this problem could be attained by carrying
out the following precautions:

- a) considerably increase the number of Carabinieri (at least
120) to be ^{assigned} ~~detached~~ exclusively to the safety service of the
port. A serious safety service should be effected with numerous
carabinieri sentinels, and not by an occasional patrol. It is
to be borne in mind that the port is very ^{darkly} ~~little~~ lighted. The
necessity of such precautions was found on the spot by the Direct-
or General of Police in his visit to the port, ^{General} ~~General~~
b) prevent goods remaining in the quay ^{after} ~~over~~ the time strict-
ly necessary to re-load by sea or transport to city ^{ware-} ~~houses~~.
c) for the solution of para. b) above, careful examination
should be made of the situation of wine at blocked prices.

Such wine, contrary to free wine, cannot stand excessive in-
creases in costs for transport and warehousing, and therefore has
to remain a long time on the quay waiting for rail carriage, as
this is the most economical means. Of course this brings about
a larger percentage of thefts and, in the present ^{warm} season, a de-
terioration of the goods as has already happened. (Wine destined
to the firm Forlanini of Rome arrived there sour, turned to vine-
gar).

The SEPRAL should examine this matter and see if between
the higher cost of the wine reshipped by sea or warehoused in
p.t.o.

this town and the loss due to deterioration of the goods and shortages caused by theft and leakage, if it not be more convenient, as in my own opinion, to support the higher cost of warehousing or reshipment by sea.

This is a problem which should be examined at earliest by the SEPRAI, as further quantities are advised due to arrive.

A.C. P.L.O. Maj. Moratti. P

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A.7. PORT LIAISON OFFICER CIVITAVECCHIA
SECRET

TO/ PORT WAREHOUSE DIVISION
ALLIED COMMISSION ROMA
SECRET

SUBJECT: Minutes of Port Meeting of Civitavecchia

1) Attached are two copies minutes of this port meeting held
28 May 1945.

2) SITUAZIONE OSSERVAZIONI E PROPOSTE
SECRET

PARCO 3 Riferimento 206 :- Nella seconda quindicina di maggio la rata di disdogana giornaliera in questo porto è notevolmente migliorata: per il grano, con pfo. onnaggiato al n. 7, scaricando esclusivamente su vagoni aperti, si è raggiunto un pfo. di 1447 tonn. in 24 ore.

Il pfo Benjamin Bourne, onnaggiato al n. 11, scaricando su vagoni aperti e chiusi, indifferentemente a seconda della possibilità e disponibilità, e scaricando con una o due mani a mare, si sono scaricate tonn. 2226 in 24 ore. Avendo disponibilità di vagoni e di mezzi a mare tale cifra si può mantenere, e raggiungere ed anche oltrepassare la rata giornaliera di scarica di 3000 tonn. come era negli intendimenti di Mr. REGAN. Per la prima volta infatti a Civitavecchia, dopo

la liberazione, il 30 maggio si sono scaricate 3404 tonn. (grano sale - vino - agrumi) A tale risultato si è potuto giungere per la disponibilità di vagoni e di chiatte oltreché si intende per un maggior rendimento dei lavoratori portuali i quali hanno finalmente dimostrato di comprendere i loro veri interessi. *Il 1° giugno 1945 del termine in nome*
numerica 5.248/2.4 ore.

In vista della migliorata situazione dei lavoratori portuali, è probabile che al porto di Civitavecchia vengano destinate un numero maggiore di navi e che si debba fronteggiare contemporaneamente la scarica di due navi tipo Liberty. In tale caso, onde impedire che i mezzi di sgombero siano insufficienti è indispensabile:

a) portare l'assegnazione dei vagoni per il traffico *17250* 150 giornalieri, aumentabili nei momenti di punta nel caso in cui non sia possibile attuare quanto viene proposto al paragrafo seguente b.-

b) alleggerire il traffico ferroviario che sarebbe necessario per

disponibilità, e scaricando con una o due mani a mare, si sono scaricate tonnellate 2226 in 24 ore. Avendo disponibilità di vagoni e di mezzi a mare tale cifra si può mantenere, e raggiungere ed anche oltrepassare la rate giornaliera di scarica di 3000 tonn. come era negli intendimenti di Mr. REGAN. Per la prima volta infatti a Venezia, dopo la liberazione, il 30 maggio si sono scaricate 3404 tonn. (grano sale - vino - agrumi) A tale risultato si è potuto giungere per la disponibilità di vagoni e di chiatte oltreché si intende per un maggior rendimento dei lavoratori portuali i quali hanno finalmente dimostrato di comprendere i loro veri interessi. *Il 1° giugno 1945 dal Seno si sono scaricati 5.248 tonnellate in 24 ore.*

In vista della migliorata situazione dei lavoratori portuali, è probabile che al porto di Civitavecchia vengano destinate un numero maggiore di navi e che si dubbi fronteggiare contemporaneamente la disarica di due navi tipo Liberty. In tale caso, onde impedire che i mezzi di sgombero siano insufficienti è indispensabile: /

a) portare l'assegnazione dei vagoni per il traffico *17280* 150 giornalieri, aumentabili nei momenti di punta nel caso in cui non sia possibile attuare quanto viene proposto al paragrafo seguente b.-

b) alleggerire il traffico ferroviario che sarebbe necessario per lo sgombero di oltre 3500 tonn. con quello marittimo, trasportando a Fiumicino, non solo il carbone ma anche il grano e il vino razionato. Il vino razionato, dato il prezzo bloccato, non può subire eccessivi aumenti di spesa e quindi attualmente viene inoltrato quasi tutto via ferrovia il che porta come conseguenza che è necessario farlo restare lungo tempo in banchina con gravi deterioramenti per la merce appesa nelle piattaforme, ed annacchi per furti.

c) è pertanto urgente che sia raggiunta da parte degli interessati l'accordo circa i roli Venezia Fiumicino per il vino razionato e per il grano. Tali accordi devono essere presi dalle autorità centrali e

potenti (per il grano la federazione e per il vino razionato la
SEPRAL) in quanto i rappresentanti locali non hanno visto per at-
tuare accordi del genere.

ROAD HAULAGE Riferimento al Meeting : Per una esatta compresio-
ne della situazione di fatto, ritengo utile chiarire alcuni punti di
maggiore importanza:

a) agli effetti dello sgombero delle merci dal sottobordo, loro
inoltre ai magazzini della città o loro ricovero su vagoni, non mi ri-
sulta ^{né} nessuna da parte dei ricettori delle merci né che si siano
verificati ritardi per insufficienza di mezzi. Analoga affermazione
non può farci per il futuro nel caso in cui la rata di disoccupazione del
porto dovesse aumentare rispetto alla media dei mesi scorsi, oppure
dovesse prendersi la decisione, come avveniva prima della guerra, ad
una volta che fossero predisposti magazzini in città, di vietare il
deposito di merci in banchina per un periodo di tempo eccessivamente
lungo. I magazzini si stanno predisponendo da parte della Trinità e
della Colonniale ^{e sono} sufficientemente capaci per assorbire lo sgombero ~~ne~~
della banchina.

b) per le ragioni di cui al precedente comma n), specie nel caso
in cui gli accordi per il trasporto via mare del grano e vino razio-
nato non vengono raggiunti, i mezzi locali potrebbero risultare insuffi-
cienti, per cui ~~verrà~~ i trattori diventerebbero necessari.

Partendo da queste premesse, al fine di garantire agli uni ed
agli altri possibilità di lavoro ed aver a disposizione del porto
mezzi di sgombero in concorrenza fra loro con evidente effetto ~~valm~~
rente dei prezzi di trasporto, la soluzione del problema dovrebbe
trovarsi in una equa ripartizione del traffico;

7219

porto dovesse mantenere rispetto alla media dei mesi scorsi, oppure dovesse prendersi la decisione, come avveniva prima della guerra, ed una volta che fossero predisposti magazzini in città, di vietare il deposito di merci in banca per un periodo di tempo eccessivamente lungo. I magazzini si stanno predispomendo da parte della Triana e della Colonia, e sono sufficientemente coperti per assicurare lo sgombero delle bottiglie.

b) per le ragioni di cui al precedente comma a), specie nel caso in cui gli accordi per il trasporto via mare del grano e vino razionato non vengano raggiunti, i mezzi locali potrebbero risultare insufficienti, per cui ~~anche~~ i trattori diventerebbero necessari.

Partendo da queste premesse, al fine di garantire agli uni ed agli altri possibilità di lavoro ed aver a disposizione del porto mezzi di sgombero in concorrenza fra loro con evidente effetto ~~paralelo~~ ^{di} tanto dei prezzi di trasporto, in soluzione del problema dovrebbe trovarsi in una equa ripartizione del traffico;

c) circa la misura di questa ripartizione va tenuto presente ~~che~~ quanto segue:

= carrettieri ed autisti locali, una parte dei quali sono rimasti in Cooperative, ritengono loro diritto, e come sindacati e come Civiltà, di essere con famiglie residenti a Civitavecchia, poter lavorare a pieno regime in relazione a tutti i mesi che essi possono eseguire.

E' assolutamente necessario non togliere ai locali i mezzi di sussistenza delle loro famiglie; Sono evidenti le gravi perturbazioni che il non tenere conto di una tale ragione elementare di vita

si porterebbe.

A tale proposito è noto che il Direttore Generale dell'F.S. durante una recente visita al porto di Civitavecchia, informato della questione, verbalmente, ha trovato che le ragioni dei locali sono fondate.

Lo stabilire la percentuale di ripartizione del lavoro fra trattori e locali non può essere che trattato dalle Autorità Centrali: i tentativi fatti dalle Autorità locali non hanno dato alcun esito. Le Autorità Centrali dovrebbero essere la Direzione Generale della Marina Mercantile e la Confederazione Generale del Lavoro. (A proposito della Confederazione Generale del Lavoro, faccio presente che non è esatto quanto si afferma nel verbale del Meeting che il sottoscritto abbia interesse detta Confederazione. Devo trattarsi di un errore dell'interprete. Ho solo detto che la questione doveva essere esaminata anche con la Confederazione G.L.)

SICUREZZA DEL PORTO In questi ultimi tempi posso affermare che i furti in porto dovuti ai lavoratori portuali sono quasi del tutto cessati.

I furti che attualmente si verificano sono dovuti ad elementi estranei al porto e riguardano specialmente il vino. Gli stessi lavoratori portuali in proposito fanno attiva opera di propaganda perché una tale stato di fatti venga a cessare. In quanto mi consta anche tali furti sono in via di diminuzione. (Così mi riferirono alcuni ricevitori di vino)

La grave insufficienza numerica del nucleo Carabinieri adetti al porto non consente una radicale soluzione del problema, specie dato il sistema di recinzione del porto con filo spinato, assolutamente inadeguato.

La soluzione di questo problema si potrà avere attuando i seguenti provvedimenti:

- a) aumentare notevolmente il nucleo dei carabinieri (almeno 120) ad occuparsi esclusivamente al servizio di sorveglianza. Un servizio di sicurezza serio deve essere fatto con elementi di carabinieri e non con una qualche rara pattuglia. E' da tenere presente che il porto è pochissimo illuminato. La necessità di tale provvedimento è anche stata constatata de visu dal Direttore Generale della F.S. nella sua visita al porto.
- b) impedire che la merce soste in banchina oltre il tempo strettamente necessario al ricambio via mare od al trasbordo nei magazzini in città.
- c) per la soluzione di cui alla precedente lettera b) ~~il~~ ^{il} ~~si~~ ^{si} ~~va~~ ^{va} ~~portato~~ ^{portato} sulla situazione del vino, razionato a prezzo bloccato.

I furti che attualmente si verificano sono dovuti ad elementi estranei al porto e riguardano specialmente il vino. Gli stessi lavoratori portuali in proposito fanno attiva opera di propaganda perché una tale stato di fatti venga a cessare. In quanto si consta anche tali furti sono in via di diminuzione (così si riferiscono alcuni ricevitori di vino).

La grave insufficienza numerica del nucleo Carabinieri addetti al porto non consente una radicale soluzione del problema, specie dato il sistema

La soluzione di questo problema si potrà avere attuando i seguenti provvedimenti:

prevvedimenti:

a) aumentare notevolmente il nucleo dei carabinieri (almeno 120) da destinarli esclusivamente al servizio di sicurezza pubblica. Un servizio di

si curasse meglio dov'essendo. Il porto è richies-
-sere qualche rara istaggliq. E' da tenere presente che il porto è richies-
simo illuminato. La necessità di tale provvedimento è anche stata constatata
dal Comandante Generale della F. S. nella sua visita al porto.

b) impedire che la merce scenda in banchina oltre il tempo strettamente

c) per la soluzione di cui alla precedente lettera b) 142,50 Lire cassa

Tale vino, a differenza di quello libero, non può sopportare eccessive maggiorazioni per spese di trasporto e di immagazzinamento, ragione per cui deve attendere lungamente in macchina per essere trasportato via ferrovia essendo questo il mezzo di trasporto più economico. Naturalmente ciò comporta una maggiore percentuale di furti e della attuale stagione, un deterioramento della merce come si è già verificato (vino destinato al Forlanini di Roma è giunto a destinazione quando era già aceto)

La SERIAL dovrebbe esaminare se fra 14 maggior costo del vino per il trasporto via mare o per il suo immagazzinamento in depositi in città e il passivo derivante dal deterioramento della merce e dall'ammacco della stesse per furti e celaggi non sia più conveniente, come é mio parere, sopportare il maggior costo di immagazzinamento o di trasporto via mare.

3. questo un problema che dovrebbe essere esaminato con sollecitudine il maggior numero di persone.

A.C. P.L.O. May, Month: 9.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/19/32/Tn6

ACA/lml
7 June 1945

SUBJECT : Report on Visit to Port of Civitavecchia,
6 June 1945.

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

1. The following is my report on the Port of Civitavecchia visited by me on Wednesday, 6 June 1945, in accordance with your request.

Report - Port of Civitavecchia.

Physical Condition: Harbor is protected from all direction except N. W. by a long mole running out on the South Side in a north-westerly direction. The entrance between this Mole and a short mole (Mole di Littorio) running out from northern side of the harbor, being approximately 400 ft. wide. A wreck lying to N. W. of seaward end of Molo del Littorio narrows the entrance to approximately 350 ft. but this wreck affords added protection from northwesterly wind and sea.

1. Depths: At entrance approximately 27 ft. with average depths of 28 ft. inside harbor leading to and alongside main berths. Vessels drawing over 24 ft. cannot safely enter. If necessary and weather permitting could be lightened in roads outside harbor by lightering.

2. Berths: (No. 7) - At present the only alongside berth available for Liberty type vessels for discharge by ship's gear to rail (and also over side to lighters) is Berth now Numbered 7 (see attached plan) east side of Molo del Bicchiera. Note: This Berth is a wooden structure, built over outside of two wrecks, complete with rail siding (see plan).

(No. 8) - On the other (West) side of Molo del Bicchiera, the quayside is being rebuilt and it is hoped to raise a wrecked tug boat obstructing this berth when lifting pontoon can be obtained. When this work is completed (say in 4-6 months) and rail siding laid on, another valuable berth for Liberty type ships will be available for discharge on to rail and over-side.

- 2 -

(No. 9) - In the meantime, when two large vessels of Liberty type are for simultaneous discharge, Berth No. 9 (see plan) is used for discharge, by lighter only, from both sides of vessel which is moored stern to shore between Molo del Picchiere and Banchina Umberto I.

