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15000/148/3411 PORT OF CIVITAVECCHIA - P.W.C. MEETINGS
MAR. - OCT. 1945
PORTS

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

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OPENED : 5 MARCH 1945
CLOSED : 11 OCTOBER 1945

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PORTS AND WAREHOUSE DIVISION

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CONTAINS PAPERS
FROM MAR- 1945
TO OCT- 1945
CATALOGUE

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

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on the 18th June, 1945.

Present:- Mr. A.V. Taylor, Ministry of War Transport, Chairman,
Mr. S. Regan, War Shipping Administration Representative,
Maggiore Moretti, Port Liaison Officer,
Capitano di Fregata Vocaturo, N.O.I.C.,
Lt. Commander Allemandi, N.O.S.O.,
Colonnello Gunrino, Il Colonnello di Porto Comandt.,
Capitano Testa,
Ingegnere Ducalossi, Italian Civil Engineer-in-Charge of Port Re-construction.

Chairman welcomed Lt.Comm. Allemandi, who is to assume the dual position of N.O.I.C. and N.O.S.O. Civitavecchia, to this and subsequent meetings, and thanked Commandante Vocaturo, who is leaving to take up a post elsewhere, for the assistance he had given to the Committee, during the period of his duty as N.O.I.C. Civitavecchia.

Min.228.

Minutes of Last Meeting. Action By.

S E C U R I T Y. Ref. Min.225. Maggiore Moretti stated he had been asked by A.C. to state the quantity of barbed wire and other materials needed to repair the fences of the port area and had referred this question to Ingegnere Ducalossi; this information had been received and forwarded to Allied Commission.

D A M A G E S. Ref.225. Maggiore Moretti said he had written A.C. on the question of appointing an operator for the barges "Sussex" and "Dolly" if it was intended they be employed on the Fiumicino service, but had received no reply. Replying to chairman, Capitaneria di Porto stated repairs had been made to the dock of the "Sussex" and a rudder had been fixed. Mr. Regan referred to the barges "Koenigsberg" and "Linosti" and was informed that no further information regarding the intended allocation of these craft to Civitavecchia had been received. Mr. Regan undertook to enquire from D.C.M.C., whether it was still intended to send these two barges to Civitavecchia and to make known to D.C.M.C. the port's maximum barge tonnage requirements.

Mr. Regan.

"NISSEN" & "ROMNEY" HUTS. Ref.225. Mr. Regan said efforts were being made to obtain specifications of "Nissen" and "Romney" huts and that the Allied Commission, who he understood, were considering the matter, were to appoint an official who would come to Civitavecchia and go into the question with Maggiore Moretti. Mr. Regan also mentioned the possibility of another type of two storied structure being released by the military authorities, which could be suitably adapted for storage purposes. In reply to chairman, Ingegnere Ducalossi stated that the

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Min.228.

Minutes of Last Meeting. Action By.

S E C U R I T Y. Ref. Min.225. Maggiore Moretti stated he had been asked by A.C. to state the quantity of barbed wire and other materials needed to repair the fences of the port area and had referred this question to Ingegnere Bucalossi; this information had been received and forwarded to Allied Commission.

T A R G E T S. Ref.225. Maggiore Moretti said he had written A.C. on the question of appointing an operator for the barges "Sussex" and "Dolly" if it was intended they be employed on the Fiumicino service, but had received no reply. Replying to chairman, Capitaneria di Porto stated repairs had been made to the deck of the "Sussex" and a rudder had been fixed. Mr. Regan referred to the barges "Konigsberg" and "Linosa" and was informed that no further information regarding the intended allocation of these craft to Civitavecchia had been received. Mr. Regan undertook to enquire from D.C.M.C., whether it was still intended to send these two barges to Civitavecchia and to make known to D.C.M.C. the port's maximum barge tonnage requirements.

Mr. Regan.

"NISSEN" & "NOMENY" HUTS. Ref.226. Mr. Regan said efforts were being made to obtain specifications of "Nissen" and "Nomeny" huts and that the Allied Commission, who he understood, were considering the matter, were to appoint an official who would come to Civitavecchia and go into the question with Maggiore Moretti. Mr. Regan also mentioned the possibility of another type of two storied structure being released by the military authorities, which could be suitably adapted for storage purposes. In reply to chairman Ingegnere Bucalossi stated that the warehouse on Molo del Bicchiere(No.8 berth) would be completed by the end of June.

CEMENT SUPPLIES. Ref.227. Ingegnere Bucalossi stated that the Ministry of Public Works had been able to obtain an allocation of cement for July and that the programme of work for June was being carried out by using cement accumulated from previous months' supplies.

229. STEVEDORING EQUIPMENT. Capitaneria di Porto informed chairman that 100 shovels had been received to supplement the stevedoring equipment under his jurisdiction and that a receipt for them had been forwarded to Allied Commission; he expressed the opinion that the shovels were unsuitable for working either coal or grain. Mr. Regan stated he would mention this fact to the Allied Commission.

Mr. Ragn.

230. STEVEDORING RATES. Replying to chairman, Capitaneria di Porto stated

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stated that dock workers were receiving increased wages resulting from the new tariff rates for stevedoring, approved by the Italian Ministry of Marine on the 9th May and which were retrospective from 1st May.

231. CLOTHING FOR DOCK WORKERS. Ref.Min.209. Capitaneria di Porto informed Mr. Regan that the Compagnia Portuale had agreed to purchase the clothing held by the agents of the War Shipping Administration, for re-sale to dock labourers.

232. PORT RE-CONSTRUCTION. Ref.Min.208. Ingegnere Bucalossi in reply to chairman stated it was anticipated that work on No.8 berth would be completed by the end of June but the wrecks of a tug, two barges and a small German craft, had still to be removed before this berth could be utilised; this work could only be carried out when a suitable crane was made available. Chairman remarked that D.O.E.C. had full knowledge of the port's requirements in that respect. Tenente Bordoni mentioned that a crane called the "Tito" of 70 tons lifting capacity was being repaired at Gaeta and he understood it was to be sent to Civitavecchia when ready; Mr. Regan said he would endeavour to obtain further information from D.O.E.C.

Mr. Regan.

233. COMMUNICATIONS AND SHIPS MOVEMENTS. Mr. Regan on asking whether any vessels had arrived recently without any pre-advice from Naples being given, was informed by chairman that the "A. Francis Blanchor" had done so. This instance the chairman remarked, was an isolated one, as the liaison between himself, acting on behalf of the P.W.C., and the N.C.S.O., N.W. Area Med., had worked well over a period of months, until the latter branch of ROMAM's staff ceased to function as such. Chairman expressed the opinion that when the new N.C.S.O., Civitavecchia was in telephone communications with N.C.S.O., Naples, the case of the "A. Francis Blanchor" ought not to be repeated, Mr. Regan said he would, nevertheless, take the matter up with N.A.D.B.O.

Mr. Regan.

234. SAFEGUARD AGAINST PILFERING. Chairman referred to the expected arrival of the "Will E. Giles", stating that the cargow was of a nature likely to encourage pilferage on a large scale if adequate steps were not taken to safeguard against it. Maggiore Moretti said he had already arranged with the Captain of Carabinieri, for a strong guard to be detailed for duty when the vessel was discharging.

Next Meeting:- Monday 25th June, 1945 at 10.00 hrs.

T. V. Hayley

Chairman: Port Working Committee,
Civitavecchia.

19th June, 1945.

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c.c. Mr. Martin, War Shipping Administration, Rome.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 11th October, 1945.

Present:-	Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
	Mag. P. Moretti,	Port Liaison Officer,
	Mag. S. Grassi,	Il Maggiore di Porto,
	Lt.Comm. F. Allemandi,	N.O.I.C., N.C.S.O., Civitavecchia,
	Capitano Gulino,	Officer-in-Charge of Salvage,
	Capitano Testa,	Asst. Port Liaison Officer,
	Ingr. P. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
	Signor P. Biferali,	Representing Compagnia Portuale.

Minutes of Last Meeting. Action By.

Min.
350. UN-EXPLODED BOMBS IN PORT AREA. Ref.338,345. N.O.I.C. reported that an effort was to be made to lift the 600 pound bomb near the Darsena Romana, this would be done as soon as Capitaneria di Porto could arrange to clear the area temporarily, of all craft. Capitaneria di Porto stated he would arrange for this to be done on Sunday 14th October, when there was little activity in the port. Replying to Chairman, N.O.I.C. stated no further information could be given regarding the allocation of buoys. Maggiore Moretti said he had requested Allied Commission Transportation Sub-Commission to raise with the Naval Sub-Commission, the question of allocating to the Italian Naval authorities in Civitavecchia, apparatus to be used for bomb or mine detection; no reply to his representation had yet been received.

RE-MOVAL OF "BARBIA". Ref.339,345. Capitano Gulino informed the Committee that an allocation of Calcium Carbide had been received and arrangements were now in hand to remove the funnel and to cut away further sections of the super-structure, the "Trieste" would be employed on lifting the funnel.

PORT SECURITY. Ref.342,345. Ingegnere Bucalossi stated, work on repairing and strengthening the fences of the port area had been completed and the barricade on Molo della Sardegna had been extended, leaving an entrance sufficiently wide enough for one vehicle to pass through at a time. Ingegnere Bucalossi mentioned it was proposed to construct a barrier at each entrance to the port, these would be operated on similar lines to those at railway crossings.

"BISSEN" AND "ROMONY" HUTS. Ref.344,345. Capitaneria di Porto said no further communication had been received from the Ministry of Marine regarding the allocation of "Bissen" and "Romony" huts to Civitavecchia.

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Min.

350. UN-EXPLODED BOMBS IN PORT AREA. Ref.338.345. N.O.I.C. reported that an effort was to be made to lift the 600 pound bomb near the Darsena Romana, this would be done as soon as Capitaneria di Porto could arrange to clear the area temporarily, of all craft. Capitaneria di Porto stated he would arrange for this to be done on Sunday 14th October, when there was little activity in the port. Replying to Chairman, N.O.I.C. stated no further information could be given regarding the allocation of buoys. Maggiore Moretti said he had requested Allied Commission Transportation Sub-Commission to raise with the Naval Sub-Commission, the question of allocating to the Italian Naval authorities in Civitavecchia, apparatus to be used for bomb or mine detection; no reply to his representation had yet been received.

RE-MOVAL OF "SABBIA". Ref.339,345. Capitano Gulino informed the Committee that an allocation of Calcium Carbide had been received and arrangements were now in hand to remove the funnel and to cut away further sections of the super-structure, the "Trieste" would be employed on lifting the funnel.

PORT SECURITY. Ref.342,345. Ingegnere Bucalossi stated, work on repairing and strengthening the fences of the port area had been completed and the barricade on Molo della Sardegna had been extended, leaving an entrance sufficiently wide enough for one vehicle to pass through at a time. Ingegnere Bucalossi mentioned it was proposed to construct a barrier at each entrance to the port, these would be operated on similar lines to those at railway crossings.

"NISSEN" AND "ROMONY" HUTS. Ref.344,345. Capitaneria di Porto said no further communication had been received from the Ministry of Marine regarding the allocation of "Nissen" and "Romony" huts to Civitavecchia.

UTILISATION OF FLOATING CRANE. Ref.346. Ingegnere Bucalossi stated the "Trieste" had, on a number of days during the past week, been utilised on removing large cement blocks from the area of No. 8 Berth to the breakwater where they were being placed in the breach to strengthen the foundations of the larger blocks. Capitano Gulino mentioned, the crane had continued to be employed on raising the schooner "Limite" and she had also been used to lift seven steel barges which had been shipped to Civitavecchia for discharge from the s.s. "James Gunn".

351. FUTURE OF PORT WORKING COMMITTEE. Chairman stated, it had been decided by higher authority, that representatives of Allied Shipping authorities withdraw from Port Working Committees; this meeting would, therefore, be the last over which he would preside. Chairman thanked all members of the Committee for their co-operation and said

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/and said that the co-ordination, which had been established through the Committee, of all bodies interested in the p[illegible] had contributed much towards rehabilitating the port of Civitavecchia. Capitemerio di Porto on behalf of the Committee, expressed the Committee's thanks and appreciation for the assistance and guidance which had been given by the Chairman in all matters connected with the port. Referring to the future constitution of the Committee, it was decided that Capitemerio di Porto should occupy the Chair. Capitemerio di Porto stated he would keep allied shipping authorities informed on all matters concerning their interest, which might arise from the deliberations of the Committee.

Capitemerio di Porto.