Note: Berths 7 and 8 are used for discharge of coal.

(No. 11) - Banchina Traianea - consists of wooden piers projected over large wreck. This berth is used by large vessels, up to Liberty size, for discharge of bag cargoes, foodstuffs, and fruit, but rate of discharge is hampered by necessity of man-handling some 130 ft. along wood piers to rail sidings.

If necessary, coal could be discharged here, but rate of discharge would be considerably less than at Berths No. 7 and 8.

(No. 2) - Molo del Littorio - consisting of wood piers projected over sunken vessel, would accommodate a Liberty size vessel for discharge of coal over-side, but coal discharged to shore would only be for stacking on Mole, as no rail sidings exist.

(No. 12) - Vessel moored parallel to Molo Colombo (see plan) could discharge over-side into lighters during quiet weather. This berth is at present rather exposed, owing to gap blown in the Mole.

Summary of berthing accommodations for large vessels: - At present, one only, good alongside berth.

(No. 3) - Coal discharged into lighters is towed to quayside named Tommaso and is there discharged on to rail by three small mobile Ruston Bucyrus diesel-drawn grab cranes, particulars of which are attached to this report.

Berths for Smaller Vessels, Schooners, etc: Berth No. 4 at Pontile Sardegna is now in use for vessels of 14 ft. maximum draft, bringing cargoes of salt, wine, etc.

Another berth No. 10 - is also in use for small craft.

3. Floating Plant. There are two harbor tugs in use. One, the "Lampeduza" of 280 H.P. is used for berthing large vessels, the other, the "Tevere" is a small motor tug used for towing barges to and from ship to shore. Another tug, the "Luigi" of 350 H.P. is undergoing extensive repairs. When these are completed, she will relieve the "Lampeduza".

Much of the above information was given to me by Capitano Testa (Assistant to Port Capitano Moretti) who conducted me around the port. Capitano Testa and the harbor master referred to delays in discharge of coal cargoes due to frequent short supply of rail cars. They also stated that owing to theft and breakage of electric bulbs and difficulties of replacement, lighting of the harbor is defective.

A. C. Allman

A. C. ALLMAN

Notes Regarding 10 RC Cranes on Own Tracks - Fully Mobile

Cranes Nos. - CM/EX. 8012, 8014, and 8015.

1. Motor power - 60 Horsepower.
2. Maximum lifting capacity - 2½ Tons.
3. Capacity of grab - 1/2 cubic metre - approximately 1/2 ton.
4. Cargo capacity per hour - about 10 tons.
5. Length of jib - 35 feet. (approximately 11 metres).
6. Maximum radius - 25 feet. (with maximum load of 3/4 tons at this radius).
7. Consumption of Diesel oil - approximately 1/2 gallon per hour.
8. Consumption of Lubricating oil - 4 gallons per week. (changed weekly).
9. Consumption of grease - about 5 lbs. per week.
10. Inter-changeable parts - grab and hook.
11. Length of steel ropes - drag line 100 feet; 1 5/8" diam.; hoist line 90 ft. 1 5/8" diam.

MAINTENANCE:

12. Each crane should be taken off work and put under maintenance for a period of 8 hours each week.
13. Inspect jib head sheaves for wear daily.
14. Grease all nipples daily.
15. Inspect ropes for wear and tear daily.
16. Inspect oil level daily.
17. Keep radiator filled up with water (use hot water in winter).
18. Wash filters out with petrol weekly.
19. Keep the working parts of the grab well lubricated - the waste oil from the pump when drained can be used for this purpose.

GENERAL:

7275

20. Do not allow machines to silt. When not in use, keep the engine running at

7. Consumption of Diesel oil - approximately 1/2 gallon per hour.
8. Consumption of Lubricating oil - 4 gallons per week. (changed weekly).
9. Consumption of grease - about 5 lbs. per week.
10. Inter-changeable parts - grab and hook.
11. Length of steel ropes - drag line 100 feet; 1 5/8" diam.; hoist line 90 ft. 1 5/8" diam.

MAINTENANCE:

12. Each crane should be taken off work and put under maintenance for a period of 8 hours each week.
13. Inspect jib head sheaves for wear daily.
14. Grease all nipples daily.
15. Inspect ropes for wear and tear daily.
16. Inspect oil level daily.
17. Keep radiator filled up with water (use hot water in winter).
18. Wash filters out with petrol weekly.
19. Keep the working parts of the grab well lubricated - the waste oil from the pump when drained can be used for this purpose.

GENERAL:

20. Do not allow machines to 'idle'. When not in use, keep the engine running at half-throttle.

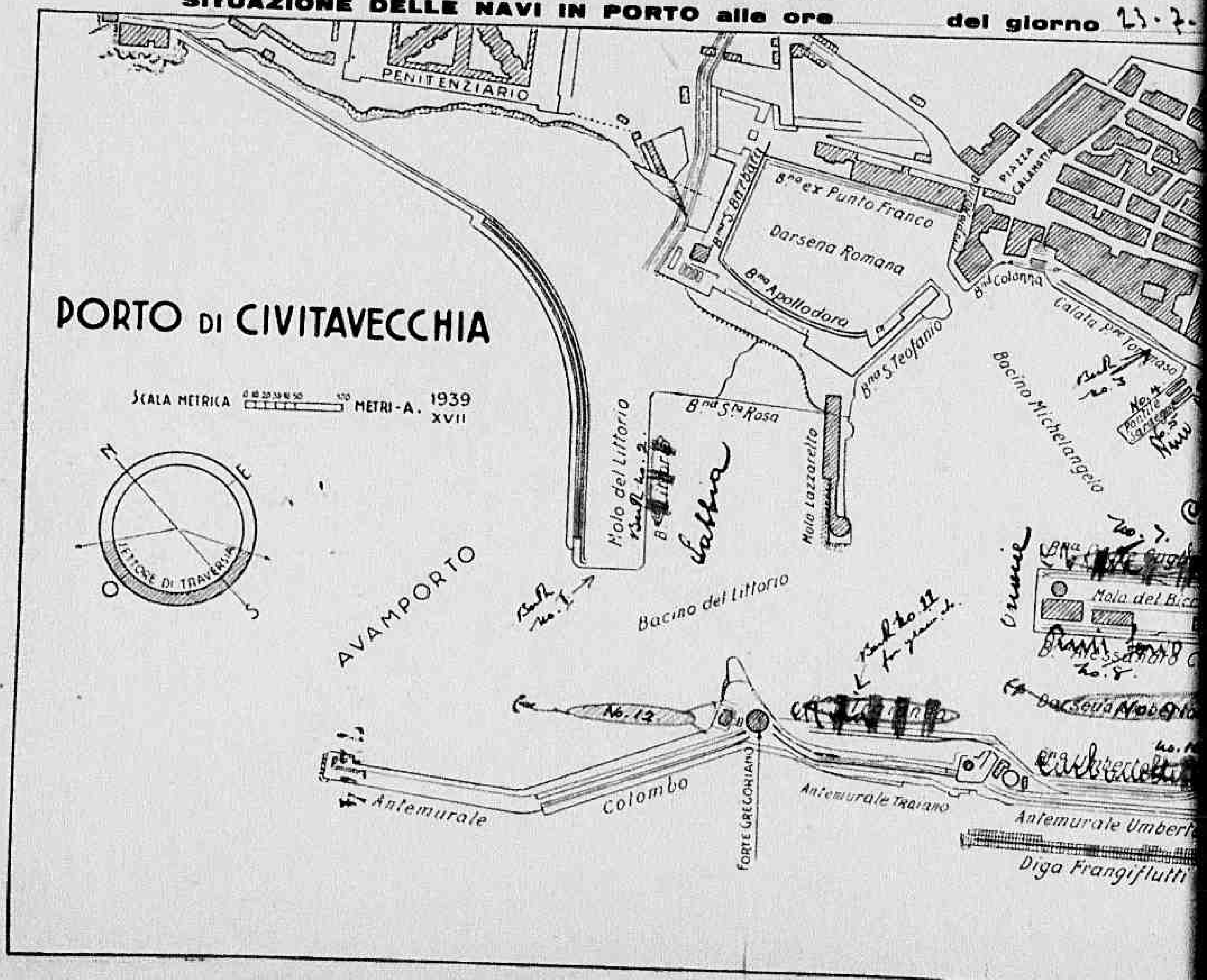
FUEL AND LUBRICANTS:

- a. Diesel oil - in 44 gallon drums - for engine consumption.
- b. Kerosene - in 44 gallon drums (marked 'K' at top) - for cleaning body work of crane. This must not be put into the machine.
- c. HD. 50. - in 4 gallon drums for engine sump.
- d. HD. 30. - in 4 gallon drums for engine sump. in cold weather - can be used if short of HD 50.
- e. 0600. - in 5 gallon drums - for lubrication of working parts.

Note: Petrol must not be used in these machines. Care must be taken that the water for the radiator is put into the radiator and not into the diesel oil tank.

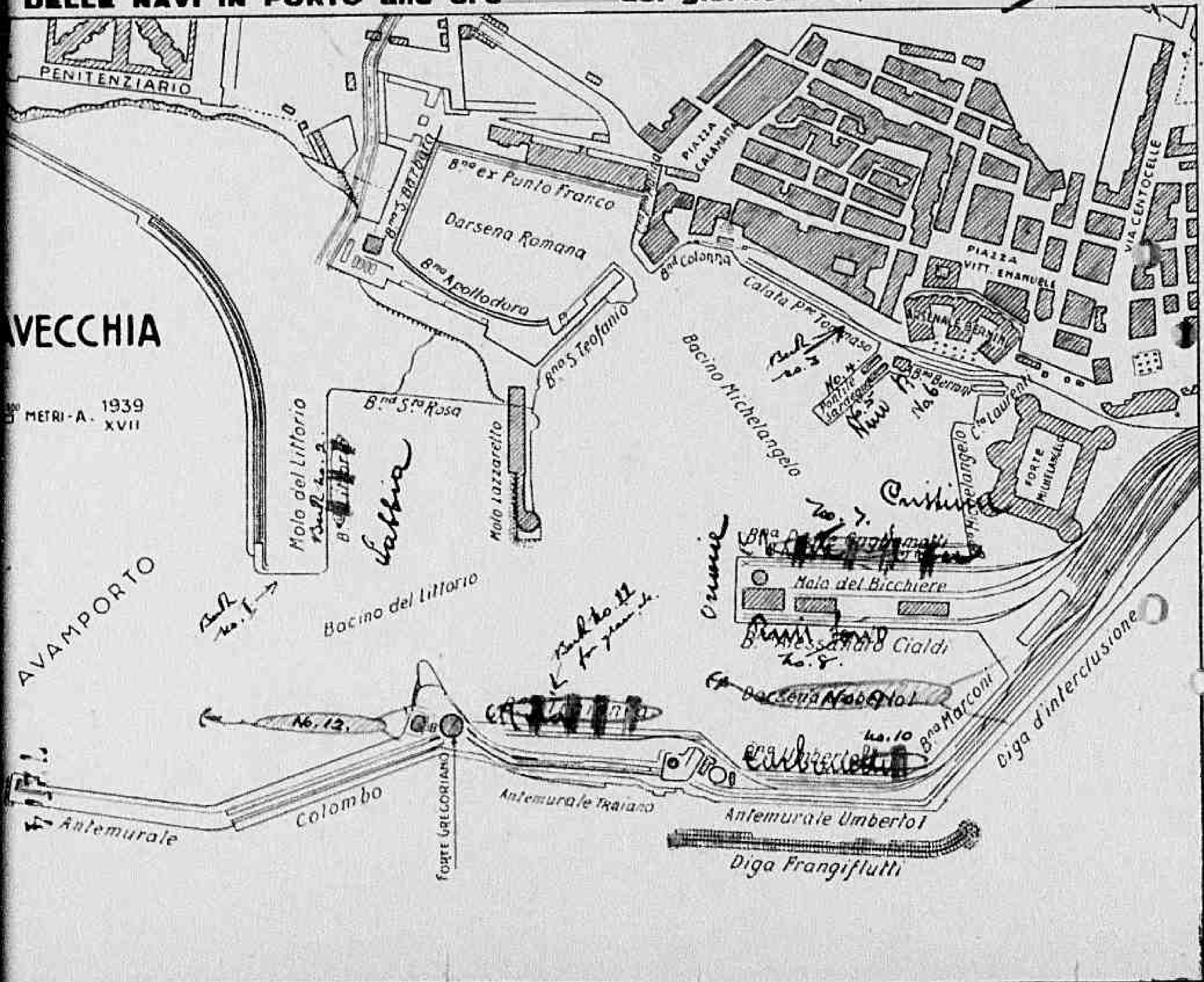
SITUAZIONE DELLE NAVI IN PORTO alle ore

23. 7.



CAPITANERIA DI PORTO - CIVITAVECCHIA

DELLE NAVI IN PORTO alle ore 23.7.1943 del giorno XVI



785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/19/42/Tn6

RMB/nvm
2 July 1945

SUBJECT: Report from Civitavecchia

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

1. For your information and retention, attached is copy of report on the discharge and reconstruction work at the port of Civitavecchia during the month of May.

R. M. BAZZANELLA, Chief
Forts & Warehouse Division

Attachment:
As stated above.

1073

TRANSLATIONTRANSLATIONALLIED COMMISSION PORT LIAISON OFFICER
CIVITAVECCHIA

Tel. 12

15 June 1945

SUBJECT: Report on the discharge and reconstruction work at
the Port of Civitavecchia during the month of May 1945

TO : AC Ports & Warehouse Division, ROME

1. Movement of goods in the port: During the month of
May 1945, 17 steamers discharged the following goods at Civita-
vecchia:

	<u>Metric Tons</u>
Grain	10,081
Coal	13,657
Salt	6,348
Sulphur	500
Fruit	3,762
Wine	8,596
General Cargo	8,462
Other Goods	332
TOTAL Discharged	51,738

Of this quantity of goods unloaded, 39,046 metric tons were cleared by rail, 4,430 tons (wine) by ordinary way, 2,720 tons (coal) by sea for Fiumicino, 73 tons were shipped as bunkers. The remaining quantity of goods was warehoused in the town (3,411 tons wine which was later reshipped by truck. This was free vermouth and marsala). 1,424 tons grain were also warehoused in town and then in June by rail according to instructions received.

To clear the wine from the piers, of the 8,596 tons discharged, 1,368 tons rationed wine were shipped by rail, 4,430 tons were sent by truck and 3,411 tons were brought into the town by carts and warehoused there. ?

As is seen by the attached graph relative to the discharge per day for the port and the partial discharge for grain, coal, salt, wine, fruit, general cargo, in the second half of May, the daily rate of discharge for the various goods notably increased, reaching even 2,200 tons for grain.

2. Repairs and reconstruction work in the port. During the month of May, the following works were carried out. (See attached sketch).

a) Cialdi Wharf of the Bicchieri Breakwater (Berth #8).

The building of the second half of the wharf has been continued for a length of a further 90 metres from the end of the last 40 metres finished in April. The whole of the 130 metres

of this wharf will be finished in June.

b) Square of the Molo del Bicchiera. The clearance of this square has been continued. The covered shed on this square is nearly completed. It has the following dimensions: length 183'm width 50', height 16'.

c) Guglielmotti Wharf (Berth #7). The construction of the first re-inforcement pile towards the beginning of the wharf is being carried out. Work is proceeding by means of a diver and is very difficult. Often it is necessary to suspend work owing to the discharge of vessels.

d) Water Plant from Molo del Bicchiera to the Michelangelo Wharf, along Bernini Wharf (Berth #6), along Sardegna Wharf (Berth #4) and along Principe Tommaso Wharf (Berth #3). The excavation works, the laying down of the pipe and the water taps have been finished. During the month of June the little wells of the taps and three small public fountains will be built.

e) Principe Tommaso Wharf. Work on the wharf is continuing in respect to the drains and road upkeep, but this is very slow.

f) Sardegna Wharf (Berth #4). Work continuing on the surface.

g) Amerigo Vespucci (ex Littorio) Wharf (Berth #1 & #2). Only road upkeep carried out.

h) Traiano Breakwater. After the closing of the breach in the previous months, the reconstruction works of the superstructure have been finished during the month of May.

i) Umberto I Breakwater. The closing of the breach has been finished.

j) Colombo Breakwater, First Arm. Closing has been completed for a height of two metres.

k) Bernini Square. The demolition of the ferro-concrete building of the ex arsenal has been carried out. The arrangement of the second warehouse in the second courtyard of the ex arsenal, which will be used by the Port Authority for storing the mobile cranes and various equipment, is nearly finished.

3. Remarks & Recommendations Regarding the Reconstruction Works.

a) Principe Tommaso Wharf (Berth #3). This wharf is subjected to intense traffic and to the work of discharging motor schooners and the mincas (coal from lighter to rail car).

The temporary work carried out on this quay will not last long due to the effects of sea erosion and to the effects of the continual pressure of the cranes. In fact, there are often deep holes, sometimes reaching down to sea level, which endanger the cranes besides obstructing loading and unloading. It is indispensable that the Genio Civile (Italian Office of Public works) undertakes the permanent repair of this wharf.

b) Sardegna wharf (Berth #4). Near the central part of the mooring place, there is still a large impediment which prevents mooring right alongside, and ships have to remain some distance off the wharf, about two to three metres, and to discharge have to use stages or gangways or use lighters on which the stages are placed. Furthermore, in heavy weather, this mooring place has a swell which makes it dangerous for ships, and some shipmasters have made their reserves to the Port Authority. Attempts have been made to get rid of this obstruction using local means, but with negative results. It is indispensable that the pontoon sheerlegs "Archimede" reaches this port in efficiency, at earliest and that is before the bad season. For this reason, it has been impossible to undertake the salvage of the tug "Domenico" sunk towards the end of the Sardegna wharf at Berth #5.

c) Guglielmotti wharf (Berth #7). With winds of the first quadrant, steamers lean heavily against the wharf and besides eventual damage to the wharf (which is used most) the steamers slide on the railway cars under loading, obstructing their movements and interrupting discharge. At present, a stock anchor (sunk at the corner of #4 at Sardegna wharf) is laid out. But besides this, it is necessary to reinforce the vertical piles set up towards the head and towards the beginning of the wharf, while waiting for the final repairs to the wharf and for the depth of water at the beginning (land end) of the wharf to be brought to at least 25 feet so as to moor ships with the bow outwards and make use of their anchors.

It is also necessary that on the Bicchieri wharf, two robust bitts be placed to forward and to stern of the mooring place, in order to prevent the ship shoving off from the quay with westerly winds and so interrupting discharging operations.

d) Berth #11. This is served only by the railway. This is a serious inconveniency, which considerably diminishes the output that such mooring place should give. Further, a chance shortage of rail cars, which might be remedied by shifting the steamer, may take place under unforeseen circumstances. (This is not always possible, and brings about a considerable loss of time). The permanent repair of the road should not present great difficulties, as, except in a few places, there is sufficient space.

e) Scales at the Port. The Italian organizations (Fedeconsorzi and ICE) are in the following position. The AC asks them to deliver receipt of the goods imported by the Allies, without their being able to weigh the goods. In order to place these organizations in a position to carry out their engagements, it is necessary to put the railway scales at the port in order. In this regard, I have already interested the Station Master of Civitavecchia so that he may give the required information, and have made it clear to him that the site of the scales should be chosen in such a way as not to obstruct the movement of rail cars in and out of the port, and to allow a rapid weighing.

f) Tug for mooring service. The port at present has the tug "Lampedusa" of 250 hp., unsuitable for mooring a Liberty ship in bad weather; the "Luigi" is about to finish repairs of the bulwarks. The repairs of the sternpost and of the skeg will take a long time and will require that the tug be drawn up on a slip or dry-docked. However, when the "Luigi" comes into use, as she is of only 250 hp., she cannot be considered sufficient for mooring a Liberty ship in heavy weather. It is indispensable, before the bad season starts, to furnish the port of Civitavecchia with a tug of at least 450 hp. in place of one of the two at present in port.

If possible, the 450 hp. tug to be destined to Civitavecchia should be furnished with fire-fighting appliances, as such equipment is absolutely inadequate at present in this port, and something must be done about fire-fighting appliances here. On this subject, I am obtaining particulars from the fire brigade regarding nautical equipment which they possessed up to 8 September and which appear to have been sunk in the basin of the port.

g) Salvages effected during the month of May. There have been recovered:

Lighters	TONS	Owner	Present Condition
"Volere"	50	Cinciari	Being repaired
"Sempere"	55	"	" "
"Tripoli"	60	"	" "
"Ida"	49	"	Not being repaired
"Renzo"	45	"	owing to lack of
"Isabella"	85	"	material
"Antonio II"	60	"	Being repaired

In the preceding months, the following lighters were salvaged:

Lighter	Tons	Used by
"Forza"	160	Cinciari for salvage
"Antonio I"	50	" " " "
"Silvio Spaventa"	120	Owned by Cinciari - Being repaired.

h) I have felt it necessary to point out the above so that in regard to the more important deficiencies, the W.P.&D., if they consider it necessary and convenient, can interest the competent Authorities.

In regard to the reconstruction work of the port, I wish to point out that the workmen employed on these works have, during the last two months, been reduced to a very small number. Some works of major importance for the safety of the port, such as the closing of the breach at the Colombo breakwater and the protection of the other breaches which are barely closed, to be accomplished with cement blocks towards the other part of the port, should be carried out and finished before the beginning of the bad season. For such work, the "Archimede" pontoon is necessary.

ALLIED COMMISSION PORT LIASON OFFICER
CIVITAVECCHIA

(signed)

Maggiore di Porto: Pietro Moretti

Subject: Report on the discharge and reconstruction work in the port of Civitavecchia during the month of May 1945.

1) Movement of goods in the port: During the month of May 1945 there have been discharged at C'Vecchia:

17 steamers which imported the following goods:

Grain	Metric tons	10,081
Coal	"	13,657
Salt	"	6,348
Sulphur	"	500
Fruit	"	3,762
Wine	"	8,596
General cargo	"	8,462
Other goods	"	332
Total discharged	"	51,738

Of this quantity of goods landed, there were cleared by rail (metric tons 39,046, by ordinary way (wine) Tons 4430, by sea for Fiumicino Tons 2720 (coal); Tons 73 were shipped as bunkers. The remaining quantity of goods was warehoused in the town (wine Tons 3411 which was later reshipped by truck. This was free vermouth and mersala). Tons 1424 grain were also warehoused in town and then reshipped in June by rail according to instructions received.

To clear the wine from the piers, ~~the~~ 8596 tons landed, there were shipped by rail 1368 (rationed wine); tons 4430 were sent by truck and tons 3411 were brought into the town by carts and warehoused there.

As is seen by the attached graph relative to the discharge per day for the port and the partial discharge for grain, coal, salt, wine, fruit, general cargo, in the second half of May, the daily rate of discharge for the various goods notably increased, reaching even 2200 tons per grain.

2) REPAIRS AND RECONSTRUCTION WORK IN THE PORT. During the month of May there were carried out the following works (see sketch attached)

a) Cioldi wharf of the Picchiera breakwater (Berth No. 8.) There has been continued the building of the second half of the wharf for a length of a further 90 metres from the end of the last 40 metres finished in April. The whole of the 130 metres of this wharf will be finished in June.

b) Square of the Moio del Picchiera. The clearance of this square has been continued. The covered shed on this square is nearly completed. It has the following dimensions: Length 183', width 50', height 16 feet.

c) Guglielmotti wharf (Berth No. 7). The construction of the first reinforcement pile towards the construction of the first

Of this quantity of goods landed, there were cleared by rail (metric tons 32,046), by ordinary way (wine) Tons 4430, (by sea for Fiumicino Tons 2720) (coal); Tons 73 were shipped as bunkers. The remaining quantity of goods was warehoused in the town (wine tons 3411 which was later reshipped by truck. This was free vermouth and marsala). Tons 1424 grain were also warehoused in town and then reshipped in June by rail according to instructions received.

To clear the wine from the piers, ^{the} 8596 tons landed, there were shipped by rail 1368 (rationed wine); tons 4430 were sent by truck and tons 3411 were brought into the town by carts and warehoused there.

As is seen by the attached graph relative to the discharge per day for the port and the partial discharge for grain, coal, salt, wine, fruit, general cargo, in the second half of May, the daily rate of discharge for the various goods notably increased, reaching even 2200 tons ~~per~~ grain.

2) REPAIRS AND RECONSTRUCTION WORK IN THE PORT. During the month of May there were carried out the following works (see sketch attached)

a) Claldi wharf of the Bicchiera breakwater (Berth No. 8) there has been continued the building of the second half of the wharf for a length of a further 90 metres from the end of the last 40 metres finished in April. The whole of the 130 metres of this wharf will be finished in June.

b) Square of the Molo del Bicchiera. The clearance of this square has been continued. The covered shed on this square is nearly completed. It has the following dimensions: Length 183', width 50', height 16 feet.

c) Guglielmotti wharf (Berth N°7). The construction of the first reinforcement pile towards the beginning of the wharf ~~has been effected.~~ Work is proceeding by means of a diver and is very difficult. Often it is necessary to suspend work owing to the discharge of vessels.

d) Water plant from Molo del Bicchiera to the Michelangelo wharf, along Bernini wharf (berth No. 6), along Sardegna wharf (berth No. 4) and along Principe Tommaso wharf (berth No. 3): The excavation works, the laying down of the pipe and the water taps have been finished. During the month of June there will be built the little wells of the taps and three public small fountains.

e) Principe Tommaso wharf: Work on the wharf is continuing in respect of the drains and road upkeep, but this is very slow.

f) Sardegna wharf. (Berth No. 4) Work continuing on the surface.

g) Amerigo Vespucci (ex Littorio) wharf (Berth No. 1 & 2. Only road upkeep carried out.

h) Trilano breakwater. After the closing of the breach in the previous months, there have been finished, during the month of May, the reconstruction works of the superstructure.

i) Umberto I° breakwater. The closing of the breach has been effected. *finished*

l) Colombo breakwater, first arm. Closing has been effected for a height of two metres. *completed*

m) Pernini square. The demolition of the ferro-concrete building of the ex arsenal has been carried on. ~~xxxx~~ (Nearly finished is the arrangement of the 2nd. warehouse in the 2nd. courtyard of the ex arsenal, which will be used by the Port Authority for storing the mobile cranes and various equipment.)

REMARKS & RECOMMENDATIONS REGARDING THE RECONSTRUCTION WORKS:

a) Principe Tommaso wharf (berth No. 3) is subjected to an intense traffic and to the work of discharging motorchooners and the Mincaes (coal from lighter to rly. car). The temporary work carried out on this quay will not last long due to the effects of sea erosion and to the effects of the continual pressure of the cranes. In fact there are often deep holes, sometimes reaching down to sea level, which endanger the cranes besides obstructing loading and discharging. It is indispensable that the Genio Civile (It. Office of Works) undertakes the permanent repair of this wharf.

b) Sardegna wharf (Berth No. 4) near the central part of the mooring place there is still a large impediment which prevents mooring right alongside, and ships have to remain some distance off the wharf, about two to three metres, and to discharge have to use stages or gangways or use lighters on which the stages are placed. Furthermore, in heavy weather, this mooring place has a swell which makes it dangerous for ships, and some shipmasters have made their reserves to the Port Authority. Attempts have been made to get rid of this obstruction using local means, but with negative results. It is indispensable that the pontoon sheerlegs Archimede reaches this port in efficiency, at earliest and that is before the bad season.

For this latter reason it has been impossible to undertake the salvage of the tug "Domenico" sunk towards the end of the Sardegna wharf at berth No.5.

c) Guglielmotti wharf (berth No.7): With winds of the first quadrant, steamers lean heavily against the wharf and besides eventual damage to the wharf (which is that ~~which works most~~) the steamers slide on the rly. cars under loading obstructing their movements and interrupting discharge. At present, there is laid out a stock anchor (sunk at the corner of No. 4 at Sardegna wharf). But besides this, it is necessary to reinforce the vertical piles set up towards the head and towards the beginning of the wharf, while waiting for the head and towards the end of the wharf, while waiting for the

It is understood that the permanent repair of the mooring is in progress. It is understood that the permanent repair of the mooring is in progress. It is understood that the permanent repair of the mooring is in progress.

b) gardezone wharf (Berth No. 4) (used for loading and unloading of cargo) which prevents mooring of ships off the wharf, impeding the movement of cargo.

It is impossible to undertake the sal-
this port in efficiency, at exorbitant
reason. It has been impossible to undertake the sal-
the end of the Sardegna

... of the tug ...
... of the first quad-
... with winds of the first quad-

beginning (I had one) the bow outwards and made
to moor ships with the bow outwards and made
the wharf the ~~bow~~ ^{bow} placed

order to ~~prevent~~ winds and so interrupting the railway. This is a ~~bad~~ ^{bad} ~~thing~~ ^{thing}.

not always take place under unforeseen circumstances. and any how bring-
 ingly. easily, and any how bring-
 great difficulties.

∴

e) Scales at the port. The Italian organizations (Fedeconsorzi and ICE) are in the following position: The A.C. asks them to deliver receipt of the goods imported by the Allies, without their being able to weigh the goods. In order to place these organizations in a position to carry out their engagements it is necessary to put in order the railway scales in the port.

In this regard I have already interested the Station Master of Civitavecchia so that he may give the required information, and have made it clear to him that the site of the scales should be chosen in such a way as not to obstruct the movement of rly. cars in and out of the port, and to allow a rapid weighing.

f) Tug for mooring service. The port at present has the tug "Lampedusa" of 250 HP, unsuitable for mooring a Liberty ship in bad weather; the "Luigi" is about to finish repairs of the bulwarks. The repairs of the sternpost and of the skeg require the tug being drawn up on a slip or dry-docked and will take a long time. ~~When the "Luigi" comes into use, as she is of only 250 HP, she cannot be considered sufficient for mooring a Liberty ship in heavy weather.~~ It is indispensable, before the bad season starts, to furnish the port of Civitavecchia with a tug of at least 450 HP in ~~substitution~~ ^{place} of one of the two at present in port.

If possible, the 450 HP tug to be destined to C'vecchia should be furnished with fire-fighting appliances, as such equipment is absolutely inadequate at present in this port, and something must be done about fire-fighting appliances here. On this subject I am obtaining particulars from the fire brigade ~~as regards~~ ^{regarding} nautical means ~~they could~~ ^{they could} up to 8th September and which appear to have been sunk in the basin of the port.

g) Salvages effected during the month of May. There have been recovered:

lighter	" Volere "	tons 50	- owner Cinciarl	- ~~now repaired~~ ^{being repaired}
"	" Sampra "	55	"	"
"	" Tripoli "	60	"	"
"	" Ida "	49	"	"
"	" Renzo "	45	"	"
"	" Isabella "	85	"	"
"	" Antonio II "	60	"	"

-) Not repairing owing to lack of material
-) repairing being repaired

In the preceding months there were salvaged the following lighters:

lighter:	" Forza "	tons 160	used by Cinciarl for salvage
"	" Antonio I "	50	"
"	" Silvio Spaventa "	120	owner Cinciarl - repairing ^{second}

h) I have felt it necessary to point out the above so that, as regards the more important deficiencies, the W.P. & D., if considered by them to be necessary and convenient, can interest the competent Authorities.