E. V. Maylor.

Chairman: Port Working Committee,
Civitavecchia.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 4th October, 1945.

Present:-

Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
Mag. P. Moretti,	Port Liaison Officer,
Mag. S. Grassi,	Il Maggiore di Porto,
Capitano Profumo,	Asst.N.O.I.C., N.C.S.O., Civitavecchia,
Ingr. P. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
Sig. F. Niferali,	Representing Compagnia Portuale.

Min. Minutes of Last Meeting.

Action By

345. UN-EXPLODED BOMBS IN PORT AREA. Ref.338. Capitano Profumo stated that the Ministry of Marine had informed N.O.I.C. that the Italian Navy did not possess the equipment necessary for bomb detection and had re-commended a divers' survey, this was being done, the areas in the vicinity of Nos. 2,7, and 8 berths having been surveyed and divers were now working in the area of No.1 berth; at No.2 berth another 500 pound bomb had been found. Chairman quoted a letter received from the Secretary of MEDEO which advised that the Committee should apply for assistance to the Naval Sub-Commission of Allied Commission. Maggiore Moretti undertook to raise the matter with Allied Commission. Capitaherai di Porto mentioned that the pilots would in future avoid dropping anchors in the port but the latter had stated such a ruling could only be adhered to when weather conditions permitted. Replying to Chairman, Capitano Profumo stated the Ministry of Marine had been requested to allocate a number of buoys for anchoring in the port.

Maggiore Moretti.

REMOVAL OF "SABBIA". Ref.339. In the absence of Capitano Gulino, Capitano Profumo informed the Committee that work on the removal of the "Sabbia" was proceeding well, the crane "Trieste" having removed portions of the wreck which had been blown by explosive charges; it was anticipated Calcium Carbide would be made available for burning away the superstructure, in the near future.

[illegible]. Ref.340. Ingegnere Bucalossi reported work on the repairing and strengthening the barbed wire fences of the port area would be completed by 14th October and undertook, at the Committee's request, to employ three men to make a daily inspection of the fences and to [illegible] repairs were necessary. Chairman referred to the barricade constructed on the Sardegna Mole, expressing the opinion that the vehicle entrance was too wide. Ingegnere Bucalossi agreed to narrow the entrance to approximately ten feet, the estimated width of vehicles likely to use the area. A re-commendation made some months ago(Ref. [illegible].171.), to divide port entrances into two sections, one for vehicles and one for [illegible]

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3rd. [illegible] Ref.138. Capitano Profumo stated that
the Ministry of Marine had informed N.O.I.C. that the Italian Navy
did not possess the equipment necessary for bomb detection and had
re-commended a divers' survey, this was being done, the areas in the
vicinity of Nos. 2,7, and 8 berths having been surveyed and divers
were now working in the area of No.1 berth; at No.4 berth another
500 pound bomb had been found. Chairman quoted a letter received
from the Secretary of [illegible] which advised that the Committee should
apply for assistance to the Naval Sub-Commission of Allied Commission.
Commendatore Moretti undertook to raise the matter with Allied Commission.
Capitaneria di Porto mentioned that the pilots would in future avoid
dropping anchors in the port but the latter had stated such a ruling
could only be adhered to when weather conditions permitted. Replying
to Chairman, Capitano Profumo stated the Ministry of Marine had been
requested to allocate a number of buoys for anchoring in the port.

Commendatore Moretti.

Arrival of "Carmela". Ref.335. In the absence of Capitano Rullino,
Capitano Profumo informed the Committee that work on the removal of the
"Carmela" was proceeding well, the crane "Triesta" having removed
portions of the wreck which had been blown by explosive charges; it
was anticipated the 45th Curbine would be made available for burning
away the superstructure, in the near future.

[illegible]. Ref.340. Ingegnere Buonlocsi reported work on the
repairing and strengthening the barbed wire fences of the port area
would be completed by 14th October and undertook, at the Committee's
request, to employ three men to make a daily inspection of the fences
and to report if repairs were necessary. Chairman referred to the
barricade erected on the Cardegna Mole, expressing the opinion
that the vehicle entrance was too wide. Ingegnere Buonlocsi agreed
to narrow the entrance to approximately ten feet, the estimated width
of vehicles likely to use the area. A re-commendation made some
months ago(Ref. M.171.), to divide port entrances into two sections,
one for vehicles and one for pedestrians, was discussed and Ingegnere
Buonlocsi agreed, at Chairman's request, for the work to be undertaken
without delay.

Ingegnere Buonlocsi.

"Linnen" and "Romany" Ref.344. Capitaneria di Porto stated the
Ministry of Marine had agreed verbally with the re-commendations of
the Committee that "Linnen" and "Romany" lanta be allocated for storage
purposes within the port area, written confirmation was awaited.

[illegible]. Ref.343. Replying to Chairman,
Capitaneria di Porto stated there were presently 2[illegible] refugees and
400 paying passengers awaiting passage to Sardinia, it was being
arranged for 150 refugees and 250 ordinary passengers to sail on the
"Oceanic" on 5th October. Capitaneria di Porto mentioned, information
had been received from the "Linnen" shipping company who were respon-
sible for booking passages, that as and from 15th October, all
passages would be booked at the home office of that Company and no

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/no tickets would henceforward be issued in Civitavecchia.

346. UTILISATION OF FLOATING CRANE. Ref. 348. Capitano Profumo said the "Trieste" had worked, when weather conditions permitted, on the "Sabbia" and had also been engaged on raising the schooner "Limite", which craft had on board a cargo of artificial silk, stated by divers she had made a survey, to be in good condition. Ingegnere Bucalossi stated the crane could not be employed on the breakwater owing to bad weather.

347. PORT RE-CONSTRUCTION. Ingegnere Bucalossi reported work on the re-construction of the Sardegna Mole had commenced and it was planned to do the work in such a manner as to ensure non-interference with traffic using this berth.

348. USE OF DARSENA TOMANA. Capitaneria di Porto proposed that during the winter months the Darsena Tomana (Quonset Basin) be utilised as an anchorage for barges and other small craft and stated, if the Committee agreed to his suggestion, it would be necessary to remove a number of small cement blocks lying at the entrance. The Committee concurred with suggestion and Ingegnere Bucalossi undertook to employ the crane "Francesca" on removing the cement blocks.

Ingegnere Bucalossi.

349. SALVAGE. Capitaneria di Porto informed the Committee that a letter had been received from the Ministry of Marine requesting the Committee's views on the possibility of raising the steamships "Tigrai" and "Mira" lying alongside No.11 berth. Replying to Chairman, Capitaneria di Porto stated it would be possible to raise the "Tigrai" without affecting the use of the berth but in the case of the "Mira" over which cargo receiving ramps had been built, it would be necessary to temporarily suspend the use of the berth. Committee agreed that there could be no objection to raising the "Tigrai" but concurred with Chairman's opinion that it would be necessary for Genio Civile to arrange and carry out the re-construction of the quay wall before any salvage work could be done on the "Mira" to ensure the early re-use of the berth. Capitaneria di Porto undertook to inform the Ministry accordingly.

Capitaneria di Porto.
Ingegnere Bucalossi.

Next Meeting:- Thursday, 11th October, 1945 [illegible].

Chairman: Port Working Committee,
Civitavecchia.

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C.C. H.Q., Allied Commission, Transportation Sub-Commission, Rome.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 27th September, 1945.

Present:-	Mr. R.V. Taylor,	Ministry of War Transport, Chairman,
	Mr. H. Harris,	U.S., War Shipping Administration,
	Mr. Ghilardi,	A.C., Ports & Warehouse Division,
	Mag. P. Moretti,	Port Liaison Officer,
	Lt.Comm. F. Allemandi,	N.O.I.C., N.C.S.O., Civitavecchia,
	Mag. S. Grassi,	Il Maggiore di Porto,
	Capitano Gulino,	Officer-in-Charge of Salvage,
	Ingr. P. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
	Capt. M. Abriani,	I.T.M.A.R.E., Representative,
	Signor P. Biferali,	Representing Compagnia Portuale.

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337. Minutes of Last Meeting. Action By.

HARBOUR CRAFT. Ref.335. Chairman stated he had informed Allied Commission, that it was essential the Minca barges remain in Civitavecchia to be used as heretofore in expediting the discharge of Colliers.

CRANES. Ref.336. Maggiore Moretti stated the question of spare parts for the mobile grab-cranes had been taken up with Allied Commission, which body, had made an urgent request to C.R.E. 104 Works Section, that these be supplied without delay.

338. UN-EXPLODED BOMBS IN PORT AREA. N.O.I.C. reported the finding of an additional bomb to that reported at the last meeting(Ref.332), this, he said, would be removed by exploding and as it was of small caliber, no damage was likely to be incurred by such an operation. Referring to the bomb lying in the vicinity of Banchina Colonna, N.O.I.C. considered this to be 600 pounds in weight and as it was impossible for it to be neutralized, this also, could only be removed by charging, and arrangements were already in hand for this to be carried-out, and these would necessitate the clearance of all large and small craft from the area likely to be affected by the explosion. N.O.I.C. remarked that a reply to his communication with the Ministry of Marine for technical assistance and equipment to deal with the situation, was still awaited but divers were presently making a systematic survey of all areas in the port and with the arrival of two additional sets of diver's equipment the number of divers so employed could be increased. Mr. Harris mentioned the question of supplying detecting apparatus from Allied sources, had been raised at a meeting of MKDSO, which was of the opinion that the Italian Naval authorities possessed what equipment could be used for such purposes. As a measure of safety for ships using the port, it was suggested and agreed that Capitaneria

337. Minutes of Last Meeting. Action By.

HARBOUR CRAFT. Ref.335. Chairman stated he had informed Allied Commission, that it was essential the Tunis barges remain in Civitavecchia to be used as heretofore in expediting the discharge of Colliers.

CRANES. Ref.336. Maggiore Moretti stated the question of spare parts for the mobile grab-cranes had been taken up with Allied Commission, which body, had made an urgent request to C.M.F. 104 Works Section, that these be supplied without delay.

338. UN-EXPLODED BOMB IN DOCK AREA. N.O.I.C. reported the finding of an additional bomb to that reported at the last meeting(Ref.332), this, he said, would be removed by exploding and as it was of small caliber, no damage was likely to be incurred by such an operation. Referring to the bomb lying in the vicinity of Banchina Colonna, N.O.I.C. considered this to be 600 pounds in weight and as it was impossible for it to be neutralized, this also, could only be removed by charging, and arrangements were already in hand for this to be carried-out, and these would necessitate the clearance of all large and small craft from the area likely to be affected by the explosion. N.O.I.C. remarked that a reply to his communication with the Ministry of Marine for technical assistance and equipment to deal with the situation, was still awaited but divers were presently making a systematic survey of all areas in the port and with the arrival of two additional sets of diver's equipment the number of divers so employed could be increased. Mr. Harris mentioned the question of supplying detecting apparatus from Allied sources, had been raised at a meeting of [illegible], which was of the opinion that the Italian Naval authorities possessed what equipment could be used for such purposes. As a measure of safety for ships using the port, it was suggested and agreed that Capitemerie di Porto instruct pilots not to drop anchors within the port area and at Chairman's suggestion it was decided a series of buoys be anchored to which ships' lines could be made fast as an alternative to using anchors, N.O.I.C., undertaking to arrange for the [illegible]tion and placing of buoys.

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Capitemerie di Porto.
N.O.I.C.

339. REMOVAL OF "SAMBIA". Ref.334. Capitano Sulino informed the Committee that work continued on the breaking-up by small explosive charges, the submerged portions of the wreck, but owing to adverse weather conditions, it had not been possible to use the crane "Trieste" for removing these. The urgent need of Calcium Carbide was emphasized by Capitano Sulino and Mr. Chilardi undertook to arrange for this to be supplied.

Mr. Chilardi.

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340. UTILISATION OF FLOATING CRANE. Ref.333. Capt. Mulino stated the crane "Trieste" had been employed on raising a sunken schooner which had been requisitioned by the Italian Royal Navy, as owing to bad weather, the crane could not work on the "Sabbia". Ingegnere Bucalossi mentioned that heavy seas had slightly affected the position of the cement blocks placed in the breach of the breakwater by the "Trieste" and it would be necessary for the crane to be put at the disposal of Genio Civile for a further three days to effect a strengthening of the foundations of the blocks referred to. The Committee agreed to the "Trieste" being employed on the breakwater prior to continuing its work on the "Sabbia".