As regards the reconstruction work of the port, I wish to point out that the workmen employed on these works have, during the last two months, been reduced to a very small number. Some works of

is of only 250 HP, she cannot be considered sufficient for mooring a Liberty ship in heavy weather. It is indispensable, before the bad season starts, to furnish the port of Civitavecchia with a tug of at least 450 HP in ^{place} substitution of one of the two at present in port.

If possible, the 450 HP tug to be destined to Civitavecchia should be furnished with fire-fighting appliances, as such equipment is absolutely inadequate at present in this port, and something must be done about fire-fighting appliances here. On this subject I am obtaining particulars from the fire brigade ~~as~~ regarding nautical means ~~they~~ ^{which} ~~they~~ ^{they} ~~used~~ ^{used} up to 8th September and which appear to have been sunk in the basin of the port.

g) Salvages effected during the month of May. There have been ~~covered~~ ^{being repaired} covered: lighter "Volere" tons 50 - owner Cinciarl - ~~now repaired~~ "Sempres" " " 55 - " " " " " " 60 - " " " " " " 49 - " " " " " " 45 - " " " " " " 85 - " " " " " " 60 - " " Antonio II

In the preceding months there were salvaged the following lighters:

lighter: "Forza" tons 160 used by Cinciarl for salvage
"Antonio I" " 50 ^{second}
"Silvio Spaventa" " 120 owner Cinciarl - ~~repaired~~ ^{being repaired}

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ALLIED COMMISSION PORT LIAISON OFFICER CIVITAVECCHIA
Maggiore di Porto: Pietro Moretti

ALLIED COMMISSION PORT LIAISON OFFICER
CIVILTAVECCHIA

Vol 12

Cveochia 15 June 1945

SUBJECT: Relazione sulla discarica e lavori di ricostruzione del porto di Cveochia nel mese di maggio 1945

TO: A.C. Port & Warehouse Division R O M E

1) Movimento commerciale del porto: Nel mese di maggio hanno scaricato a Civitavecchia

17 piroscafi importando le seguenti merci:

grano tonn.	10.081
carbone	13.657
sale	6.348
solfo	500
frutta	3.762
wine	8.596
car. gen.	8.462
merci varie	324
Totale discarica	51.735

Di tale quantitativo di merci sbarcate sono state spedite via ferrovia ton. 39.046, via ordinaria (vino) tonn. 4430, via mare per Fiumicino tonn. 2720 (carbone); Tonn 73 sono state imbarcate come bunker. Il rimanente quantitativo di merci imbarcata è stato depositato in città (vino tonn. 3411 che è stato poi rispedito a destino a mezzo camion. Si trattava di vino vermouth marala libell) (tonn. 1424 di grano sono state pure depositate in città ma poi rispedito in giugno a mezzo ferrovia secondo le istruzioni ricevute)

Per lo sgombero del vino da banchina, su 8.596 tonn. sbarcate ne sono state spedite per ferrovia tonn. 1388 di vino razionato, tonn. 4430 sono state spedite a mezzo camion e tonn. 3411 sono state portate in città a mezzo di carri a trazione animale e ivi depositate.

Come si rileva dall'accoluso grafico relativo alla discarica giornaliera totale ed a quella parziale per il grano, carbone, sale, vino, frutta, carcio generale, nella seconda quindicina di maggio la rata giornaliera di discarica delle singole merci è notevolmente aumentata, raggiungendo anche le 2200 tonnellate per il grano.

2) LAVORI DI RIPARAZIONE E DI RICOSTRUZIONE DEL PORTO: - Nel mese di maggio sono stati eseguiti i seguenti lavori (vedi schizzo allegato)

a) Banchina Cialdi del Molo del Bicchiere (Berth n. 8)
E' stata proseguita la costruzione del 2° tratto di banchina per una lunghezza di altri metri 90 dall'estremo degli ultimi 40 metri portati a termine nel mese di aprile. Tutto il tratto di metri 130 di tale banchina sarà completato nel mese di giugno.

b) Piazzale del molo del Bicchiere: E' stato proseguito lo sgombero del piazzale. E' stato quasi completato il deposito coperto costruito su tale piazzale. Esso ha le seguenti dimensioni: lunghezza 183'; larghezza 50'; altezza 16 piedi

c) Banchina Gaglianotti (Berth n. 7) E' stata proseguita la costru-

Totale discarica ton. 51.738

Di tale quantitativo di merci sbarcate sono state spedite via ferrovia ton. 39.046, via ordinaria (vino) ton. 4430, via mare per Principe ton. 2720 (carbone); ton. 73 sono state imbarcate come bunker. Il rimanente quantitativo di merce imbarcata è stato depositato in città (vino ton. 3411 che è stato poi rispedito a destino a mezzo camion. Si trattava di vino vermouth marala libeti) (tonn. 1424 di grano sono state pure depositate in città ma poi rispedito in giugno a mezzo ferrovia secondo le istruzioni ricevute). Per lo sgombero del vino da banchina, su 3.596 tonn. sbarcate ne sono state spedite per ferrovia ton. 1333 di vino razionato, ton. 430 sono state spedite a mezzo camion e tonn. 3411 sono state portate in città a mezzo di carri a trazione animale e ivi depositate.

Come si rileva dall'accoluso grafico relativo alla discarica giornaliera totale ed a quella parziale per il grano, carbone, sale, vino, frutta, carcio generale, nella seconda quindicina di maggio la rata giornaliera di discarica delle singole merci è notevolmente aumentata, raggiungendo anche le 2200 tonnellate per il grano.

2) LAVORI DI RIPARAZIONE E DI RICOSTRUZIONE DEL PORTO: - Nel mese di maggio sono stati eseguiti i seguenti lavori (vedi schizzo allegato)

a) Banchina Cialdi del Molo del Blochiere (Berth n. 8)
E' stata proseguita la costruzione del 2° tratto di banchina per una lunghezza di altri metri 90 dall'estremo degli ultimi 40 metri portati a termine nel mese di aprile. Tutto il tratto di metri 130 di tale banchina sarà completato nel mese di giugno.

b) Piazzale del molo del Blochiere: E' stato proseguito lo sgombero del piazzale. E' stato quasi completato il deposito coperto costruito su tale piazzale. Esso ha le seguenti dimensioni: lunghezza 183'; larghezza 50'; altezza 16 piedi.

c) Banchina Guglielmotti (Berth n. 7) E' stata proseguita la costruzione del primo pilone di rinforzo verso la radice del molo. I lavori procedono a mezzo di palombaro e presentano notevoli difficoltà. Spesso si è costretti a sospendere il lavoro a causa delle operazioni di scarico piroscafi.

d) Impianto idrico del Molo del Blochiere alla banchina Michelangelo, lungo la calata Bernini (Berth n. 6), lungo il pontile Sardegna (Berth n. 4) e lungo la calata Principe Tommaso (Berth n. 3): - Sono stati ultimati i lavori di scavo, i lavori di posa delle condutture e quelli delle prese d'acqua. Nel mese di giugno saranno costruiti i pozzetti delle prese e sistemate tre fontanelle pubbliche.

e) Calata Principe Tommaso: Prosegue la sistemazione della Calata per quanto riguarda le fognature e la manutenzione stradale ma molto lentamente.

f) Pontile Sardegna (Berth n. 4): E' continuata la sistemazione del piano praticabile.

g) Molo Amerigo Vespucci ex Littorio (Berth n. 1 e 2) E' stata

.../...

solo curata la manutenzione stradale.

b) Antemurale Traiano: Chiusa la breccia nei mesi scorsi, nel mese di maggio sono stati anche ultimati i lavori di ricostruzione della so-

prattutto.

1) Antemurale Umberto I°: E' stata ultimata la chiusura delle breccie.

1) Antemurale Colombo, I° braccio: E' stata realizzata una chiusura per un'altezza di metri due.

m) Piazzale Bernini: E' stata proseguita la demolizione della strut-

tura in cemento armato dell'ex Arsenale. E' stata quasi ultimata la sistemazione del 2° magazzino nel 2° cortile dell'ex arsenale e che verrà adibito dalla Capitaneria per ricovero delle grue mobili ed attrezzi vari.

OSSERVAZIONI E RACCOMANDAZIONI IN MERITO AI LAVORI DI RICOSTRUZIONE

a) La calata Principe Tommaso (Berth n. 3) è soggetta ad un intenso traffico e lavori di scarico di motovelieri e delle Mincas (carbone da chiatte a vagone). La sua provvisoria sistemazione non può reggere a lungo sia per effetto della erosione del mare sia per effetto della continua pressione che esercitano le grue. Infatti si manifestano molto di frequente delle buche profonde che arrivano sino al mare e possono porre in pericolo le stesse grue, oltre ad ostacolare il lavoro. E' indispensabile che il Genio Civile provveda al più presto ad una sistemazione definitiva di tale banchina.

b) Pontile della Sardegna (Berth n. 4) presso la parte centrale di tale posto di ormeggio vi è sempre un grosso masso che impedisce l'attracco fino a banchina delle navi, le quali, dovendo rimanere scostate dalla stessa di circa due o tre metri devono, per scaricare, usare ponti volanti o chiatte sulle quali si costruisce il ponte. Inoltre con il cattivo tempo tale posto d'ormeggio per effetto della risacca diventa pericoloso per le navi colà ormeggiate e qualche capitano di nave ha già fatto le debite riserve presso la Capitaneria. Sono stati fatti tentativi per lo sgombrò di tale masso usufruendo dei mezzi locali ma l'esito è stato negativo. E' indispensabile che il pontone biga Archimede di grande portata giunga, in efficienza, al più presto e cioè prima della cattiva stagione.

Per quest'ultimo motivo non è stato possibile provvedere al ricovero del rimorchiatore Domenico affondato verso la testata del pontile Sardegna al berth n. 5.

c) Banchina Gullielmotti Berth n. 7: Con i venti del primo quadrante i piroscafi poggiano con forza sul pontile ed oltre agli eventuali danni al pontile (che è quello che più di tutti lavora) il piroscafo viene a strisciare sui vagoni sotto carico ostacolando la manovra e producendo delle interruzioni nella discarica. Attualmente è stato disteso un coppo morto (affondato allo spigolo del n. 4 al pontile Sardegna). Ma oltre a questo è necessario provvedere a rinforzare i pali verticali (bracciole) sistemati verso la testata e verso la radice del molo, in attesa che tale banchina venga sistemata.

traffico e lavori di scarico di motovellieri e delle Minoas (carbone da chiatta a vagoni). La sua provvisoria sistemazione non può reggere a lungo sia per effetto della erosione del mare sia per effetto della continua pressione che esercitano le grue. Infatti si manifestano molto di frequente delle buche profonde che arrivano sino al mare e possono porre in pericolo le stesse grue, oltre ad ostacolare il lavoro. E' indispensabile che il Genio Civile provveda al più presto ad una sistemazione definitiva di tale banchina.

b) Pontile della S ardegna (Berth n. 4) presso la parte centrale di tale posto di ormeggio vi è sempre un grosso masso che impedisce l'attracco fino a banchina delle navi, le quali, dovendo rimanere scostate dalla stessa di circa due o tre metri devono, per scaricare, usare ponti volanti o chiatte sulle quali si costruisce il ponte. Inoltre con il cattivo tempo tale posto d'ormeggio per effetto della risacca diventa pericoloso per le navi colà ormeggiate e qualche capitano di nave ha già fatto le debite riserve presso la Capitaneria. Sono stati fatti tentativi per lo sgombrò di tale masso usufruendo dei mezzi locali ma l'esito è stato negativo. E' indispensabile che il pontone biga Archimede di grande portata giunga, in efficienza, al più presto e cioè prima della cattiva stagione.

Per quest'ultimo motivo non è stato possibile provvedere al ricupero del rimorchiatore Domenico affondato verso la testata del pontile S ardegna al berth n. 5.

c) Banchina Gulielmotti Berth n; 7: Con i venti del primo quadrante i piroscafi poggiavano con forza sul pontile ed oltre agli eventuali danni al pontile (che è quello che più di tutti lavora) il piroscapo viene a strisciare sui vagoni sotto carico ostacolando la manovra e producendo delle interruzioni nella discarica. Attualmente è stato disteso un coppo morto (affondato allo spigolo del n; 4 al pontile Sardegna). Ma oltre a questo è necessario provvedere a rinforzare i pali verticali (braccuole) sistemati verso la testata e verso la radice del molo, in attesa che tale banchina venga sistemata ed i fondali in radice portati almeno a 25 piedi in modo da poter ormeggiare le navi con la prua in fuori ed utilizzare così le ancore delle navi stesse.

E' necessario altresì che vengano sistemate sul Molo del Bichiere almeno due robuste bitte a prua ed a poppa del posto di ormeggio per evitare che con i venti da ponente la nave si scosti dal pontile ed interrompa le operazioni di discarica per cattivo tempo.

d) Berth n. 11: E' servito dalla sola ferrovia. E' questo un grave inconveniente e che diminuisce di molto il rendimento che tale posto di ormeggio potrebbe dare. Anche una fortuita mancanza di vagoni, non prevedibile e per la quale quindi si possa rimediare con lo spostamento dei piroscafi (ad es. comunque non è sempre possibile e porta una

notevole perdita di tempo. La sistemazione di tale strada non dovrebbe presentare rilevanti difficoltà, essendovi, eccetto pochi tratti, spazio sufficiente.

e) Bilico al porto: Le organizzazioni italiane (Federconsorzi ed ICE) si trovano nella seguente condizione: La A.C. richiede loro il rila- scio della manovra delle merci che vengono importate dagli Alleati senza poter provvedere alla pesatura delle merci stesse. Per mettere in grado le dette organizzazioni di assolvere il loro compito è ne- cessario sistemare nuovamente il bilico ferroviario al porto.

In proposito ho già interessato il Capo Stazione di Cvecochia per- ché compia gli elementi opportuni a tale riguardo, facendogli ben presente che l'ubicazione del bilico deve essere tale da non osta- colare la manovra di agombramento vagoni al porto e da permettere una pesa- ta molto rapida.

f) Rimorchiatori per il servizio di ormeggio: Il porto attualmente dispone del rimorchiatore Lampedusa di 250 HP, inadatto per l'ormeg- gio di una nave tipo Liberty con cattivo tempo; il Luigi sta per ter- minare le riparazioni dell'opera morta. Deve ancora provvedersi alle riparazioni del dritto di poppa e del calcagno, riparazioni che ri- chiedono il tiro a secco del rimorchiatore ed un notevole periodo di tempo. Comunque anche quando entrerà in efficienza il Luigi, avendo questi una potenza di soli 250 HP, non può essere ritenuto sufficien- te per ormeggiare, nelle condizioni di cattivo tempo, una nave Liberty. E' indispensabile, prima che la cattiva stagione venga, provvedere il porto di Cvecochia di un rimorchiatore di almeno 450 HP in sostituzione di uno dei due attualmente qui dislocati.