341. STEVEDORING. Replying to Chairman, who referred to a Meeting held on 25th September at which the proposed increase in tariff rates for stevedoring, suggested by the Ministry of Marine were discussed, Capitaneria di Porto stated the suggested tariffs had been agreed to with the exception of bulk grain and coal, 100 tons per gang per shift for bagging bulk cereals in ships' holds being considered too high, an alternative figure of 70 tons had been suggested which was an increase of 15 tons over the present output figure. Referring to coal discharge, Capitaneria di Porto said, Compagnia Portuale were of the opinion that the minimum output figure of 120 per gang per shift was too high. Replying to Mr. Chilardi, Signor Biferali stated, the discharge of coal by basket and with dual-purchase rig considerably handicapped whatever efforts were made by the men, he suggested an output of 100 tons was possible but should that figure be exceeded he thought the men should be entitled to a bonus. The question was discussed at length, the Committee with the exception of Signor Biferali, being of the opinion that if each gang worked the full eight hour shift under efficient supervision a minimum output of 120 tons was attainable and Signor Biferali was requested to impart to the Compagnia Portuale, the Committee's view.

Signor Biferali.

342. PORT SECURITY. Ref.334. Ingegnere Bucalossi reported, work on repairing the barbed wire fences of the port would be completed at the end of the present month. Capitaneria di Porto stated Dock Passes had been prepared and were ready for issue under his jurisdiction. Mr. Harris referred to a system which had been adopted in Genoa whereby each dock-worker was issued with a Registration button, he thought this idea should be introduced in Civitavecchia but was informed such a policy had been in operation in Civitavecchia for some considerable time.

343. EMIGRATION PASSENGER-FERRY SERVICE. Ref.335. Replying to Chairman, Capitaneria di Porto stated there were at present 300 civilians and 300 refugees and dis-placed persons in Civitavecchia, awaiting passages to Sardinia. Chairman considered that if the position was not watched closely, there would be a repetition of the situation which arose ten days ago. Maggiore Moretti stated instructions had been received to send the refugees and displaced persons by train to Naples and arrange-

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for bagging bulk cereals in ships [illegible] alternative figure of 70 tons had been suggested which was an increase of 15 tons over the present output figure. Referring to coal discharge, Capitaneria di Porto said, Compagnia Portuale were of the opinion that the minimum output figure of 120 per gang per shift was too high. Replying to Mr.Ghilardi, Signor Biferali stated, the discharge of coal by basket and with dual-purchase rig considerably handicapped whatever efforts were made by the men, he suggested an output of 100 tons was possible but should that figure be exceeded he thought the men should be entitled to a bonus. The question was discussed at length, the Committee with the exception of Signor Biferali, being of the opinion that if each gang worked the full eight hour shift under efficient supervision a minimum output of 120 tons was attainable and Signor Biferali was requested to impart to the Compagnia Portuale, the Committee's view.

Signor Biferali.

342. PORT SECURITY. Ref.334. Ingegnere Bucalossi reported, work on repairing the barbed wire fences of the port would be completed at the end of the present month. Capitaneria di Porto stated Dock Passes had been prepared and were ready for issue under his jurisdiction. Mr. Harris referred to a system which had been adopted in Genoa whereby each dockworker was issued with a Registration button, he thought this idea should be introduced in Civitavecchia but was informed such a policy had been in operation in Civitavecchia for some considerable time.

343. SARDINIAN PASSENGER-FERRY SERVICE. Ref.325. Replying to Chairman, Capitaneria di Porto stated there were at present 300 civilians and 100 refugees and dis-placed persons in Civitavecchia, awaiting passages to Sardinia. Chairman considered that if the position was not watched closely, there would be a repetition of the situation which arose ten days ago. Maggiore Moretti stated instructions had been received to send the refugees and displaced persons by train to Naples and arrangements were in hand for this to be done.

344. NISSEN AND ROMONY HUTS. Ref.226.253. Chairman raised the question of "Nissen" or "Romony" huts for warehousing purposes within the port area. Mr.Ghilardi mentioned there were seven "Romony" huts in Leghorn which had been released to Allied Commission by U.S. Army and although Piombino's need for such had been considered, it was not likely they would now be allocated to that port. Mr.Ghilardi asked if the allocation of these huts to Civitavecchia would be to advantage. It was the opinion of the Committee, that as the present warehousing capacity within the port area was only 2000 tons the erection of the huts would be a useful adjunct to the port's present storing facilities. Mr. Ghilardi pointed out that as the Italian Ministry of Marine would be debited with the cost of these huts, it would be necessary for Capitaneria di Porto

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/Capitaneria di Po[illegible]o to write to his Ministry of Marine outlining the advantages to be accrued by the allocation of "Iason" huts to Civitavecchia. Capitaneria di Porto agreed.

Capitaneria di Porto.

Next Meeting:- Thursday, 4th October, 1945 at 10.00 hrs.

W. J. Laybourn.

Chairman: Port Working Committee.
Civitavecchia.

28th September, 1945.

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.S., Allied Commission, Transportation Sub-Commission, C.M.F.

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CIVI VECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 20th September, 1945.

Present:-

Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
Mr. H. Harris,	U.S., War Shipping Administration,
Mag. P. Moretti,	Port Liaison Officer,
Lt.Comm. P. Allemandi,	N.O.I.C., N.C.S.O., Civitavecchia,
Mag. S. Orsoni,	Il Maggiore di Porto,
Capitano Gulino,	Officer-in-Charge of Salvage,
Capitano Tocto,	Asst. Port Liaison Officer,
Ingr. P. Nicolosi,	Italian Civil Engineer-in-Charge of Port Re-construction,
Capt. M. Abriani,	I.T.M.A.M.M., Representative.

Min.

333. Minutes of Last Meeting. Action By.

EXPLOSION IN PORT AREA. Ref.343. N.O.I.C. informed the Committee that divers were surveying the sea-bed in the area of Berth No. 3 to locate if other mines or aerial bombs existed. Replying to Mr. Harris, N.O.I.C. expressed the opinion that the cause of the explosion was an unexploded aerial bomb, as a projectile of this type had been found near Banchina Colonna, four days ago. N.O.I.C. stated, a technical officer of the Italian Air Force was expected in Civitavecchia to arrange for the neutralising and removal of the bomb. Chairman considered it was impossible for divers to locate without the necessary instruments, any mine or bomb sunk below the surface of the mud and he emphasised the urgency of such instruments being made available by Italian Naval authorities. N.O.I.C. agreed and undertook to request the immediate assistance of the Italian Ministry of Marine. Referring to the dredging of this area, Chairman suggested that if detecting instruments were made available, divers with such, should work ahead of the dredger. This was agreed. It was further agreed, in view of the danger which the uncertain situation presented to Allied ships, that if Italian Naval sources could not furnish the equipment necessary, Allied assistance should be asked for.

N.O.I.C.

REMOVAL OF "SABBIA". Ref.324. Capitano Gulino reported that the dismantling of the super-structure of the "Sabbia" was proceeding satisfactorily and the submerged stern portion of the wreck had been split by explosive charges, into four sections, which would later be removed by the floating crane "Trieste". Capitano Gulino asked for a barge to be placed at his disposal for removing scrap metal. It was agreed that a privately owned barge be requisitioned by Capitaneria di Porto for this purpose. Capitano Gulino mentioned the need for gas

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Minutes of Last Meeting.

Action By.

EXPLOSION IN PORT AREA. Ref.323. N.O.I.C. informed the Committee that divers were surveying the sea-bed in the area of Berth No. 2 to locate if other mines or aerial bombs existed. Replying to Mr. Harris, N.O.I.C. expressed the opinion that the cause of the explosion was an un-exploded aerial bomb, as a projectile of this type had been found near Maschina Colonna, four days ago. N.O.I.C. stated, a technical officer of the Italian Air Force was expected in Civitavecchia to arrange for the neutralising and removal of the bomb. Chairman considered it was impossible for divers to locate without the necessary instruments, any mine or bomb sunk below the surface of the mud and he emphasized the urgency of such instruments being made available by Italian Naval authorities. N.O.I.C. agreed and undertook to request the immediate assistance of the Italian Ministry of Marine. Referring to the dredging of this area, Chairman suggested that if detecting instruments were made available, divers with such, should work ahead of the dredger. This was agreed. It was further agreed, in view of the danger which the uncertain situation presented to Allied ships, that if Italian Naval sources could not furnish the equipment necessary, Allied assistance should be asked for.

N.O.I.C.

REMOVAL OF "HABBIA". Ref.324. Capitano Culino reported that the dismantling of the super-structure of the "Habbia" was proceeding satisfactorily and the submerged stern portion of the wreck had been split by explosive charges, into four sections, which would later be removed by the floating crane "Trieste". Capitano Culino asked for a barge to be placed at his disposal for removing scrap metal. It was agreed that a privately owned barge be requisitioned by Capitaneria di Porto for this purpose. Capitano Culino mentioned the need for one ton of Carbide, which was being used for cutting away the super-structure by flame. Chairman stated he had already made known to A.C., this requirement and it would be necessary for Capitano Culino to indent on N.O., through the Ministry of Marine. Capitano Culino said he would act accordingly.

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Capitaneria di Porto.
Capitano Culino.

SARDINIAN REPATRIATION-FERRY SERVICE. Ref.325. Mr. Harris asked Capitaneria di Porto if the information given at the last meeting, concerning the number of refugees, displaced persons and others, awaiting passages to Sardinia, was correct, as figures far in excess of those quoted by Capitaneria di Porto had been received in Rome and transmitted to UNRRO and other bodies whose interest had been requested. Capitaneria di Porto replied in the affirmative. Replying to Chairman, Capitaneria

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/Capitaneria di Porto stated, there were no refugees or displaced persons then in Civitavecchia awaiting transit to Sardinia but he had been advised to anticipate a further influx on 23/24 September, and arrangements for the allocation of naval craft, if these were required to supplement the "Nocenigo", were already in hand. Capitaneria di Porto mentioned that arrangements were also being made for persons desiderng passages to Sardinia for commercial and other reasons, to book their passages in Rome, this should tend to decrease still further, the possibility of any future congestion.

CONDITION OF ROAD TO PORT AREA. Ref.326. Ingegnere Bucciassi reported that the re-conditioning of the roads leading to the port area was a responsibility of the Gas undertaking and that company had agreed to put the roads referred to, into a state of repair. Referring to the laying of a roadway to No.11 Berth(Ref.Min.237.), Ingegnere Bucciassi stated funds for this scheme had now been granted and work would commence in the near future.

SUNDAY WORK. Ref.328. The Committee agreed that ships should continue to be worked on Sundays pending a clarification of the ruling on the suggested non-working of ships, on Sundays, insofaras this effects Class "A" ports.

333. CESSATION OF FLOATING CRANE. Ingegnere Bucciassi informed the Committee that the work the "Trieste" was required to do on trackwater, had now been completed and the crane was now free to be employed on the "Sabbia". Capitano Gulino stated the crane was presently working on the raising of a schooner but would commence work the following day on the "Sabbia".

334. PORT SECURITY. Ref.317. Replying to Chairman, Capitaneria di Porto said Dock Passes were now being printed and he was also arranging for notices to be placed at all entrances to the port, warning persons that should they be found in the port area without proper authorisation, they would be prosecuted, these and Dock Passes would be issued immediately repairs to the port fences were completed.

335. HARBOUR CRAFT. Chairman mentioned a communication received from A.C., suggesting, in view of the number of privately owned barges salvaged and made serviceable, that the position might warrant the withdrawal of the Minos barges. Chairman quoted figures which established that the Minoas intake of coal cargoes was far in excess of any other craft similarly used and that the total carrying capacity of all the privately owned barges was seventy five per cent below that of the Minos. It was agreed that the Minoas were still urgently required and Chairman undertook to inform A.C. accordingly. Chairman.

336. CRANES. Ref.266. Capitaneria di Porto stated spare parts were urgently needed for the mobile grab-cranes operating on the discharge of coal from barges to railwagons. Ingegnere Moretti undertook to submit to A.C., the type and number of spare parts required.

Ingegnere Moretti.

Next Meeting Thursday, 27th September, 1945.

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SUNDAY WORK. Ref.328. The Committee agreed that ships should continue to be worked on Sundays pending a clarification of the ruling on the suggested non-working of ships, on Sundays, insofaras this affects Class "A" ports.

333. UTILISATION OF FLOATING CRANE. Ingegnere Bucciossi informed the Committee that the work the "Trieste" was required to do on breakwater, had now been completed and the crane was now free to be employed on the "Sabbia". Capitano Gulino stated the crane was presently working on the raising of a schooner but would commence work the following day on the "Sabbia".

334. PORT SECURITY. Ref.317. Replying to Chairman, Capitaneria di Porto said Dock Passes were now being printed and he was also arranging for notices to be placed at all entrances to the port, warning persons that should they be found in the port area without proper authorisation, they would be prosecuted, these and Dock Passes would be issued immediately repairs to the port fences were completed.

335. HARBOUR CRAFT. Chairman mentioned a communication received from A.U., suggesting, in view of the number of privately owned barges salvaged and made serviceable, that the position might warrant the withdrawal of the Minor barges. Chairman quoted figures which established that the Minors' intake of coal cargoes was far in excess of any other craft similarly used and that the total carrying capacity of all the privately owned barges was seventy five per cent below that of the Minors. It was agreed that the Minors were still urgently required and Chairman undertook to inform A.U. accordingly. Chairman.

336. CRANES. Ref.326. Capitaneria di Porto stated spare parts were urgently needed for the mobile grab-cranes operating on the discharge of coal from barges to railwagons. Maggiore Moretti undertook to submit to A.U., the type and number of spare parts required. Maggiore Moretti.

Next Meeting: Thursday, 27th September, 1945.

G. W. Taylor.

Chairman: Port Control Committee,
Civitavecchia.

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c.c. N.A., A.C. Transportation Sub-Commission.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 13th September, 1945.

Present:-	Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
	Mr. H. Harris,	U.S., War Shipping Administration,
	Mag. S. Grassi,	Il Maggiore di Porto,
	Capitano Profumo,	Asst.N.O.I.C., N.C.S.O., Civitavecchia,
	Capitano Testa,	Asst. Port Liaison Officer,
	Capitano Gulino,	Officer-in-Charge of Salvage,
	Ingr. P. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
	Signor P. Biferali,	Representing Compagnia Portuale,.

Min.

322. Minutes of Last Meeting. Action By.

PORT SECURITY. Ref.317. For the committee's approval, Capitaneria di Porto submitted the type of Dock Pass which he proposed having prepared for issuing to persons authorised to enter the port area. The committee agreed that Capitaneria di Porto should have the type of Pass suggested, printed immediately. Capitano Testa mentioned that another six tons of barbed wire had been received from Leghorn(Ref.316). Replying to Chairman Ingegnere Bucalossi stated the quantity of barbed wire received was adequate to meet the port's requirements for repairing fences which he estimated would take twenty days to complete. Ingegnere Bucalossi mentioned that the construction of the barricade at the Eastern end of Sardegna Mole(Ref.305) had now been completed.

Capitaneria di Porto.

BARGE "DOLLY". Ref.321. Capitaneria di Porto informed the Committee that repairs to the barge "Dolly" had been completed and she was now ready for services.

323. EXPLOSION IN PORT AREA. Refrence was made by Chairman to the underwater explosion which occurred on 8th September, in the vicinity of No. 8 Berth; he asked if the cause of the explosion had been established. Capitano Profumo replied in the negative, stating the Ministry of Marine had been requested to appoint a technical officer to investigate and his report was awaited. Chairman enquired if any measures had been taken to ensure that no further bombs or mines lay in this area, stating that the impending dredging operation could not be undetaken until this had been ascertained. Capitano Profumo stated, N.O.I.C. was now in Naples and was requesting the Naval authorities there to arrange for the sweeping of the entire area where the explosion took place. Chairman stressed the urgency of a sweeping operation being undertaken immediately and suggested, that if N.O.I.C.'s representations were in-effective a Signal be sent in [illegible] of the Port Working Committee to the Italian Naval author-

Action By.

PORT SECURITY. Ref.317. For the committee's approval, Capitaneria di Porto submitted the type of Dock Pass which he proposed having prepared for issuing to persons authorised to enter the port area. The committee agreed that Capitaneria di Porto should have the type of Pass suggested, printed immediately. Capitano Testa mentioned that another six tons of barbed wire had been received from Leghorn(Ref.316). Replying to Chairman Ingegnere Bucalossi stated the quantity of barbed wire received was adequate to meet the port's requirements for repairing fences which he estimated would take twenty days to complete. Ingegnere Bucalossi mentioned that the construction of the barricade at the Eastern end of Sardegna Mole(Ref.305) had now been completed.

BARGE "DOLLY". Ref.321. Capitaneria di Porto. Capitaneria di Porto informed the Committee that repairs to the barge "Dolly" had been completed and she was now ready for services.

323. EXPLOSION IN PORT AREA. Reference was made by Chairman to the under-water explosion which occurred on 8th September, in the vicinity of No. 8 Berth; he asked if the cause of the explosion had been established. Capitano Profumo replied in the negative, stating the Ministry of Marine had been requested to appoint a technical officer to investigate and his report was awaited. Chairman enquired if any measures had been taken to ensure that no further bombs or mines lay in this area, stating that the impending dredging operation could not be undertaken until this had been ascertained. Capitano Profumo stated, N.O.I.C. was now in Naples and was requesting the Naval authorities there to arrange for the sweeping of the entire area where the explosion took place. Chairman stressed the urgency of a sweeping operation being undertaken immediately and suggested, that if N.O.I.C.'s representations were in-effective a Signal be sent in the name of the Port Working Committee to the Italian Naval authorities requesting immediate action. This was agreed. Capitano Oulino reported that the barge which was sunk by the explosion, had been raised and removed by the crane "Trieste". Ingegnere Bucalossi stated that damage to the quay wall of Berth 8 was slight and repairs had already been effected.

324. REMOVAL OF "SABBIA". Ref.309. Capitano Oulino stated that work had commenced on dis-mantling and removing the winches and other super-structure of the "Sabbia" and divers were examining the sub-merged portions of the wreck preparatory to these being broken-up by explosive charges.

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325. SARDINIAN PASSENGER FERRY SERVICE. Capitaneria di Porto replying to Chairman, stated there were approximately one thousand eight hundred refugees and displaced persons still awaiting passage to Sardinia and an average of two hundred were arriving daily; one hundred and forty had left that morning on board the destroyer "Montcmbano". Mr. Harris mentioned the matter had been raised at a meeting of MEDBO and it was expected further craft would be allocated to alleviate the situation. Chairman stated the "Andrea Contarini" was due to arrive on 14th inst., she would lift five hundred persons. Chairman considered the advisability of having the area where these people congregated for long periods, swilled daily with disinfectant water. Capitaneria di Porto said this had already been arranged and also arrangements had been made to supply one meal a day.

326. CONDITION OF ROADS TO PORT AREA. Chairman referred to the bad state of roads leading to the port area, stating that if the necessity of clearing goods from the port arose, whereby road transport had to be employed, as in the case of the UNRRA ship, a few weeks ago, the roads would quickly become impassable. Ingegnere Bucalossi was requested and undertook to contact the Municipal engineer on the matter.

327. UTILISATION OF FLOATING CRANE. Capitano Gulino reported, the "Trieste" had been engaged on lifting a sunken German motor-raft from near Molo Lazzaretto, this was to be moved and put ashore near Forte Michelangelo, where the motors would be dis-mantled and the hull disposed of. Owing to adverse weather conditions, Ingegnere Bucalossi mentioned the crane had only been employed two days on the breakwater, during the past week; it had also been engaged on removing cement blocks sunk near Sardegna Mole.

328. SUNDAY WORK. Mr. Harris stated, a Signal originated from A.F.H.Q. had been circulated to all ports advising that Sunday work was no longer essential unless a ship was nearing completion of discharge or loading and the continuation of work on that day would enable the vessel to sail; he asked if the advice had been received in Civitavecchia. Chairman stated no communication of that nature had been received.

329. NAVIGATIONAL HAZARDS. Ref.31j. Chairman stated he had contacted N.C.S.O., Naples, on the question of deleting from charts or course, bearings at the N.W.approaches to Civitavecchia harbour, which no longer existed and he assumed N.C.S.O., Naples would advise masters of vessels proceeding to Civitavecchia and make the necessary modification to charts and course, accordingly.

330. RELEASE OF MILITARY SUPPLIES. Mr. Harris informed Capitaneria di Porto that considerable quantities of military supplies were being released by allied authorities

Ingegnere Bucalossi.

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326. CONDITION OF ROADS TO PORT AREA. Chairman referred to the bad state of roads leading to the port area, stating that if the necessity of clearing goods from the port arose, whereby road transport had to be employed, as in the case of the UNRRA ship, a few weeks ago, the roads would quickly become impassable. Ingegnere Bucalossi was requested and undertook to contact the Municipal engineer on the matter.

Ingegnere Bucalossi.

327. UTILISATION OF FLOATING CRANE. Capitano Gulino reported, the "Trieste" had been engaged on lifting a sunken German motor-raft from near Molo Lazzaretto, this was to be moved and put ashore near Porte Michelangelo, where the motors would be dis-mantled and the hull disposed of. Owing to adverse weather conditions, Ingegnere Bucalossi mentioned the crane had only been employed two days on the breakwater, during the past week; it had also been engaged on removing cement blocks sunk near Sardegna Mole.

328. SUNDAY WORK. Mr. Harris stated, a Signal originated from A.F.H.Q. had been circulated to all ports advising that Sunday work was no longer essential unlessss ship was nearing completion of discharge or loading and the continuation of work on that day would enable the vessel to sail; he asked if the advice had been received in Civitavecchia. Chairman stated no communication of that nature had been received.

329. NAVIGATIONAL BEARINGS. Ref.313. Chairman stated he had contacted N.C.S.O., Naples, on the question of deleting from charts or course, bearings at the E.W. approaches to Civitavecchia harbour, which no longer existed and he assumed N.C.S.O., Naples would advise Masters of vessels proceeding to Civitavecchia and make the necessary modification to charts and course, accordingly.

330. RELEASE OF MILITARY EQUIPMENT. Mr. Harris informed Capitaneria di Porto that considerable quantities of military supplies were being released by Allied authorities and the requirements of the Naval establishment in Civitavecchia for such equipment as road transport, should be communicated to the Italian Ministry of Marine, and the Allied Commission.

331. TELEPHONE COMMUNICATIONS. Mr. Harris stated that the question of telephone communications being installed between the Port area and the office of Capitaneria di Porto, had been taken up in Rome with the Signals Section of R.A.A.C., and it would be necessary for Capitaneria di Porto to report on the number of instruments required and the distances between each. Capitaneria di Porto said he would arrange for a technical officer to supply the information desired.

Capitaneria di Porto.

Next Meeting:- Thursday, 20th September, 1945 at 10.00 hrs.

[signature]

Chairman: Port Working Committee,
Civitavecchia.

14th September, 1945.

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C.C.S., A.F., Transportation Sub-Commission.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 6th September, 1945.

Present:-

Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
Mr. H. Harris,	U.S., War Shipping Administration,
Mag. T. Grassi,	Il Maggiore di Porto,
Capitano Profumo,	Asst.F.O.I.C., F.S.D.O., Civitavecchia,
Capitano Peste,	Asst. Port Liaison Officer,
Capitano Gulino,	Officer-in-Charge of Salvage,
Ingr. P. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
Signor P. Miferali,	Representing Compagnia Portuale.

Min.

315. Minutes of last Meeting.

Action By.

REMOVAL OF "SABBIA". Ref.309. Capitaneria di Porto informed the Committee that a letter had been received from the Ministry of Marine authorising the lifting of what remained of the cargo of military supplies in the "Sabbia" and instructions had been given for this work to be expedited. Capitano Gulino stated instructions from the Ministry, to commence work on removing the wreck were still awaited. Chairman considered the Ministry was unduly reticent in its attitude towards the carrying out of the scheme and suggested the appropriate department be telephoned immediately, in view of the urgency of the matter. This was agreed and resulted in Capitano Gulino being requested to report to the Ministry in Rome, when authorisation to commence work on the removal of the "Sabbia" without delay, would be given.

UTILISATION OF FLOATING CRANE. Ref.310. Capitano Gulino.

The "Trieste" was still employed on the breakwater where the work was proceeding well, the breach now having been closed up; he was of the opinion that another three working days would suffice to complete the work that crane was required to do on the breakwater.

BERTH NO. 6. Ref.311. Ingegnere Bucalossi reported that sounding in the area of Berth No. 6 had now been completed and showed an average depth of water of 26 feet except at and near the quay-side, where the depth would be increased when dredged.