Posibilmente il rimorchiatore da 450 HP da destinarsi a Cvecochia dovrebbe essere dotato di attrezzature antincendio, attrezzatura che in questo porto è assolutamente insufficiente e per la quale è pur necessario provvedere in qualche modo. Su questo argomento sto racco- gliendo elementi, presso i pompieri circa i mezzi nautici da questi posseduti fino all'8 settembre e che pare siano stati affondati nella darsena del porto.

g) Riuperi effettuati nel mese di maggio: Sono stati riuperati: chiatta "Volere" - tonnellate 50 - proprietario Cinciarri - attual- mente in riparazione.

chiatta "SEMPRE"	- tonn.	55	- proprietario Cinciarri	- in riparazione.
chiatta "TRIPOLI"	"	60	"	"
"	"	49	"	"
"	"	45	"	"
"	"	85	"	"
"	"	60	"	"

Nei mesi precedenti sono state riuperate le seguenti chiatte:
Chiatta FORZA tonnellate 160 impiegata da Cinciarri per lavori di riupero
" ANTONIO I " 50
" ANTONIO II " 60

ra molto rapida.

f) Rimorchiatori per il servizio di ormeggio: Il porto attualmente dispone del rimorchiatore Lampedusa di 250 HP, inadatto per l'ormeggio di una nave tipo Liberty con cattivo tempo; il Luigi sta per terminare le riparazioni dell'opera morta. Deve ancora provvedersi alle riparazioni del dritto di poppa e del calcagno, riparazioni che richiedono il tiro a secco del rimorchiatore ed un notevole periodo di tempo. Comunque anche quando entrerà in efficienza il Luigi, avendo questi una potenza di soli 250 HP, non può essere ritenuto sufficiente per ormeggiare, nelle condizioni di cattivo tempo, una nave Liberty. E' indispensabile, prima che la cattiva stagione venga, provvedere il porto di Cveochia di un rimorchiatore di almeno 450 HP in sostituzione ne di uno dei due attualmente qui dislocati.

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g) Riuperi effettuati nel mese di maggio: - Sono stati riuperati: Chiatta "Volere" - tonnellate 50 - proprietario Cinciarì - attualmente in riparazione.

Chiatta	Capacità (tonn.)	Proprietario	Stato
Chiatta "SEMPRE"	60	"	"
Chiatta "TRIPOLI"	49	"	"
" " IDA "	45	"	"
" " RENZO "	85	"	"
" " ISABELLA "	80	"	"
" " ANTONIO II "	50	"	"

Nei mesi precedenti sono state riuperate le seguenti chiatte: Chiatta FORZA ton. 160 impiegata da Cinciarì per lavori riuperi " ANTONIO I " 50 " SILVIO SPAVENTA " 120 proprietario Cinciarì - in riparazione

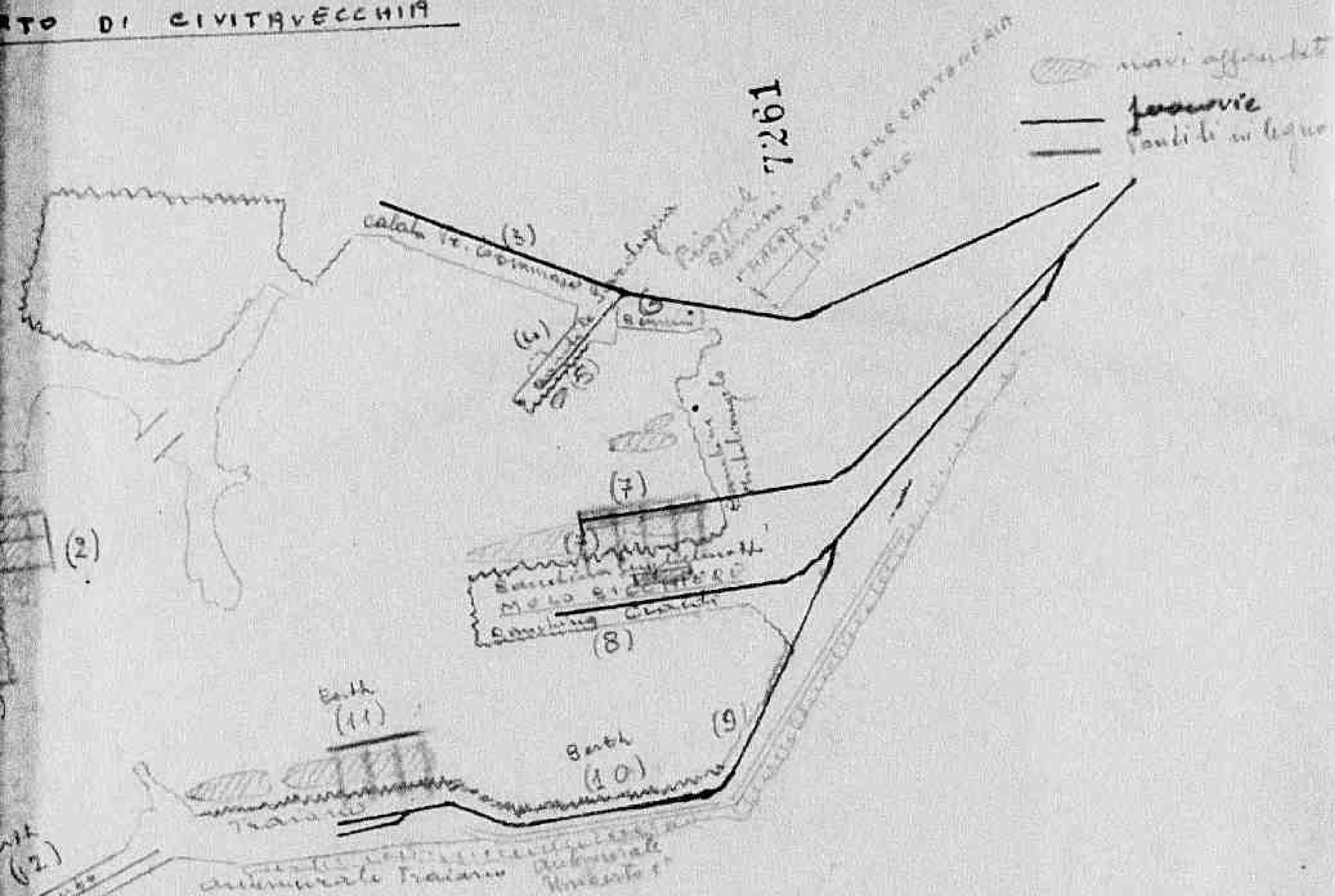
h) Ho ritenuto doveroso segnalare quanto sopra affinché nei riguardi delle deficienze più sentite, codesto W.P. & P., se ritenuto necessario e conveniente, possa intervenire presso le Autorità Competenti.

Nei riguardi dei lavori di ricostruzione del porto faccio noto che gli operai addetti a tali lavori sono in questi ultimi mesi ridotti ad un numero molto esiguo; Alcuni lavori di maggiore importanza per la sicurezza del porto, come quello della chiusura della breccia all'antemurale Colombo e della protezione delle altre opere appena iniziate, protezione da effettuarsi con blocchi di cemento verso la parte esterna del porto, dovrebbero essere portati a termine prima dello inizio della cattiva stagione. Per tali lavori è però necessario il pontone ARCHIMEDE.

ALLIED COMMISSION PORT LIAISON OFFICER CUECOCHIA
Maggiore di porto Pietro Moretti

Pietro Moretti

7261



7260

CIVITAVECCHIA - PORT
Main Goods unloaded during May 1945
Diagram of total discharging