WATERING FACILITIES. Ref.312. Capitaneria di Porto reported on the outcome of the Meeting between Genio Civile, the Municipal Water Engineer and himself, stating it was the opinion of the parties concerned, that the pressure of water could be increased twenty three litres per second by fixing larger diameter hydrants. Replying to chairman, Capitaneria di Porto said no approach had been made by U.S. Army Water engineers, who, he ensured chairman, would be given

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REMOVAL OF "DABBIE". Ref.309. Capitaneria di Porto informed the Committee that a letter had been received from the Ministry of Marine authorising the lifting of what remained of the cargo of military supplies in the "Dabbie" and instructions had been given for this work to be expedited. Capitano Sulino stated instructions from the Ministry, to commence work on removing the wrecks were still awaited. Chairman considered the Ministry was unduly reticent in its attitude towards the carrying out of the scheme and suggested the appropriate department be telephoned immediately, in view of the urgency of the matter. This was agreed and resulted in Capitano Sulino being requested to report to the Ministry in Rome , when authorisation to commence work on the removal of the "Dabbie" without delay, would be given.

Capitano Sulino.

UTILISATION OF FLOATING CRANE. Ref.310. Ingegnere Buoalossi stated the "Trieste" was still employed on the breakwater where the work was proceeding well, the breach now having been closed up; he was of the opinion that another three working days would suffice to complete the work that crane was required to do on the breakwater.

DEPTH NO. 6. Ref.311. Ingegnere Buoalossi reported that sounding in the area of Berth No. 6 had now been completed and showed an average depth of water of 26 feet except at and near the quay-side, where the depth would be increased when dredged.

WATERING FACILITIES. Ref.312. Capitaneria di Porto reported on the outcome of the Meeting between Genio Civile, the Municipal Water Engineer and himself, stating it was the opinion of the parties concerned, that the pressure of water could be increased twenty three litres per second by fixing larger diameter hydrants. Replying to chairman, Capitaneria di Porto said no approach had been made by U.S. Army Water engineers, who, he assured chairman, would be given every assistance when they visited Civitavecchia to investigate the port's water facilities.

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NAVIGATIONAL BEARINGS. Ref.313. Owing to the absence of H.O.I.C. from the Meeting, no information was given.

TUGS. Ref.314. As above.

316. BARBED WIRE. Ref. 304. Capitano Testa informed the Committee that a consignment of barbed wire amounting to sixteen tons, had been received from Cancello and he understood a further allocation was due to arrive shortly from Leghorn. In reply to chairman, Ingegnere Buoalossi stated arrangements were already in hand to commence work immediately on repairing the port fences.

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317. PORT SECURITY. Ref. [illegible]. The chairman referred [illegible] the question of the preparation of [illegible] passes, suggesting that Capitaneria di Porto should have these printed in two colours, one colour for dock workers and the other for people whose interests in the port justified the possession of such passes. This was agreed, Capitaneria di Porto undertaking to have passes made ready immediately and in accordance with chairman's suggestion.

Capitaneria di Porto.

318. SULLAGE BARGE. Ref. 287. Capitaneria di Porto informed chairman that a Sullage barge was now available. It was agreed Capitaneria di Porto should inform ships' agents of their responsibility to apply for the laying-on of the barge for any ship requiring its service.

319. HARBOUR CRAFT. The number of privately owned barges which had been salvaged and repaired were referred to by chairman, who asked if they were being put to port use. Capitaneria di Porto stated they had been utilised for the intake of General cargo, the Rincao and Fiumicino barges being sufficient to meet the present needs of coal discharge.

320. BERTH NO. 7. Chairman stated the collier "Celtic Monarch", with a draft on arrival of less than twenty four feet, had been unable to berth close-in to No. 7 Berth, this was the result of a diminution of the depth of water due to the large quantities of coal falling between ships' sides and quay during discharge. It was agreed that on the arrival of a dredger, that this berth be dredged.

321. BARGE "DOLLY". Ref. 299. Capitaneria di Porto mentioned the barge "Dolly" which, he said, had now been slipped, coaling and repairs to the under-water part of her hull had been completed, she was in need of painting which would be carried out when paint became available, this was due to arrive on the "William Cushing", due next day.

Next Meeting:- Thursday, 13th September, 1945 at 10.00 Hrs.

E. M. Taylor

Chairman: Port Working Committee,
Civitavecchia.

7th September, 1945.

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

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

C.C. H.Q., Allied Commission, Transportation Sub-Commission, CMF.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 30th August, 1945.

Present:-	Mr. M.V. Taylor,	Ministry of War Transport, Chairman,
	Mr. H. Harris,	U.S., War Shipping Administration,
	Mag. P. Moretti,	Port Liaison Officer,
	Lt.Comm. F. Allemandi,	N.O.I.C., N.C.S.O., Civitavecchia,
	Mag. S. Grassi,	Il Maggiore di Porto,
	Capitano Gulino,	Officer-in-Charge of Salvage,
	Ingr. P. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
	Capt. M. Abriani,	I.T.M.A.R.E., Representative,
	Signor P. Biferali,	Representing Compagnia Portuale.

Chairman welcomed Capitano Gulino, Officer-in-Charge of Salvage, to the Meeting, stating that in view of the large amount of work which was about to be undertaken in the port and with which Capitano Gulino was closely associated, in a technical capacity, his attendance at meetings would be beneficial to the Committee.

Min.
308. Minutes of Last Meeting. Action By.

DREDGING. Ref.302. Chairman asked N.O.I.C. if a Signal had been received intimating the impending arrival of the Dredger " Duilio ", as he, the chairman, had been informed she had completed her itinerary at Leghorn and was due to arrive at Civitavecchia. N.O.I.C. replied in the negative. Replying to Chairman Ingegnere Bucalossi said arrangements were in hand to employ the dredger at No.8 Berth, immediately it arrived but it would be necessary for Ufficiale Recuperi to put two divers at his disposal. Capitano Gulino agreed, but mentioned that although he had many experienced divers, there was only sufficient diving equipment to enable four to be employed. It was suggested Capitano Gulino request his department at the Ministry of Marine, to supply additional equipment, this Capitano Gulino undertook to do. Ingegnere Bucalossi mentioned he estimated two weeks would be necessary to complete dredging operations in the area of No. 8 Berth.

Capitano Gulino.

BARBED WIRE. Ref.304. Maggiore Moretti stated Allied Commission had informed his barbed wire was available at Cancello and a Release Order had been issued and instructions given to the A.C. Port Liaison Officer, Naples, to arrange its transport by rail to Civitavecchia. Mr. Harris thought it might be quicker if the assignment was sent up by ship and undertook to investigate the possibility.

Mr. Harris.

BERTH FOR "LAZZARO MOCENIGO". Ref.305. Ingegnere Bucalossi reported work was proceeding on the erection of a barricade at the Eastern end of Sardegna Mole and said the work should be completed shortly.

FLOATING CRANE "[illegible]". Ref.306. N.O.I.C. informed the Committee that

Gulino was closely associated, in a technical capacity, his attendance at meetings would be beneficial to the Committee.

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BERTH FOR "LAZZARO MOCENIGO". Ref.305. Ingegnere Bucalossi reported work was proceeding on the erection of a barricade at the Eastern end of Sardegna Mole and said the work should be completed shortly.

FLOATING CRANE "MACESTE". Ref.306. N.O.I.C. informed the Committee that the small floating crane "Maceste" left Civitavecchia for Terracina on 26th August, towed by the tug "Manuele". Chairman remarked that Genio Civile had stated the crane would be towed by a motor schooner and pointed out that the arrangements made had been most irregular. N.O.I.C. explained it was not possible to tow the "Maceste" by schooner and as the "Manuele" was idle, she was utilised for the tow.

309. REMOVAL OF "SABBIA". Ref.296. Replying to chairman, Capitano Gulino stated he had the personnel and equipment available for breaking up the "Sabbia" and immediately authorisation was received from the Ministry of Marine, he would commence work. Capitaneria di Porto mentioned, a Col. Bordoli from the Ministry had visited Civitavecchia to study the removal of the wreck and it was anticipated the sanction of the Ministry

..../...

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/Ministry, to commence operations would be received in the near future. Mr. Harris said he would take the matter up direct, with the Ministry in Rome urging immediate action. Capitano Gulino outlined the scheme of operations to be employed in the wrecks removal, stating the super-structure would be cut away by burning, after which the hull would be broken-up by small explosive charges, the sections being lifted and cleared-away by the "Trieste", which he hoped would remain in the port for this work; he estimated a period of four months would be sufficient to complete the operation.

Mr. Harris.

310. UTILISATION OF FLOATING CRANE. Ref. 294. Ingegnere Bucalossi informed the committee that the "Trieste" had been employed for the last six days on repairs to the breakwater and work was proceeding satisfactorily; he estimated, providing the weather continued favourable, that another seven days would suffice to complete the work.

311. BERTH NO. 8. Replying to chairman, Ingegnere Bucalossi stated that Berth No.8 would be ready to accept a "Liberty" type vessel immediately after it had been dredged, that bollards were already fixed and although water had not yet been laid-on to this berth, arrangements had already been made to commence work on this project which should be completed in a week's time. At Chairman's suggestion, it was agreed that Ingegnere Bucalossi arrange the fixing of fenders along the quay facing which would keep vessels a distance of at least five feet away from the quay-side.

Ingegnere Bucalossi.

312. WATERING FACILITIES. Chairman stated that NSDDG had decided, at his suggestion, to investigate the possibility of utilising available water supplies in Civitavecchia to meet an emergency regarding the supply of water at other ports, which was critical. He informed the committee that U.S. army engineers would shortly visit the port to study the possibilities of increasing the pressure of water by fixing larger diameter hydrants and he suggested that Genio Civile and Capitaneria di Porto arrange to give what assistance they could. It was agreed that a Meeting be convened that day between Capitaneria di Porto, Ingegnere Bucalossi and the Municipal Water engineer to decide what re-commendations should be made to the U.S. Army Engineers.

Capitaneria di Porto.
Ingegnere Bucalossi.

313. NAVIGATIONAL BEARINGS. Mr. Harris quoted a letter received from the Master of the American s.s. "Woodrow Wilson" which pointed out that a buoy which was marked, presumably on the chart, at the N.E. approaches to Civitavecchia harbour and also a lighthouse, were non-existent, and this, Mr. Harris suggested, should be notified to N.O.S.O. Naples. N.O.I.C. stated that the Master had probably navigated by chart and not on the course given by N.C.S.O., Naples, but whatever the case had been, he would communicate this fact to N.C.S.O., Naples.

N.O.I.C.

314. [illegible] Ref. 300. N.O.I.C. informed the committee that [illegible]

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water had not yet been laid-on to this berth, arrangements had already been made to commence work on this project which should be completed in a week's time. At Chairman's suggestion, it was agreed that Ingegnere Bucalossi arrange the fixing of fenders along the quay facing which would keep vessels a distance of at least five feet away from the quay-side.

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N.O.I.C.

314. T U G S. Ref.300. N.O.I.C. informed the committee that a letter had been received from the Ministry of Marine stating the tug "Carlo Bruno" was to return to Naples on the arrival of the tugs "Luigi" and "Lampedusa" at Civitavecchia. The committee agreed that N.O.I.C. should write his Ministry pointing out the un-suitability of the "Lampedusa" as a berthing tug and streaming, in view of the Committee's expressed opinion and the Ministry's refusal to adhere to it, no authority in the port could be held responsible should any mishap occur in the port resulting in damage to shipping.

N.O.I.C.

Next Meeting:- Thursday, 6th September, 1945 at 10.00 hrs.

[signature]

Chairman, P.W.O., Civitavecchia

31st August, 1945

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ALLIED COMMISSION
PORT [illegible] OFFICER CIVITAVECCHIA

Tel. Mil. 12
" Civ. 55

24 August 1945

SUBJECT: Minutes of the Meeting held on 20th August 1945.

TO: H.Q. Allied Commission- Transportation Sub-Commission
Port & Warehouse Division.
R O M E

1. Herewith, I attach two copies of Minutes of the Meeting of this P.W.C., held on 20th August 1945.

2.- BARGES DOLLY & SUSSEX:- The hatch-covers, new, must be completed by canvas in order to get these barges sea-worthy in the next winter season.

3.- UTILISATION OF FLOATING CRANE TRIESTE:-Rough sea has prevented to work on the breakwater. The " TRIESTE " has been utilized to salvage a small naval tanker (owner R. Marina), a motor fish boat (Maria Vittoria requisitioned by Italian Ministry of Marine) and a motor schooner (S. Francesco requisitioned by Italian Ministry of Marine) from Molo del Lazzaretto, where, when cleared, it will be possible to moor little schooners or Minces Barges in the winter season.

The a. m. crane has been also employed at N°. 8 Berth and then on the Molo Sardegna(N°.4),where a very big cement block is lying, but without success. This block is covered by many stones and small cement blocks of the demolitioned quay.-

The removal of these obstructions, before employing the "TRIESTE", must be done. On this week and for this purpose, the floating grappling crane " FRANCESCA " (private owner) - lifting power half ton. with the grappling and 25 tons with the lifting tackle- began to work under the supervision of Genio Civile.

4. BARBED WIRE:- On this subject I have already informed the Chairman of thie W.P.C., when I received Your letters dated 18 of August 1945.

5.- BERTH FOR LAZZARO"MOCENIGO": Eng. Bucalossi of Genio Civile and I, we remain agreed where the fence is going to be fixed on the Sardegna Mole in order to enable control of passengers without inutilizing this quay for unloading of goods.

6.- RELEASE OF THE FLOATING CRANE"MACISTE":- The P.W.C. of Civitavecchia has again discussed the request of S.I.T.M.A.M. (Società Italiana Trasporti Marittimi) and Eng. Greco, Gneral Ispector of Italian Ministry of Pubblic Works, about the transferring to Terracina of the " Maciste " , where she should be used to salvage the Genio Civile's big dredger named " MATI".-

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The petitioners have pointed out the urgency of this salvage, that should be made as soon as possible, in order to prevent the total loss of the dredger in the next winter and for her employment in big dredging works.

For the a.m. reasons, after re-examined the situation of the floating cranes allocated in Civitavecchia, considering that Captain Gulino, appointed by Ministry of Italian Marine, officer in charge of the salvages in this port, shall be able to give to Genio Civile, when required by the benefit of this port, an other floating crane like "Macista, this P.W.C. has not risen any other objections about the transferring of the " Macista " to Terracina.

Maggiore di porto P. MORETTI
PORT LIAISON OFFICER

c.c. H.O., A.C., Transportation Sub Commission, C.M.F.

PORT WORKING COMMITTEE CIVITAVECCHIA.

Minutes of Meeting Held on 20th August, 1945.

Present:-

Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
Mr. H. Harris,	U.S., War Shipping Administration,
Mag. P. Moretti,	Port Liaison Officer,
Lt.Comm. Allemandi,	N.O.I.C., N.C.S.O., Civitavecchia,
Mag. S. Grassi,	Il Maggiore di Porto,
Capitano Testa,	Asst. Port Liaison Officer,
Ingr. P. Bucaloesi,	Italian Civil Engineer-in-Charge of Port Re-construction,
Capt. M. Abriani,	I.T.W.A.R.E., Representative,

Min.

301. Minutes of Last Meeting. Action By.

BARGES "DOLLY" AND "SUSSEX". Ref.295. Mr. Harris referred to the barge "Dolly". Capitaneria di Porto stated repairs were continuing but he could not say when the barge would be ready for service, as, owing to difficulty in obtaining materials for constructing a slipway, it was not possible for the barge to be slipped and this was essential to complete repairs. Capitaneria di Porto mentioned that the lumber supplied for making hatch covers and effecting other structural repairs to the barges, had been found sufficient for those purposes only.

REMOVAL OF "SABBIA". Ref.296. Chairman informed the Committee that MEDEO had approved the suggestion that the "Sabbia" be removed. Mr. Harris stated it was the opinion of MEDEO that every effort be made to expedite the carrying out of the work using what materials and technical resources the Italian Ministry of Marine and Genio Civile had at their disposal; should any obstacle arise which necessitated the assistance of an Allied authority, this should be communicated to Allied Commission for appropriate action. Capitaneria di Porto said the Ministry of Marine had approached the owners of the vessel and cargo, requesting their interest in the matter. Chairman considered, in view of the menace to the safety of shipping which the wreck presented, direct and immediate action by the Ministry was essential and pointed out the liability which would be incurred by the Ministry should any incident, involving damage to shipping, occur through their vacillation and failure to act on the Committee's re-commendations. The Committee shared this view and Capitaneria di Porto said he would inform the Ministry accordingly.

Capitaneria di Porto.

T U G S. Ref.300. N.O.I.C. stated he had written a letter to the Ministry of Marine requesting the "Carlo Bruno" be maintained at Civitavecchia as a berthing tug to assist the "Luigi" when the latter

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REMOVAL OF "SABBIA". Ref.296. Chairman informed the Committee that MEDBO had approved the suggestion that the "Sabbia" be removed. Mr. Harris stated it was the opinion of MEDBO that every effort be made to expedite the carrying out of the work using what materials and technical resources the Italian Ministry of Marine and Genio Civile had at their disposal; should any obstacle arise which necessitated the assistance of an Allied authority, this should be communicated to Allied Commission for appropriate action. Capitaneria di Porto said the Ministry of Marine had approached the owners of the vessel and cargo, requesting their interest in the matter. Chairman considered, in view of the menace to the safety of shipping which the wreck presented, direct and immediate action by the Ministry was essential and pointed out the liability which would be incurred by the Ministry should any incident, involving damage to shipping, occur through their vacillation and failure to act on the Committee's re-commendations. The Committee shared this view and Capitaneria di Porto said he would inform the Ministry accordingly.

Capitaneria di Porto.

T H O S. Ref.300. N.O.I.C. stated he had written a letter to the Ministry of Marine requesting the "Carlo Bruno" be maintained at Civitavecchia as a berthing tug to assist the "Luigi" when the latter returned, after completing repairs in Naples; a copy of this letter had been sent to Allied Commission, as suggested by Mr. Allman.

302. DREDGING. Ref.293, 294. Ingegnere Bucalossi reported on the survey being made in the "Darsena Umberto 1°", near No.8 Berth, stating the average depth of water in this area was twenty four feet; a small section still remained to be sounded. Replying to chairman, Ingegnere Bucalossi stated a dredger could commence work immediately on arrival and arrangements had been made for divers and crane to work with the dredger when it commenced operations.

303. UTILISATION OF FLOATING CRANE. Ref.294. Ingegnere Bucalossi mentioned it had been found necessary to employ the "Trieste" for a further two days during the past week, lifting cement blocks from near No.8 Berth, after which the crane had tried, but without success, to lift a large cement block lying sixteen feet from Berth No.4.. N.O.I.C. stated the crane had successfully removed the wrecks of a small naval tanker and

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/and two schooners from Molo Lazzaretto. Chairman thought co-ordination in programming the work was not in conformity with the priorities agreed upon by the Committee. Capitaneria di Porto stated weather conditions continued to prevent the crane being employed on the breakwater. Capitaneria di Porto, N.O.I.C., and Ingegnere Bucalossi agreed to co-ordinate the work in a manner which would ensure the avoidance of moving the "Trieste" from one area of the port to another before one assignment was completed. Chairman referred to the arrival of the steamship "Ulisse", stating the "Trieste" would be required to lift five barges weighing twenty five tons each from that ship's deck. N.O.I.C. undertook to make necessary arrangements.

N.O.I.C., Capt. di Porto.
Ingegnere Bucalossi.

304. BARBED WIRE. Ref. 292. Maggiore Moretti stated he had written a further letter to Allied Commission on the subject of barbed wire but was unable to give any further information. The committee agreed with chairman's suggestion that Maggiore Moretti should communicate again with Allied Commission expressing the committee's concern at the delay in meeting a most essential port requirement.

Maggiore Moretti.

305. BERTH FOR "LAZZARO MOCENIGO". In order to effect better control over passengers embarking and dis-embarking from the Sardinian ferry service vessel "Lazzaro Mocenigo", chairman suggested the Committee should decide what berth the ship should use regularly on her arrival. No.4 Berth (Sardegna Mole) was agreed upon and Ingegnere Bucalossi, at Committee's request, undertook to arrange for the construction of a barricade at the eastern end of Sardegna Mole, this would enable control of passengers to be maintained.

Ingegnere Bucalossi.

306. FLOATING CRANE "MACISTE". Maggiore Moretti informed the Committee that a request had been received from S.I.T.M.A.R.R. for the floating crane "Maciste" to proceed to Terracina where it was intended it should be employed on the salvage of a dredger for Genio Civile. It was the opinion of the Committee, that in view of the large amount of salvage work still required to be done at Civitavecchia and which was closely related to the overall benefit of the port, that the suggested transfer of the crane be opposed. Maggiore Moretti stated he would make known to Allied Commission, who were also interested in the transfer, the Committee's attitude.

Maggiore Moretti.

307. DAY AND TIME OF P.W.C. MEETINGS. The convenience of the time and day of the Port Working Committee meetings was discussed and on the suggestion of Mr. Harris, it was decided that future meetings should be convened at 10.00 hrs. on Thursday of each week, the next meeting to be held on Thursday, 30th August, 1945 at 10.00 hrs.

E. V. Taylor.

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Ingegnere Bucelossi.

306. FLOATING CRANE "ERCOLE". Maggiore Moretti informed the Committee that a request had been received from S.I.F.A.A.R.N. for the floating crane "Ercole" to proceed to Terracina where it was intended it should be employed on the salvage of a dredger for Genio Civile. It was the opinion of the Committee, that in view of the large amount of salvage work still required to be done at Civitavecchia and which was closely related to the overall benefit of the port, that the suggested transfer of the crane be opposed. Maggiore Moretti stated he would make known to Allied Commission, who were also interested in the transfer, the Committee's attitude.

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WAR

E. V. Taylor

Chairman: Port Working Committee,
Civitavecchia.

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ALLIED COMMISSION- PORT LIAISON OFFICER

C I V I T A V E C C H I A

To: Port & Warehouse Division
Transportation Sub-Commission
Allied COmmission. A.P.O. 394

Civitavecchia 15 August 1945

Subject:Port Working Committe pf Civitavecchia-Minutes of Meeting held on 13 August 1945.-

1. Herewith, I attach two copies of Minutes of Meeting of this Port Working Committee held on 13th August.

2. Utilisation of Floating crane TRIESTE - The small naval tanker near the Molo Lazzaretto had been removed on 14th & 15 August.-

3. Barbed Wire - Confirming my communication by phone to Port & Warehouse Division on 14th August, I inform the new estimate, calculated by Genio Civile, for barbed wire to make netting, is:

Barbed wire	metres:	25.000	Requisition has been put in
Suitable nails to fix berbed wire (Staples)	kilograms	100	

Maggiore di porto P. MORETTI
PORT LIAISON OFFICER CIVITAVECCHIA

c.c; H.Q., Allied Commission, Transportation Sub-Commission.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 11th August, 1945.

Present:-	Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
	Mr. H. Harris,	U.S. War Shipping Administration,
	Mr. Allman,	Allied Commission,
	Sig. P. Moretti,	Port Liaison Officer,
	Ten. Al Vasc.Bordoni,	Asst. N.O.I.C., M.C.M.O., C/vecchia,
	Ing. E. Grassi,	Il Maggiore di Porto,
	Capitano Testa,	Asst. Port Liaison Officer,
	Ingr. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
	Capt. M. Aboiani,	I.T.M.A.F.F. Representative,
	Sig. R. Difurgli,	Representing Compagnia Portuale.

Chairman welcomed Mr. Allman, Allied Commission, to the Meeting.

Min.
294. Minutes of Last Meeting. Action By.

VERIFICATION OF FLOATING CRANE, Ref.285. Tenente Bordoni reported the "Trieste" had continued work on the removal of further obstructions in the area of Berth No.3, these included a crane, which it was hoped could be repaired and put to port use, he further mentioned that all obstructions of any size had now been removed and what remained could be lifted by the smaller crane "Majesta". Tenente Bordoni referred to the intended use of the "Trieste" on repairing the breakwater, stating adverse weather conditions had prevented the employment of the crane on such work. Replying to chairman, Ingegnere Bucalossi said the crane could not work inside the breakwater, as from that position the jib of the crane could not plum the breach where the cement blocks has to be placed. Tenente Bordoni stated the "Trieste", would, whilst waiting for favourable weather, be assigned to raising a small naval tanker from near the Molo Lazzaretto.

DREDGING. Ref.288. Chairman informed the Committee it had been agreed by the Dredging Committee in Naples, that the dredger "Millis" should, after completing operations in Leghorn, be sent to Civitavecchia. Mr.Allman remarked on the number of conflicting reports which had been received regarding the clearance of submerged obstructions preparatory to dredging and he enquired if the Genio Civile were satisfied that a dredger could work in Civitavecchia without risk of damage, he considered the Genio Civile should be held responsible if damage to the dredger was incurred. The matter was discussed at length and it was agreed that a dredger could be accepted at Civitavecchia, the chairman's suggestion that divers and crane should work in close [illegible] the dredger when operating, being concurred with by the

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Sig. P. Miferaldi, Representing Compagnia Portuale.