mtc. cub

Tons

2300

2200

2100

2000

1900

1800

1700

1600

1500

1400

1300

1200

1100

1000

900

800

700

600

500

400

300

200

100

0

100

200

300

400

500

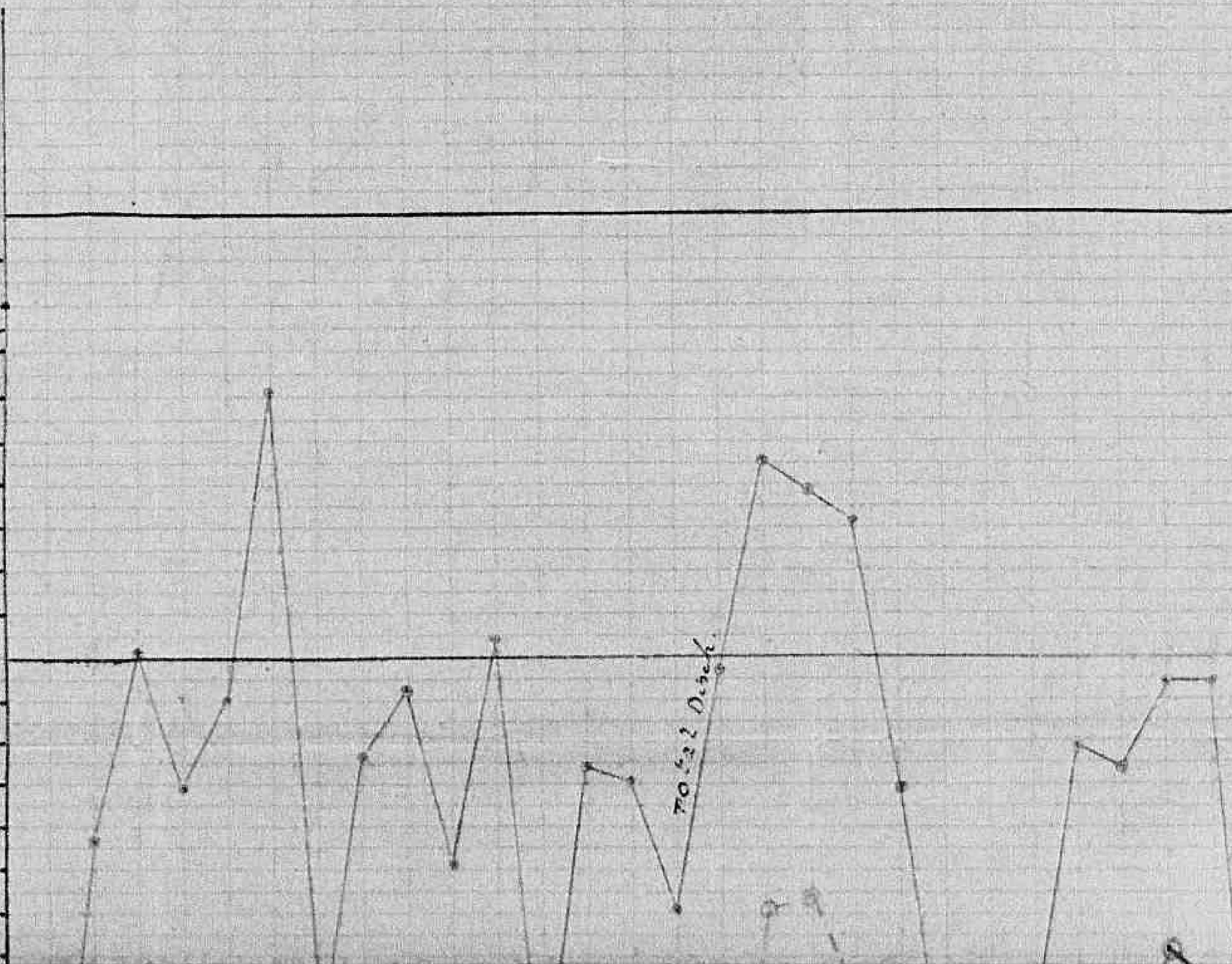
600

700

800

900

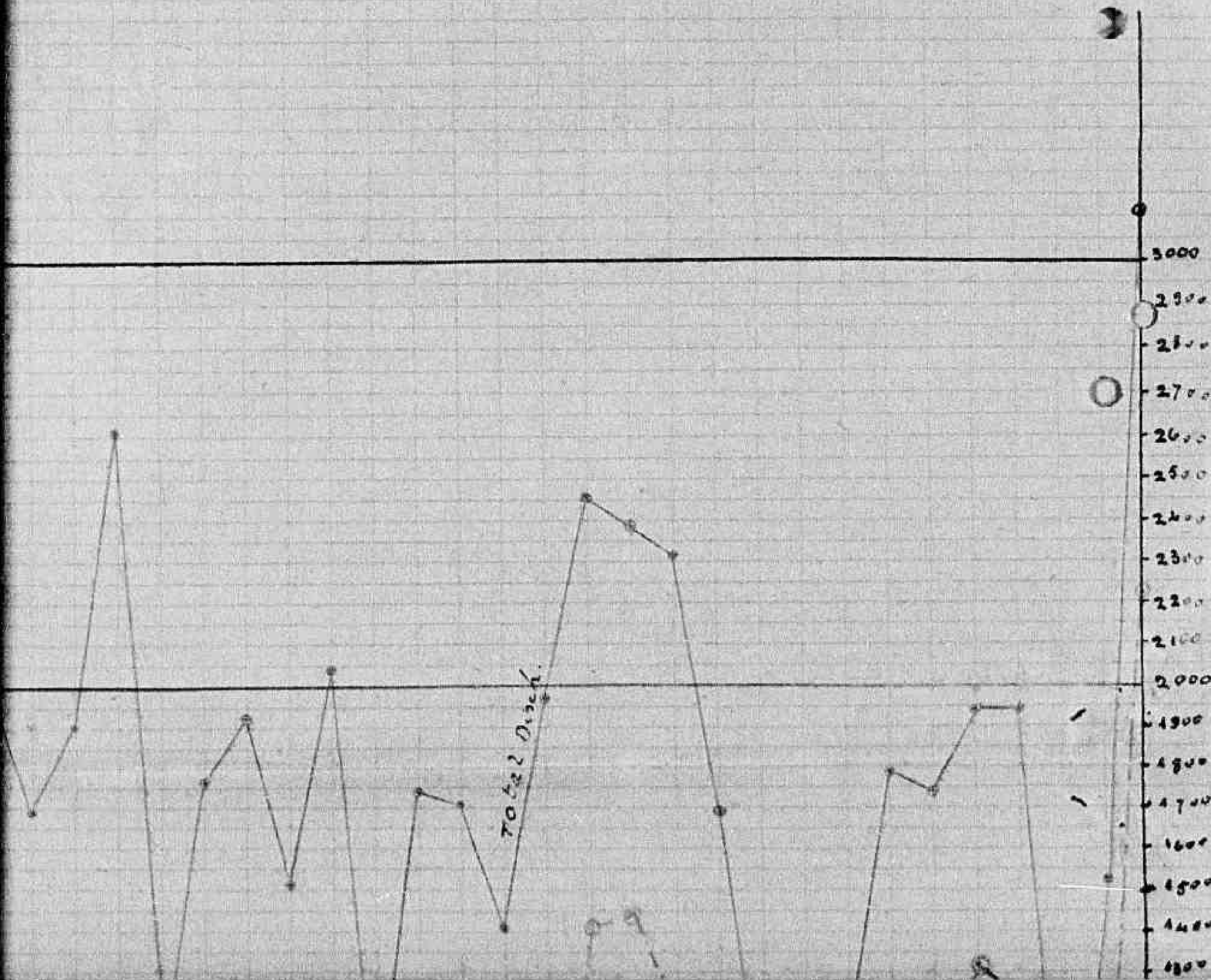
1000

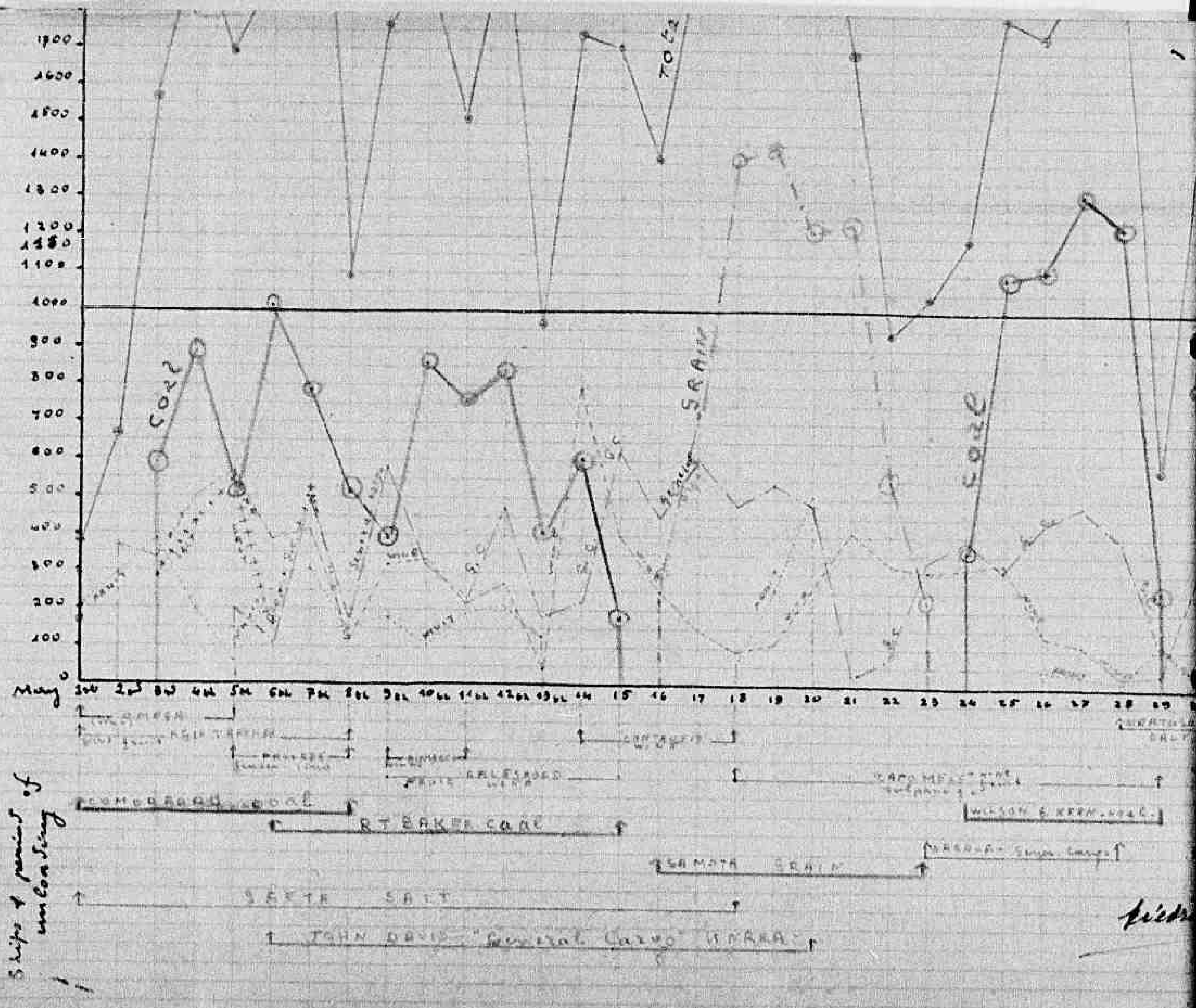


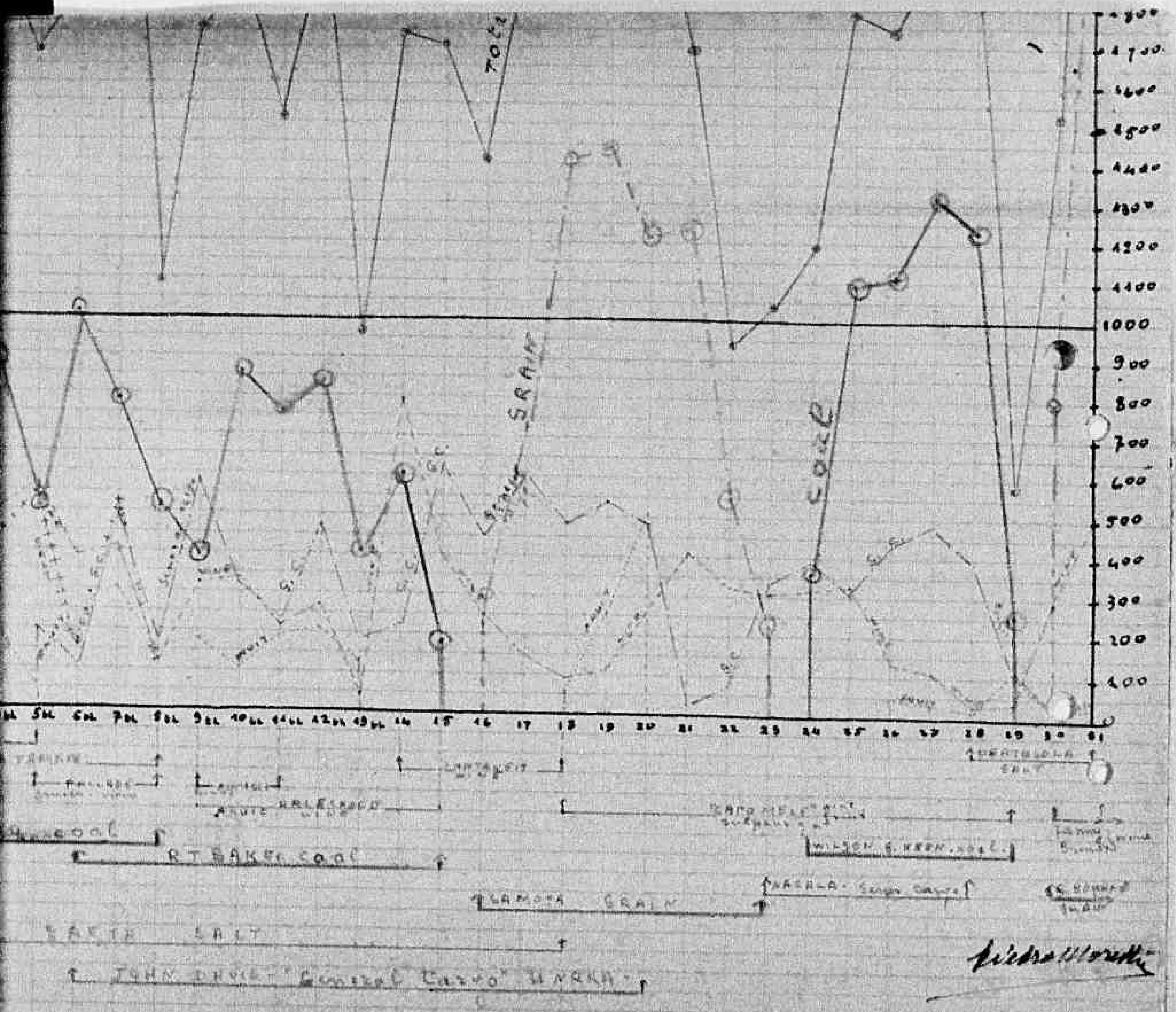
CIVITA VECCHIA PORT

in Goods unloaded during May 1945

Diagram of total discharging







HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSIONTel. 290
Ref. AC/19/23/Tn6JNB:mvn
12 May 1945SUBJECT: Final Report on Civitavecchia Port
November 1944 to April 1945

TO: Ports & Warehouse Division

1. Arriving at Civitavecchia in the middle of November 1944, for a second tour of duty in the town, it was a shock to find it so quiet after the activity, when the military were using it. Getting to Civitavecchia was easy, but HQ did not appreciate the conditions and one was expected to get on with the job, with no means of transport, no equipment and no rations. The only information available was AC/TN/S/1/84 of 2 November 1944, which was not much help and even the important agreement between the Naval Sub Commission and the Ministry of Marine of October 1944 was not made available.

2. The town having been stripped by the military and then occupied by the returning civilian population, had nothing left for the P.L.O. to sit on or write on. HQ and REG IV refused to help, but thanks to the M.W.T. some furniture was made available. Transport was just as great a difficulty. REG IV helped for a time and then refused and after much delay HQ provided, much against the apparent will of all concerned, while in Rome the streets were full of AC and civilian cars. In fact, there seemed to be no 'drill' for sending an HQ officer into the 'field', and every effort was made to pass the 'buck' on to REG IV, while expressly laying down that REG IV work was not to be done.

3. The D.M.W.T.R., McFairley and his assistant McTaylor, gave every assistance to enable the P.L.O. to get started and to re-open the AC mess, which soon proved to be essential, with so many interested persons visiting the Port.

4. With the D.M.W.T.R., who had copies of the MEMBO meeting minutes, in the Chair at the Port Control Committee Meetings, many questions were resolved, but the N.O.I.C. seemed to be diffident of using his authority. Study of the minutes reveals that some questions being raised week after week, which could have been dealt with within the week if action had been taken at once.

- 2 -

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

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

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

8. Port Working as at 1 May 1945

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

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

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

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

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

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

9. Discharges Achieved

	<u>Total Head</u>	<u>Total Tonnage</u>	<u>Average Daily Tonnage</u>
September 1944		731	24
October 1944		4,748	153
November 1944		13,599	453
December 1944		22,166	715
January 1945		27,249	878
February 1945	3,009	32,663	1,160
March 1945	2,881	41,640	1,340
April 1945	1,359	52,641	1,755
	7,249	195,411	

- 3 -

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

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

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

11. The Future Plans

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

- 4 -

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

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

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

12. Administration

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

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

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

13. Consignees and Acceptance

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

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

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

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

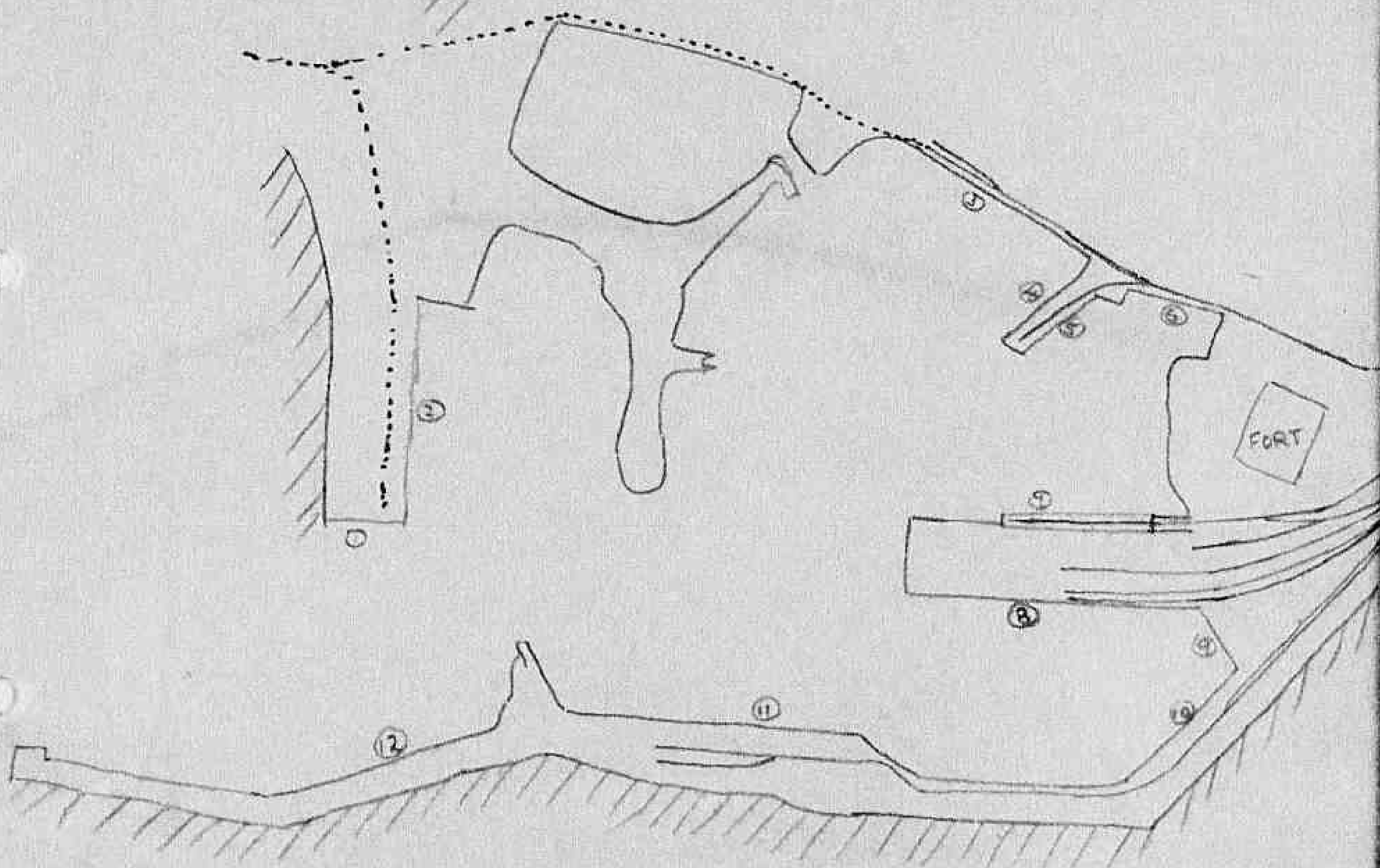
(signed)
J. N. Bowes, Captain

Original hand written report
in Ports & Warehouse Division Files

Distribution
Deputy Director - Transportation Sub-Commission
Movements
Shipping
Rail
Road
Chairman Port Working Committee - Civitavecchia

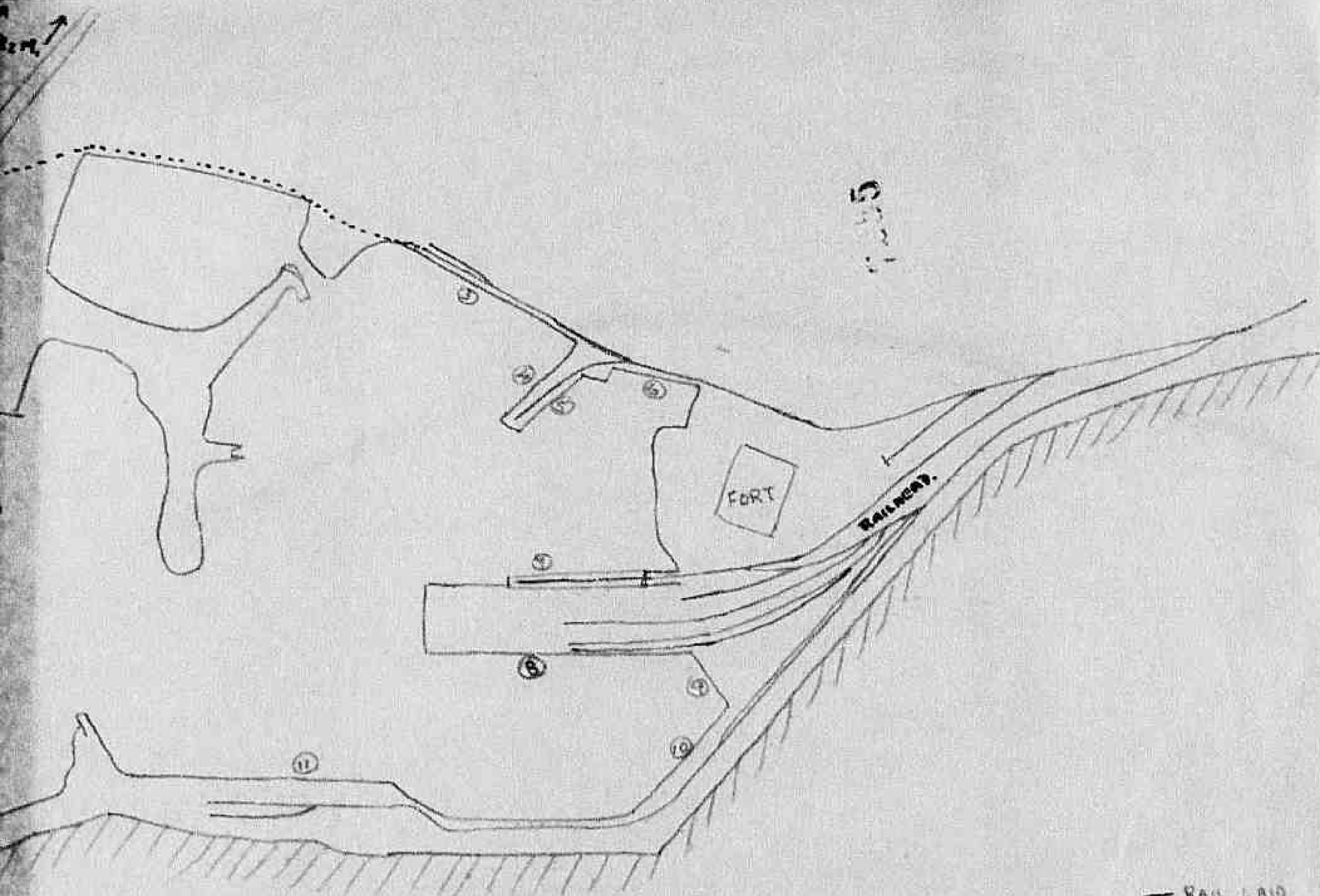
7256

TARQUINIA
PORT
RAILROAD 1/2 M.
FROM N-1.



W
N
E
S

1:5000



— RAIL LAY
 - - - PLANNED.
 . . . SUGGESTED.

B. MAYNARD Y.M.B.

P. W. Div.
Mr. Bazzanella

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

GBG/lr

AC/528/5/Tn.3

4 May 1945

SUBJECT : Visit to Ports - Civitavecchia.

TO : Chief of Movements Division.

1. In accordance with your instructions a visit was made to Civitavecchia last night by the undersigned and Mr. Bazzanella, Chief Ports and Warehouse Division. Party left Rome at 19.30 hours by road and arrived Civitavecchia at 21.20 hours where we are joined by Capt. Bowes, A.C. Port Liaison Officer. Party returned to Rome 0130 hrs this morning.
2. Port Working. Berths No. 1 and 2 were approached at 21.25 hours and found no work in process nor any dock personnel with the sole exception of a group of Italian Police guarding a backstack of wine. From information received from ships personnel and the Carabinieri, the "AGIA VANVARA", with fruit and wine on board, had stopped working at 2000 hrs; "OMEGA" with a cargo of wine had stopped at 1830 hrs. Reason given for both stoppages was stevedores had completed their minimum tonnage per hatch required in their contract. "GAKTA" at Berth No. II was approached at 2140 hrs. No work was in process and it was ascertained from the ships guard that vessel had closed down at 1800 hrs. through lack of box wagons for salt cargo. It was later found that a certain number of box wagons were available in the port but had not been placed for salt as were reserved for fruit which in fact did not materialise owing to the fruit vessel having closed down. Berth No. 7. M.E. "COMERFORD" (collier) was approached at 2200 hrs. No work was in process although wagons and lighters were available. Reason given was change over of the stevedore shift. Vessel eventually commenced working on 3 hatches at 22.25 hrs. and remainder of hatches at 22.45 hrs.
3. Security. Security and anti-pilferage was found to be practically negligible. No effort was made to stop and party

ref/7254

arriving or leaving the port area, and no gate guard personnel were to be seen. Approximately 8 Italian Police were found bunched together and chatting at the wine backstack on No. 1 berth, but no patrols or other guards were to be seen during the visit. Vehicles carrying army personnel were seen arriving and leaving the port area at will, no effort being made by the Police to check vehicles in any way. It is understood that these personnel were guests of ship officers and came from the Allied Rest Camp at Civitavecchia.


G.B. JODFREY,
Major, I.E.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 290
Ref. AO/19/20/Ta6

ISR/1m1
3 May 1945

SUBJECT : Attached Statement of Port Operations
at Civitavecchia.

TO : Major G. D. Godfrey

1. The attached report is being forwarded for your information
and may be retained for your files.

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

Attachment:

As stated above.

7252

ac/14/Ta6

/xad

STATEMENT MADE BY THE INSPECTOR OF PORT OPERATIONS
AFTER HIS TRIP AT CIVITAVECCHIA ON 20 APRIL 1945

DEFICIENCIES WHOSE ELIMINATION SHOULD REST WITHIN THE
COMPETENCE OF ALLIED AUTHORITIES

- 1) In-sufficiency of railway trucks assigned to the port of Civitavecchia. The maximum output actually possible, working from 6 ships, is 3,000 tons per day. This quantity cannot be absorbed by the 90 railway wagons assigned totally to that port, even considered the limited relief of transit coal on barges for hauling to Piumicino.

It is suggested the number of railway trucks be raised to 120-130.

- 2) In-sufficient supply of working gear. Contractor are not in condition to supply all the working gear necessary. A particular shortage of coal shovels and Japanese clings has been observed.

It is suggested that the above mentioned equipment be allocated with the urgency the case requires.

- 3) In-sufficient advance notice of arrival of ships. Ships arrive in port usually without sufficient advance notice. Consequently, Authorities responsible for port traffic cannot organize in advance adequate arrangements for working.

It is suggested that the possibility be examined of improving the actual information system.

- 4) Berthing of ships. Often the local A.C. Port Liaison Officer suggests to the Port Captain changing of berths which inevitably delay discharge operations. On April 20th a ship had to remain idle on that account while a berth was available.

It is suggested that entire responsibility for berthing be given with absolute freedom to the Port Captain.

- 5) In-sufficient lighting of the port. Very often the night shifts are delayed or hindered by the scarcity of lights in certain zones. This is due to absolute lack of spare bulbs on the market since those used are often burnt on account of inadequate voltage.

It is suggested that the Port Captain be furnished with sufficient equipment of adequate bulbs for which he will be directly responsible.

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DEFICIENCIES WHOSE ELIMINATION SHOULD BE PROVIDED BY ITALIAN AUTHORITIES

6) Inefficient number of labourers. The number of port labourers at present employed is insufficient for a complete turn of port operations. It often happens that the same gang works 2 shifts (16 hours) in 24 hours. The following necessities have been represented to the competent Authorities:

To forbid definitely the reemployment of gangs who have done work during the same day. a) To augment with occasional labor numbering at least 100 men, the workmen now available for port work c). To submit to the competent agencies eventual variation of tariff that will prove necessary after these steps.

7) Relaxation of discipline among stevedores. It has been observed a certain relaxation of discipline in the Port Labour Union due to: a) Conviction by these men that they receive lower economic compensation than they feel entitled to. b) Discontent derived by the fact that they have been deprived of the higher earnings that they used to have when their Union acted also in the capacity of stevedoring contractors in the port.

Instructions have been passed to the Head of the Union to the effect of restoring amongst the workers the strictest obedience to discipline which is considered an absolute necessity at the present moment. In the meantime, independently of the various pending questions which will be settled fairly by the competent authorities, work ought to proceed satisfactorily.

8) Police service. The police service are absolutely insufficient and inadequate to the needs.

The necessity has been submitted to the competent authorities for an increase of the number of police agents and, above all, the need that these be given precise and strict orders on the nature of their duties.

9) Condition of streets leading to port. The state of maintenance of some of the streets leading to the port is very bad. This slows down the traffic of carts down to the port.

The competent Authorities have been requested to rectify.

10) Sunken craft. It is considered that priority for salvage of craft sunken in the harbour should be given to the removal of those situated near the pier Alessandro Cialdi in order to allow the use of this berth in case of necessity.

This need has been presented to the competent agencies.

11) Telephone for the Port Captain's Office. The Port Captain is not connected by telephone, a condition which obviously creates inevitable delays in the service.

Competent authorities have been requested to supply necessary means of communication.

7250

12) Means of transport. The Capitaneria di Porto is one of the few

ring contractors in the port.

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7250

12) Means of transport. The Capitaneria di Porto is one of the few local Commands which is not supplied with its own means of transport. This inconvenience prevents the Captain of the Port to supervise personally work on the various piers owing to the considerable distances to be covered.

Proposal to that effect has been submitted to the Capitanerie General Headquarters.

26/4/46

sgd: C. MATTEINI

SUBJECT: - PROGRESS REPORT 30 APRIL '45.

To :- P & W DIV. (2) ✓
TN SUB-COMMISSION
ALLIED COMMISSION
A.P.O.394.

- 1) Quay 1. Work no started
" 2 Alterations completed: Working now satisfactorily.
" 3 Rail complete: Quay requires small repairs. Requires dredging.
" 4 Rail complete: Requires dredging. Water pipe laid but not yet connected: requires valve.
" 6 Rail complete: quay requires some dredging.
" 7 Work started on strengthening coal pier: rail spur requires ballast.
" 8 Rail laid requires ballast: Quay should be ready for coaster by 14 May. Warehouse ready about end of May. Removal of tug requires crane.
" 11 Work complete. Discharge much improved.
- 2) REPAIR TO SEAWALL : Work proceeding well: large gap near N°11 has been started. Gap opposite N°1 requires 60/70 Tons crane
- 3) SALVAGE. One motor schooner 150 Tons raised, and being repaired.
One ^{fisher} pilot boat floated.
Sheerlegs floated, work being carried out to repair: not expected to be in use before 1 Sept.

There is a complete lack of information as to the duties of the Salvage Party: in spite of repeated requests at the Port Working Committee for this party to be used for the general benefit of the Port, by clearing wreckage which interferes with the operation of the Port, they seem to be used for small salvage not of vital interest. No requests for equipment are made, and it is only when questioned as to why work is not being done that information can be obtained.

4) OBSERVATIONS. Decisions appear to be made in HQ regarding matters referred to HQ by the P.L.O. and the information is not passed to the P.L.O. I quote two instances the administration of the "CICERONE" and the TUSA tugs. As these matters are P.W.C. ones, confusion arises if the P.W.C. are not informed.

30 APRIL '45.

CIVITAVECCHIA

ad/19/Tn6

J.N. Bowes
J.N. BOWES, CAPT.
A.C. PORT LIAISON OFFICER

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 290
Ref. AG/19/12/Tn6

RMB/lml
9 April 1945

SUBJECT : Port of Civitavecchia.

TO : Col. M. J. Sieff
Movements Division

1. Attached you will find copies of three reports on the Port of Civitavecchia forwarded to this Office by the Port Liaison Officer at Civitavecchia. These copies may be retained for your files.

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

Attachments:

- 1- Progress Report
- 1- Naval Staff
- 1 - Port Working Committee

7248

SUBJECT : PROGRESS REPORT - CIVITAVECCHIA PORT. -
Reconstruction. 31 March '45.

TO/ MR. SUB-COMMISSION (2)
P & W. DIV.
HQ. ALLIED COMMISSION
A.P.O. 394

- | | | |
|------|-----|--|
| QUAY | 1. | Work on refacing not yet started. |
| " | 2. | Work completed and working well. |
| " | 3. | Work completed and grabs in operation. |
| " | 4. | Work on quay will be completed early April depth 16' - D |
| | | Dredger required: possible draft after dredging estimated |
| | | to be 16' or 20'. Rail will be in operation early April. |
| | | Water pipe to quay in course of construction. |
| " | 6. | Work completed: the laying of the water pipe will be |
| | | completed early April: this quay had been in use. |
| " | 7. | Switch line to service this berth in course of construction. |
| " | 8. | 75' of quay completed. Estimated one Rail should be in by |
| | | 15 April. Wrecked tug not yet moved. The attention of the |
| | | Italian Naval authorities has been drawn to the urgency |
| | | of this obstruction being moved. |
| " | 11. | Work started on rail platform to serve 1 and 2 hatches. |
| | | Rail switch not yet started. |

SALVAGE.

Two more 50 Ton barges raised making a total of three.
Work on the sheer-legs is very slow. It will not be
available to work on the blocks for the sea wall.

OBSERVATIONS.

Except for the Tarquinia Port Railhead, which has been in
operation for the last month and proved most helpful, the
working of the Port is only just reaping the benefits of
the work, which was agreed to on Jan. 5/45.
The discharge of coal into Minca barges has just started, and
the drill for efficient working should be established shortly,
even so it was possible on 31 March to discharge in 16
working hours 900 tons into sea-going and Minca Barges.
Now that two coal ships can be handled, it should be possible
to persuade more labour to be enrolled.

- " 2. Work completed and working well.
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- " 4. Work on quay will be completed early April depth 16'- D
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M. Bowes 7247

J.H. BOWES CAPT.
A.C. PORT LIAISON OFFICER

2 APRIL '45
CIVITAVECCHIA

SUBJECT: - NAVAL STAFF - CIVITAVECCHIA P.O.R. -

Confidential.

TO/ MR. SUB-COMMISSION (2)
P & W DIV.
HQ. ALLIED COMMISSION
A.P.O. 334

- 1). During the visit of the President and Col. Sieffon 27 March '45, the question was asked as to the efficiency of the Naval Authorities.
- 2). On the following day this question was discussed with Lieut. Waterspoon and then with Capt. Butler of the Naval Sub-Commission.
- 3). It is the opinion of the D.M.W.T.R., Maj. Goldson and myself that the Naval Staff do not carry out their duties as efficiently as they might.
- 4). Looking back to the early days of the re-opening of the Port, there is a little doubt that much slogging work had to be done and was done, usually after a lot of persuasion by the Allied Representatives. In those days the N.O.I.C. appeared to have little or no direction from his superior authorities.
- 5). The position today is different, the Port has got over many of its "teething" difficulties and most discharges work to an established drill, there is however still a necessity for "leadership" in the Port to keep the wheels turning, and there is no lead whatever from the Navy House. A glance through the minutes of the Port meetings will show that almost all the suggestions for means of improving the discharge have been made by the Allied representatives.
- 5). There is at present an Italian Naval Captain Testa working in my office, who is a good clerk, but I fail to see him pushing "trade", which should be his duty.
- 7). The question of security is one for the N.O.I.C., and is one which is raised at almost every meeting without any signs of improvement.
- 8). The mooring of ships is the duty of one officer and yet Allied representatives are continually pointing out the lack of supervision.
- 9). Unfortunately one comes to the conclusion that if this Naval Staff is the best that the authorities can find to man their first Port

4). Looking back to the early days of the re-opening of the Port, there is a little doubt that much slacking work had to be done and was done, usually after a lot of persuasion by the Allied Representatives. In those days the N.O.I.C. appeared to have little or no direction from his superior authorities.