Chairman welcomed Mr. Allman, Allied Commission, to the Meeting.

Min. 294. Minutes of last Meeting. Action By.

UTILISATION OF FLOATING CRANE. Ref.285. Tenente Bordoni reported the "Trieste" had continued work on the removal of further obstructions in the area of Berth No.8, these included a crane, which it was hoped could be repaired and put to port use, he further mentioned that all obstructions of any size had now been removed and what remained could be lifted by the smaller crane "Majocte". Tenente Bordoni referred to the intended use of the "Trieste" on repairing the breakwater, stating adverse weather conditions had prevented the employment of the crane on such work. Replying to chairman, Ingegnere Buccleossi said the crane could not work inside the breakwater, as from that position the jib of the crane could not plum the breach where the cement blocks has to be placed. Tenente Bordoni stated the "Trieste", would, whilst waiting for favourable weather, be assigned to raising a small naval tanker from near the Molo Lazzaretto.

DREDGING. Ref.283. Chairman informed the Committee it had been agreed by the Dredging Committee in Naples, that the dredger "Bullio" should, after completing operations in Leghorn, be sent to Civitavecchia. Mr.Allman remarked on the number of conflicting reports which had been received regarding the clearance of submerged obstructions preparatory to dredging and he enquired if the Genio Civile were satisfied that a dredger could work in Civitavecchia without risk of damage, he considered the Genio Civile should be held responsible if damage to the dredger was incurred. The matter was discussed at length and it was agreed that a dredger could be accepted at Civitavecchia, the chairman's suggestion that divers and crane should work in close liaison with the dredger when operating, being concurred with by the Committee. Ingegnere Buccleossi undertook to employ divers who would report on the nature of the sea-bed, particularly in the area of No.8 Berth.

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Ingegnere Buccleossi.

BARBED WIRE. Ref.292. Maggiore Moretti stated the Allied Commission had re-newed the indent for barbed wire and would make arrangements for its collection and transportation to Civitavecchia. Mr.Allman pointed out that in Maggiore Moretti's statement of requirements to Allied Commission, barbed wire netting was asked for, this, he said, was un-obtainable. On the basis that Genio Civile had calculated requirements on the assumption netting could be supplied, it was agreed Ingegnere Buccleossi should prepare another estimate for barbed wire in coils for making netting, this to be forwarded to Allied Commission by Maggiore Moretti.

Maggiore Moretti.

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295. BARGES "DOLLY" AND "SUSSEX". Ref.284. Maggiore Orsetti mentioned the "Sussex" was now employed on the Fiumicino service and the "Dolly" was still undergoing repairs and it would be necessary for it to be slipped to enable the bottom of this barge, which was in a bad state, to be attended to.

296. REMOVAL OF "GABBIA". Ref.286. Chairman stated that the recommendation, that the wreck of the "Gabbia" be removed from the port entrance, had been brought to the notice of the Mediterranean Shipping Board, by Mr. Regan of U.S.A. and he, the Chairman, had written to M.W.T.B., Med., on the subject. Capitaneria di Porto said he had approached the Ministry of Marine who had agreed with the suggestion and they were investigating the means and resources at their disposal, to undertake the project. Chairman emphasized the importance of the Italian Ministry of Marine using what technical and material resources they possessed to the fullest possible extent, to avoid the enlisting of outside assistance.

297. TALLYING OF CARGOES. Chairman stated that it had now been agreed by the Mediterranean Shipping Board in conforming with the wishes of Allied Commission, that Shipping agents should engage tally clerks or firms to check cargoes on ship's account; this measure was being adopted to facilitate the verification of Receiving Reports submitted to Allied Commission by the agents of the Italian Government. This was noted, for the information of those concerned.

298. DISCHARGING OF COLLIER. Chairman referred to the loss of three hours in discharging the collier "Omega". Capitaneria di Porto stated he had already requested an explanation from the Compagnia Portuale regarding the stoppage of work. Signor Biferali explained that the men engaged in discharging the ship had reached their daily output figure and as it was Sunday, claimed the right to leave the ship. Chairman stressed that irrespective of what the men claimed, it was laid down that colliers should work the full twenty four hours a day and it was important this rule be adhered to. Signor Biferali agreed with chairman's opinion and undertook to inform the dock workers' organisation, accordingly.

299. PORT SECURITY. Chairman raised the question of port passes, remarking that when the arrival of barbed wire enabled the port fences to be put into a good state of repair, it was essential that some system be adopted for the issuing of passes and suggested that Capitaneria di Porto should make all necessary arrangements for this to be done. Signor Biferali. Capitaneria di Porto agreed stating that the preparation of a suitable Permit card and jurisdiction over their issue to persons authorised to enter the port, presented no difficulty. The control of non-Italian nationals was referred to by chairman but it was thought that guidance from a higher authority was necessary, before such control could be instituted.

Capitaneria di Porto.

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Signor Biferali.

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Capitaneria di Porto.

300. T U G S. Ref. 271, 287. Mr. Allman, requesting information on the tug situation in Civitavecchia, was informed that the "Luigi" and "Lampedusa" had left for Naples to undergo repairs, leaving the "Carlo Bruno" available for berthing duties. It was agreed, if the "Carlo Bruno" was permanently allocated to the port and the "Luigi" returned to Civitavecchia, the position insofaras berthing tugs were concerned, would be satisfactory. Mr. Allman suggested N.O.I.C. should make further representations to the Ministry of Marine urging the assigning of the "Carlo Bruno" to Civitavecchia and undertook, if a copy of the communication to the Ministry was sent to him, to support the case. This was agreed.

N.O.I.C., Mr. Allman.

Next Meeting:- Monday, 20th August, 1945 at 10.00 hrs.

14th August, 1945.

Chairman: P.W.G.A.,
Civitavecchia.

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ALLIED COMMISSION PORT & WAREHOUSE DIVISION
PORT LIAISON OFFICER CIVITAVECCHIA

Mil. Tel 12
Civ. Tel. 55

Civitavecchia 9 August. 1945

To: Port & Warehouse Division
Transportation Sub-Commission
Allied Commission R O M E A.P.O. 394

Subject: Barbed wire to be used in Civitavecchia.-

1. I attach, herewith, two copies of minutes of Meeting held on 6th August by the Civitavecchia Port Working Committee.-

2. Ref. 292 of minute:BARBED WIRE. As I had pointed out in my report dated 8th August, it is absolutely essential that barbed wire,for fences of this port Area, be supplied at Civivecchia as soon as possible.

3. Ref. letter Alcom. P.W.D. AC/23/23/Tn6 dated August 1. While Ispettorato Funzionamento Porti (Attn. Col. E. Lauricella) will arrange fo the renewal of the Release Order, expired on the 31st of July, I beg You for the allocation at Civitavecchia of 1100 meters of net shaped barbed wire, height more than two meters, and No. 5400 suitable staples to fix it.

The latter allocation had been required by my letter dated June 28th, and by my report of 8th August.

4. I, also, beg You to impress upon Ispettorato Funzionamento Porti how essential it was that barbed wire required be supplied without any delay, owing to bad conditions of the fences.-

F. Moretti Maggiore di porto
PORT LIAISON OFFICER CIVITAVECCHIA

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e.o. H.Q., A.C., Transportation Sub-Commission, C.M.F.

CIVIL [illegible] PORT WORKING COMMITTEE.

Minutes of Meeting Held on 8th August, 1945.

Present:-	Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
	Mr. H. Harris,	U.S. War Shipping Administration,
	Mag. G. Grassi,	Il Maggiore di Porto,
	Mag. F. Moretti,	Port Liaison Officer,
	Ingr. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction.

Min.

284. Minutes of Last Meeting. Action By.

BERTH NO. 1. Ref. 277. Referring to the anchoring of a buoy off the sea end of No. 1 Berth, Capitaneria di Porto stated it had not yet been possible to recover the anchors from the "Citta di Trieste", owing to the crane "Trieste" being engaged on other work, but the matter was to be dealt with.

BARGES "BOLLY" AND "[illegible]". Ref. 279. Maggiore Moretti said the "[illegible]" had been supplied with hatch covers and an Italian Naval surveyor had certified the barge as being fit for employment on the Fiumicino service during fine weather periods; the "Bolly", Maggiore Moretti stated, was still under-going repairs.

CLEARANCE OF SCRAP METAL. Ref. 280. A letter, Capitaneria di Porto stated, had been written to the Ministry of Marine requesting instructions for clearing the scrap metal from the port, a reply was awaited.

WATER HOSES. Ref. 283. Capitaneria di Porto said he had called on the Sindaco and raised with them the question of water hoses for port uses, they had agreed to try and find a channel of supply of such equipment and had further undertaken to increase the number of personnel employed on water supply services in the port.

285. UTILISATION OF FLOATING CRANE. Ref. 259. Reporting on the work done by the crane "Trieste" during the past week, Capitaneria di Porto stated, the two barges which were sunk near No. 1 berth, had been removed and work was proceeding on clearing further obstructions in the vicinity of Berth No. 8, which divers, on making a closer survey, had reported were lying in this area. Capitaneria di Porto informed the Committee, it had been agreed that he, Maggiore Moretti, N.O.I.C. and Ingegnere Bucalossi should meet each evening to consider the daily report given by the Ufficiale dei Recuperi on work done during each working day and to decide upon work to be carried out on the following day, primary consideration being given to employing the "Trieste" on repairs to the sea-wall, when weather conditions permitted.

C. di Porto, N.O.I.C.,
Mag. Moretti, Ingr. Bucalossi.

Berth No. 1. Ref. 77. Referring to the mooring of a buoy off the sea end of No. 1 berth, Capitaneria di Porto stated it had not yet been possible to recover the anchors from the "Citta di Trieste", owing to the crane "Trieste" being engaged on other work, but the matter was to be dealt with.

Barges "Polly" and "Dorothy". Ref.(7). Maggiore Moretti said the "Dorothy" had been supplied with hatch covers and an Italian Naval surveyor had certified the barge as being fit for employment on the Mauritania service during fine weather periods; the "Polly", Maggiore Moretti stated, was still undergoing repairs.

Clearance of Wreck Mole. Ref.(8). A letter, Capitaneria di Porto stated, had been written to the Ministry of Marine requesting instructions for clearing the scrap metal from the port, a reply was awaited.

Water Mains. Ref.(9). Capitaneria di Porto said he had called on the Prefect and raised with them the question of water hoses for port uses, they had agreed to try and find a quantity of supply of such equipment and had further undertaken to increase the number of personnel employed on water supply services in the port.

20. Investigation of Floating Crane. Ref.(9). Reporting on the work done by the crane "Trieste" during the past week, Capitaneria di Porto stated, the two barges which were sunk near No. 1 berth, had been removed and work was proceeding on clearing further obstructions in the vicinity of berth No.3, which divers, on making a closer survey, had reported were lying in this area. Capitaneria di Porto informed the Committee, it had been agreed that he, Maggiore Moretti, R.N.I.N. and Ingegnere Rueloccoi should meet each evening to consider the daily report given by the Officials who Inspect the work done during each working day and to decide upon work to be carried out on the following day, primary consideration being given to employing the "Trieste" as required to the sea-wall, when weather conditions permitted.

C. di Porto, R.N.I.N.
Ing. Capo Dr. Ruelocchi

21. Diving Survey of Mole Entrance. Ref.(7). Capitaneria di Porto reported that divers, under the direction of Ingegnere Ruelocchi, the assistant Capitaneria di Porto and two pilots, had made a further survey of the sea-bed at the port entrance and had found a number of cement blocks lying approximately thirty feet from the breakwater; these he considered, would be responsible for the [illegible] of fouling reported. Ingegnere Ruelocchi, when the removal of these blocks by the "Trieste" was suggested, said the blocks belonged to the old lighthouse and were part of the foundations of the breakwater, he pointed out, that if an attempt was made to disturb them, there was a possibility the breakwater would collapse. Thanked suggested consideration should be given to removing the wreck of the "Globia" at the location at the entrance to the harbour, presented a danger to the safe navigation of vessels entering and leaving the port, by limiting the space for manoeuvering

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/manoeuvering in that area. The Committee agreed to this suggestion, Mr. Harris undertaking to have the matter brought before the Mediterranean Shipping Board. At chairman's request, Capitaneria di Porto also undertook to approach the Ministry of Marine, making known the committee's re-commendation.

Mr. Harris, C. di Porto.