5). The position today is different, the Port has got over many of its "teething" difficulties and most discharges work to an established drill, there is however still a necessity for "leadership" in the Port to keep the wheels turning, and there is no lead whatever from the Navy House. A glance through the minutes of the Port meetings will show that almost all the suggestions for means of improving the discharge have been made by the Allied representatives.

6). There is at present an Italian Naval Captain Testa working in my office, who is a good clerk, but I fail to see him pushing "trade", which should be his duty?

7). The question of security is one for the N.O.I.C., and is one which is raised at almost every meeting without any signs of improvement.

8). The mooring of ships is the duty of one officer and yet Allied representatives are continually pointing out the lack of supervision.

9). Unfortunately one comes to the conclusion that if this Naval Staff is the best that the authorities can find to man their first Port then heaven help the next ones. There is a complete ~~lack~~ ^{absence} of "drive".

10). In conclusion Capt. Butler's statement that the port might do worse and will be lucky to do better, must carry weight. I am quite convinced that if the M.W.T. representative and A.C. do not a representative here the discharge will decrease.

11). For my one position I look forward to a new position as the work is now routine, and with few new problems to worry about, has lost much of its interest.

2 APRIL '45
CI/ITAVECCHIA

McBones
J.N. BOWES CAPT.
A.C. PORT LIAISON OFFICER

INTER-OFFICE MEMORANDUM

18 March 1945

TO : Mr. Bozzanella
FROM : Charles C. Crooks
SUBJECT : Report on Trip to Civitavecchia - 17 March 1945

The 20 Minca Barges now in Civitavecchia are in poor condition. One has sunk, others are kept afloat only by continuous pumping. At present, the authorities avoid using them whenever possible. Eight of these barges were sheathed when they arrived; the Italians have completed three and the fourth will be completed today. Sheathing material for the balance, 8, has been arranged for and delivery of it will be made 21/3/45. Material for caulking all twenty has also been arranged for and will arrive 21/3/45.

There is a suitable slipway available at Civitavecchia which will have to have certain repairs made. The engineer in charge of the slipway has assured us that the necessary repairs can be made with materials on hand, provided he could use the bull-dozer, now in the port, to pull the barges out of the water. This would take an hour or so for each barge. The slipway will be completed in one week after receiving the necessary orders to make the repairs. Caulkers and helpers are available and it is estimated each barge will require 7 days. Fenders, braces, etc., have been riveted on the hulls. All of these will have to be removed for caulking and replaced.

The job is a big one and will be a costly one. The Italian Naval Officer says that no formal turnover of the barges has been made, and since no one knows who is responsible for the repairs, they hesitate to make them until formal arrangements have been made.

Charles C. Crooks

CHARLES C. CROOKS

7245

Mar 5

SUBJECT :- FEB. PROGRESS REPORT - RECONSTRUCTION PORT OF CIVITAVECCHIA

TO/ TH. (2)

HQ LAZIO - UMBRIA REG.

A.P.O. 394

1). QUAYS.

- Berth 1. Temporary fenders until wall can be faced.
" 2. All superstructure of wreck cut away, construction of pier well in hand.
" 3. Work has started on the damaged quay face.
" 4. Work on road complete, wall in course of construction. Blocks in water should be removed by 8 March.
" 6. Quay wall almost complete - clearance in front of wall no yet started.
" 7. Plan to strengthen coal pier originated by Maj. GOLDSOM, to be carried out by Civil. Engineer.
" 8. Fire float in water to be blown by Italian salvage and cleared by "Progress." Building of Wall well in hand. It is hoped to have Quay ready for a coaster and area ready for rail by 31 March.
" 11. Three piers raised and in use, fourth almost complete, super structure of wreck will be cut away by 5 Mar. 45.
Sea wall repair work well in hand.

2). RAILWAYS.

- Tarquini Port Rail head open and satisfactory.
Berth 3. Rail just approaching; available for use approx. 10 March 45.
" 4. Switch only to this Berth: Line to follow after N°8.
" 6. Rail laid.
" 9. switch on sea wall line under construction.
Switches only on rail head to serve 7,8 and 11 complete, no work on N° 7 or N° 11.

3). WARE HOUSES.

Bernini warehouse adjoining Salt depot cleared of debris - the clearance of the adjoining site is well in hand.
N°8. Wall under way has been held up by a lack of cement.

4). CRAFT.

Shear legs Pontoon: Still on the bottom: Efforts being made to prepare it for pumping.

- 2 -

Salvage ship raised.
50/60 Ton Barge raised in basin.

- 5). WINCA BARGES.
Sixteen have been handed over to H.O.I.C. of these four arrived sheathed. One in water logged condition, strained in tow.
- 6). TUSA TUGS.
Two available.
- 7). COMMERCIAL BARGES.
Four available for Fiumicino run, and 150 Ton Schooner "Dina."
- 8). ROAD VEHs.
Four tractors and twelve trailers added to vehs. available.

J.N. Bowes

J.N. BOWES CAPT.
A.C. PORT LIAISON OFFICER

5 MARCH 1945
CIVITAVECCHIA

COPY TO: P & W DIV. ✓
TR SUB-COMMISSION

7243

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CINCPAC/ab

63832

HEADQUARTERS

ALLIED MILITARY GOVERNMENT

LATITIO UMBRIA REGION

(Engineering Division)

APR 394

W.D. AC. (Transport. Sec. Council)

TO :

Regional Engineer Latitio Umbria Region

28 February 1945

SUBJECT : Progress report - Port of Civitavecchia up to 28th Feb 1945.

FILE NO : 44/220/30.2

1. Materials and transportation

There is one acute shortage at present and that is Diesel Oil. C.I.F. Civitavecchia report that there are no stocks of Diesel Oil nearer than Naples and it may be a few days before it arrives. There is only enough at present in stock to keep one machine going for two days.

Transport improved considerably. Several Italian motor lorries carrying stone and debris. Also some tractors and trailers are working in the port area now for both construction and goods handling.

Up to this moment no release for cement for March has come through to the works Sargent. I spoke to Major Wood yesterday again about it and he promised to send a release right away. (received 1st March).

Genio Civile have asked for 100 Tons of cement for March. I think this is excessive and that 200 tons should do. They say they have an additional commitment now with the new proposals for the coal jetty strengthening but I do not think they will require more than 200 Tons in any case. It might be advisable to prepare the way now for more cement for the end of the month if they are running short.

Release for water pipes obtained and can now be collected.

2. Details of work at each Quay are given below:

- Littoria Berth 1. 2 more floating feeders placed. No action yet on reconstruction.
- Berth 2. Turning off ship superstructure completed. Front section of columns completed working on rear section.
- Littoria Berth 3. Railway excavation for 20' from Berdegna end.

785021

1. Materials and Transport

There is one acute shortage at present and that is Diesel Oil. C.I.F. Civiltavochia report that there are no tanks of Diesel Oil nearer than Naples and it may be a few days before it arrives. There is only enough at present in stock to keep one machine going for two days.

Transport improved considerably. Several Italian motor lorries carrying stone and debris. Also some tractors and trailers are working in the port area now for both construction and goods handling.

Up to this moment no release for cement for March has come through to the works manager. I spoke to Major Reed yesterday again about it and he promised to send a release right away. (received 1st March).

Genio Civile have asked for 300 Tons of cement for March. I think this is excessive and that 200 tons should do. They say they have an additional commitment now with the new proposals for the coal jetty strengthening but I do not think they will require more than 200 Tons in any case. It might be advisable to prepare the way now for more cement for the end of the month if they are running short.

Release for water pipes obtained and can now be collected.

2. Details of work at each Quay are given below:

- Littoria Berth 1. 2 more floating fenders placed. No action yet on reconstruction. Turning off ship superstructure completed. Front section of columns completed working on rear section.
- Cosentino Berth 3. Railway excavation for 250' from Jardagna end.
- Carfagna Berth 4. Depth only 4 metres near quay. Work proceeding to complete removal of blocks and debris to give six meters depth. Resurfacing of quay being carried out to width of 30'-0" and length about 250'-0". Should be finished in about a week.
- Marina Berth 5. 150 feet of quay wall built up to finished level.
- Berth 6. Work proceeding on corner where reconstruction is necessary with a deep shutter and concrete placed under water.

as 1/9/56

quantity of rubble requires dredging from close in to the finished wall before lighters can come in nearer than 100' from the quay. I am going to put the small crane to work on this to get about 5 feet for lighters. Full access to this section now completed.

Coal Jetty Berth 7.

Protection work to existing piles not yet finished on first group owing to ships using berth. Ten proposals for strengthening this quay are being put in hand by Emilio Civile, based on suggestions I made a few days ago.

They propose to form a crib of light timber and piles, by divers, behind it, one row of concrete filled bents. Then deposit stone and rubble and put a concrete cap on above water level.

Mechanical Berth 8.

Foundations for new quay wall up to water level placed for 20'-0" and warehouse columns and walls as before.

New wall built for 20'-0" high as facing to new quay wall. Shuttering placed for concrete filling behind.

Clearing of debris continuing.

Work continuing on removal of wooden bag.

The work on this section has slowed up. I had to complain last week about lack of progress.

Four platforms completed to wagon floor level. Working continuing and should be finished in a few days.

Tramway, Berth 11.

1. Removal of Rubble from Quay at Berth 11

My progress made here now - other half of warehouse section still standing completely cleared and mangled beams and metal removed for 100'-0" back from existing quay for a stretch of about 40 yards.

Working on the corner beside carriage aisle now.

4. Existing Portico Stone.

Small masonry, concrete 5'-11" and progress all working together on this but little result as far. Divers fixing new clearing and repairing bottom for further attempts at pumping.

5. Water Wall Rubble.

Monterey Berth 2. Foundations for new quay wall up to water level placed for 10'-0" and warehouse sections and walls as before.
New wall built for 20'-0" high as facing to new quay wall. Chattering placed for concrete filling behind.
Clearing of debris continuing.
Work continuing on removal of sunken bag.
The work on this section has slowed up. I had to complain last week about lack of progress.
Your platform completed to water floor level.
Working continuing and should be finished in a few days.

Refugee. Berth 11.

3. Removal of Sunken Warehouse at Berth 11.

My progress made here now - other half of warehouse section still standing completely cleared and loaded beams and metal removed for 100'-0" back from berthing quay for a stretch of about 50 yards.

Working on the corner beside Carriaga mole now.

4. Realign Berth 10 Quay.

Seal valves, compressor 5.1.1.1. and Progress all working together on this but little result as far. Divers fixing new clamping and repairing holes for further attempts at pumping.

5. Outer Wall Rebuilding.

Outer wall work continued.

- (i) No action at large piers opposite Berth 1.
- (ii) Small sections being rebuilt behind Berth 11.
35'-0" x 4'-0" x 2'-0" thick completed.
- (iii) Large gap behind old tank demolished.
- (iv) Large gap behind Berth 10 built up to 15'-0"
- (v) New wall behind Berth 10 built up to 15'-0" thick
(a) 10'-0" x 4'-0" x 2'-0" thick
(b) 40'-0" x 4'-0" x 4'-0" "

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- 3 -

6. Railway Sidings at Tarquinia Port - Completed.

7. Railway has been completed to Sardegna mole and excavation continuing along Tommaso.

Railways could be brought in to Bernini now - I think they are going to be the hold up for opening a section of Micheli Berth 6 on 31 March.

8. In general all work is now proceeding satisfactorily.

C.F.B. GOLDSOON, Major R.A.
Port Construction Officer

Copies to:
A.C. HQ. (P.W.)
A.C. HQ. (Fn)
C.I.E. 104
File 7
Major Goldson J.

2

A.C. HQ. (P.W.)

- 1) Above report forwarded -
- 2) Release for Cement 175 tons received 1st March and given to Maj. Goldson -
- 3) Diesel oil run out owing to non arrival of bulk supplies in ROSE. I am informed a rail transport question - Attempts being made with cooperation from A.P.H.Q. Petrol to borrow from Military - to tide over till bulk consignment arrives - The allocation is alright but oil NOT available to meet it.
- 4) Maj. Goldson has been instructed to report next week on probable release dates of plant - which has done excellent work. -

Copies to:
A.C. HQ. (Fn)

Lt. Col. R.E.
Regional Engineer
Lazio Umbria Region A.C.

71240

Copies to:

A.C. HQ. (P.W.)

A.C. HQ. (Tn)

C.A.E. 104

File 1

Major Goldson 1.

2

A.C. HQ. (P.W.)

- 1) Above report forwarded -
- 2) Release for Cement 175 tons received 1st March and given to Maj. Goldson -
- 3) Diesel oil run out owing to non arrival of bulk supplies in Rome. I am informed a rail transport question - Attempts being made with cooperation from A.P.H.Q. Petrol to borrow from Military - to tide over till bulk consignment arrives - The allocation is all right but oil NOT available to meet it.
- 4) Maj. Goldson has been instructed to report next week on probable release status of plant - which has done excellent work. -

Copies to:

A.C. HQ. (Tn)

C.A.E. 104

Maj. Goldson

File 2

Regional Engineer

Provveditore alle OC.PP. per il Lazio & Umbria, Roma

Lt. Col. R.E.

Regional Engineer

Lazio Umbria Region AMO.

7240

C.F.B. GOLDSON, Major R.A.
Port Construction Officer

785021

M. Jacobs.
4666 Feb 1

REF. 10 SUBJECT: - PROGRESS REPORT OF RECONSTRUCTION OF
CIVITAVECCHIA PORT. -

TO/ TM. SUB - COMMISSION (2)
ALLIED COMMISSION
A.P.O. 394

1). SEA WALL REPAIRS BERTH 10 - 11

Some head way is now being made on the wall itself, but no steps to place blocks.

2). QUAY FACILITIES

- BERTH 1 No action
- BERTH 2 Timber available. No action.
- BERTH 3 Excavation of seawall underway.
- BERTH 6 Warehouse wreckage impeding rail line almost completely cleared away.
- BERTH 8 Excavation of seawall underway.
- BERTH 11 Clearance of Debris proceeding; depot construction under way.
- BERTH 11 Alterations to Berth proceeding.

RAIL CRATER (TARQUINIA PORT) RAIL HEAD

Rail complete. Roadways and lights in hand.

Nº1 LINE TO BERTH 3, 4, 5 and 6

- Switch off nº 1 line complete; debris to Port completely removed and levelled.
- No action on Berth 3 to 6.
- No action on line to Nº 7 Berth
- No action on line to Nº 11 Berth.

PORT RAIL HEAD

7239

Preparations to move and relay Nº3 Track in hand.

CONCLUSIONS.

BERTH 1 No action
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No action on line to Nº 7 Berth
No action on line to Nº 11 Berth.

PORT RAIL HEAD
Preparations to move and relay Nº3 Track in hand.
7239

CONCLUSIONS.

- 1). The plane is well behind schedule, but considering the lack of certain equipment, vast strides have been made with sledge, hammers, chisels and picks.
Until the oxy-acetylene plant arrives some work cannot proceed.
- 2). The cranes sent were in bad condition and will be unable to operate grabs without new parts, which have been indented for.
- 3). The working of the rail head is still greatly handicapped by the provision of only one engine, especially as Nº1 line has been closed for two days.

1 FEB. 45
CIVITAVECCHIA

M. Bowes Capt.
J.N. BOWES CAPT.
A.C. PORT LIAISON OFFICER

Original in 643/N3