287. T U G S. Ref. 272. Replying to chairman, Capitaneria di Porto stated the tug "Luigi", towed by the tug "Lampedusa", had left for Naples but owing to rudder trouble on the "Luigi", were compelled to return to Civitavecchia, it was anticipated repairs to the rudder of the "Luigi" would be completed in a few days' time, when the voyage would be resumed.

288. DREDGING. Ref. 272. Chairman informed the committee that the D.O.N.S. had undertaken to impress upon the Dredging Committee, which met in Naples on the 2nd August, the urgency of a dredging operation being carried out at Civitavecchia and whilst un-aware of the decision of that committee regarding the allocation of a dredger to Civitavecchia, there was every reason to expect favourable consideration being given to the port's needs.

289. I.T.M.A.R.E. Chairman informed the committee that an Italian shipping organisation known as I.T.M.A.R.E. had been formed and would replace Co.Ge.Na., and it was important that N.O.I.C. should in future address all signals concerning schooners and coasters, to NOTE MED. FOR ZONE 1 NAPLES. This was noted.

N.O.I.C.

290. L A N G A N O. Replying to chairman, Capitaneria di Porto stated that strict supervision over the embarkation of passengers on the "Langano" was maintained Carabinieri and reports appearing in the press, a few days ago, about certain incidents occurring when passengers were being embarked, were wholly exaggerated. Capitaneria di Porto pointed out that the influx of ex-prisoners of war into Civitavecchia, who wanted passages to Sardinia, had created certain difficulties but the Ministry of Marine had interested themselves in the matter and had allocated a naval vessel which should relieve the situation and the Allied Commission were considering putting another vessel on the Civitavecchia - Sardinian service, for this purpose.

291. FLOATING MINES. Capitaneria di Porto reported that information had been received from N.O.I.C., Naples, concerning the presence of floating mines between Civitavecchia and Fiumicino and as a precautionary measure, it had been thought advisable to temporarily suspend sailings between these two ports whilst a sweeping operation was undertaken.

292. BARBED WIRE. Ref. 244. Maggiore Moretti stated that owing to the Allied Commission being unable to arrange transport, the Release order for barbed wire for use in Civitavecchia, had expired and it would be necessary to re-new the indent, this was being arranged. Chairman considered that as the requirement of barbed wire was of primary importance in effecting better security in the port area, he thought Maggiore Moretti should impress upon the A.C. how essential it was that this be supplied without [illegible]

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[illegible]

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292. BARBED WIRE. Ref. 264. Maggiore Moretti stated that owing to the Allied Commission being unable to arrange transport, the Release order for barbed wire for use in Civitavecchia, had expired and it would be necessary to re-new the indent, this was being arranged. Chairman considered that as the requirement of barbed wire was of primary importance in effecting better security in the port area, he thought Maggiore Moretti should impress upon the A.C. how essential it was that this be supplied without delay. Maggiore Moretti agreed that this would be done.

Maggiore Moretti.

293. CEMENT SUPPLIES. Ref. 297. Ingegnere Bucalossi informed the Committee that a Release order for 300 tons of cement for August had been received and would be supplied from the "Italcementi" works in Civitavecchia.

294. RAILWAY FACILITIES. Ingegnere Bucalossi reported, it had been approved that the rail facilities serving Tomasso quay (No.3 berth) be extended to serve berths Nos. 1 and 2 and work on this scheme would commence in the near future.

Next Meeting:- Monday, 13th August, 1945 at 10.00 hrs.

WAR
CIVITAVECCHIA

Chairman: Port Working Committee,
Civitavecchia.

7th August, 1945.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 30th July 1945.

Present:-

Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
Mr. H. Harris,	U.S. War Shipping Administration,
Lt.Comm.Allamandi,	N.O.I.C., N.C.S.O., Civitavecchia,
Col. V.Guarino,	Il Colonnello di Porto Comandt.,
Mag. S.Grassi,	Il Maggiore di Porto,
Mag. P.Moretti,	Port Liaison Officer,
Capitano Testa,	Asst. Port Liaison Officer,
Ingr. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
Capitano M.Abriani,	Co.Ge.Na.,
Signor D.Biferali,	Representing Compagnia Portuale.

Min. Chairman welcomed Maggiore Salvatore Grassi, who is to succeed Col.Guarino as Capitaneria di Porto, to that and subsequent meetings and thanked Col. Guarino for the assistance he had given the Committee during his term of duty as Capitaneria di Porto. Capitano Abriani representing Co.Ge.Na., was also welcomed to the Meeting.

Minutes of Last Meeting.

Action By.

275. DIVERS' SURVEY OF PORT ENTRANCE. Ref.270. Ingegnere Bucalossi stated divers had made a survey at the entrance of the harbour but as he had been unable to contact and consult with the pilot responsible for piloting the two American vessels whose Masters had reported the incidents of fouling, he was unable to state whether the survey made had covered the area where the fouling was assumed to have occurred. Capitaneria di Porto said he would instruct the pilot to contact Ingegnere Bucalossi immediately.

Capitaneria di Porto.

T U G S. Ref.271. N.O.I.C. reported the tug "Luigi" was to be towed to Naples for a refit, by the tug "Lampedusa". The "Carlo Bruno" which has been sent from Naples to relieve the "Lampedusa" was, N.O.I.C., stated, the type of tug needed for berthing duties at Civitavecchia. Chairman suggested N.O.I.C. should make representations to the Italian Ministry of Marine, requesting they influence N.O.I.C., Naples, to allocate the "Carlo Bruno" to Civitavecchia permanently as a berthing tug to replace the "Lampedusa", emphasising the latters unsuitability for berthing large vessels. N.O.I.C. undertook to signal the Ministry as suggested, also pointing out that as the "Carlo Bruno" had auxiliary pumps for fire-fighting purposes, a dual reason presented itself, owing to the absence in the port of the latter, why this tug should remain.

Naval Officer-in-Charge.

D R E D G I N G. Ref.272. Chairman reported that a Meeting

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Min. Chairman welcomed Maggiore Salvatore Grassi, who is to succeed Col.Guarino as Capitaneria di Porto, to that and subsequent meetings and thanked Col. Guarino for the assistance he had given the Committee during his term of duty as Capitaneria di Porto. Capitano Abriani representing Co.Ge.Na., was also welcomed to the Meeting.

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Naval Officer-in-Charge.

D R E D G I N G. Ref.272. Chairman reported that a Meeting on Dredging which would decide upon future allocations of dredgers, was to be held on the 2nd August, in Naples; he considered, taking into account the urgency of a dredging operation being undertaken at Civitavecchia, especially in the area of Berth NO.8, that a bid be made to the aforementioned Meeting, requesting the allocation of a dredger immediately on the basis that the dredging of No.8 Berth would enable Civitavecchia to accept an additional "Liberty" type ship. This was agreed, Chairman undertaking to take the matter up with D.O.H.C., and Maggiore Moretti with Allied Commission.

Chairman.
Maggiore Moretti.

"CAMPBELL COMMITTEE" REPORT. Ref.273. Capitaneria di Porto stated he had now received a copy of the "Campbell Committee" Report but instructions on applying the many principles of future policy contained in the Report, were still awaited from the Ministry of Marine.

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WATER BOAT "IDERA". Ref.274. N.O.I.C. stated that it was last reported the water boat "Idera" was at Ischia.

276. BARBED WIRE. Ref.255. Maggiore Moretti stated the Allied Commission were arranging with Movements, Florence, for the transportation of barbed wire to Civitavecchia.

277. BERTH NO. 1. Ref.259. Capitaneria di Porto referred to the anchors of the wrecked vessel "Citth di Trieste" and their utilisation for mooring a buoy off No.1 Berth, stating it would be necessary to employ the floating crane "Trieste" to lift the anchors and chains. It was agreed that the "Trieste" be employed to salvage the equipment needed, from the "Citth di Trieste", at the first opportunity, Capitaneria di Porto undertaking to issue instructions accordingly to the Officer-in-Charge of salvage operations.

Capitaneria di Porto.

278. UTILISATION OF FLOATING CRANE. Ref.259. N.O.I.C. reported the "Trieste" had removed the sunken tug "Domenico" from the vicinity of No.5 Berth and was now being utilised to lift two sunken barges near Berth No.2. Chairman stressed the importance of the crane being employed on repairs to the breakwater, which, he said, was the primary reason for the crane being sent to Civitavecchia. N.O.I.C. stated it was intended, x now that the tug "Carlo Bruno" had arrived, to put the crane at the disposal of Genio Civile to lift and place the large cement blocks into the breach of the seawall; this, he said, could only be done when favourable weather conditions permitted and before 11.00 hours and after 14.00 hours each day, owing to strong currents which would prevent the crane operating on the off-shore side of the breakwater between the hours stated. At Capitaneria di Porto's suggestions, it was agreed the tug "Carlo Bruno" should stand-by the "Trieste" when the latter was working on the off-shore side of the sea-wall. In reply to Chairman, Ingegnere Bucalossi stated it would take seven to eight fine weather days to complete the work the "Trieste" was required to do.

279. BARGES "DOLLY" and "SUSSEX". Ref.262. Capitaneria di Porto informed the Committee that the lumber for making hatch covers for the barges "Dolly" and "Sussex" had arrived; this had been checked and stored in accordance with instructions. Capitaneria di Porto agreed, at Chairman's suggestion, to make out and forward a Receipt for the lumber, to the Allied Commission. Mr. Harris stated that as the quantity of lumber received was in excess of requirements, the balance remaining, after the hatch covers had been made, should be dispatched, at the first opportunity, to either Naples or Leghorn where lumber was urgently needed for loading programmes. Capitaneria di Porto agreed for this to be done and Maggiore Moretti undertook to request Compagnia Meridionale to expedite the making of hatch covers and other structural repairs necessary to make the barges sea-worthy.

Capitaneria di Porto.
Maggiore Moretti.

Maggiore Moretti stated the Allied

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No.5 Berth and was now being utilised to lift two sunken barges near Berth No.2. Chairman stressed the importance of the crane being employed on repairs to the breakwater, which, he said, was the primary reason for the crane being sent to Civitavecchia. M.O.I.C. stated it was intended, now that the tug "Carlo Bruno" had arrived, to put the crane at the disposal of Genio Civile to lift and place the large cement blocks into the breach of the seawall; this, he said,could only be done when favourable weather conditions permitted and before 11.00 hours and after 14.00 hours each day, owing to strong currents which would prevent the crane operating on the off-shore side of the breakwater between the hours stated. At Capitaneria di Porto's suggestions, it was agreed the tug "Carlo Bruno" should stand-by the "Trieste" when the latter was working on the off-shore side of the sea-wall. In reply to Chairman, Ingegnere Bacolosai stated it would take seven to eight fine weather days to complete the work the "Trieste" was required to do.

279. BARGES "POLLY" and "HUSKER". Ref.262. Capitaneria di Porto informed the Committee that the lumber for making hatch covers for the barges "Polly" and "Husker" had arrived; this had been checked and stored in accordance with instructions. Capitaneria di Porto agreed, at Chairman's suggestion, to make out and forward a Receipt for the lumber, to the Allied Commission. Mr. Harris stated that as the quantity of lumber received was in excess of requirements, the balance remaining, after the hatch covers had been made, should be dispatched, at the first opportunity, to either Naples or Leghorn where lumber was urgently needed for loading programmes. Capitaneria di Porto agreed for this to be done and Maggiore Moretti undertook to request Compagnia Marittima to expedite the making of hatch covers and other structural repairs necessary to make the barges sea-worthy.

Capitaneria di Porto.
Maggiore Moretti.

280. CLEARANCE OF SCRAP METAL. Ref.265. Maggiore Moretti stated the Allied Commission were not interested in the clearing of scrap metal from the port area and had informed him the question was one for the Italian Ministry of Marine's attention. Capitaneria di Porto said he would raise the matter with the Ministry.

Capitaneria di Porto.

281. C R A F T S. Ref.266. Maggiore Moretti reported he had received a communication from the Allied Commission informing him that the question of spare parts for the grab-cranes, had been taken up with C.R.A.F.T. 104 Works Group and it was hoped the spare parts required would be supplied in the near future.

282. RAIL CLEARANCE. Mr Harris enquired if the new arrangements whereby railwagons were allocated for port clearance,was working satisfactory. Maggiore Moretti replied in the affirmative, stating that all bids were now placed with the Capo Stazione for communicating with Rome; no

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/no private bids, he said, were considered until the port's full requirements for railwagons had been met, these requirements were made known twenty four hours in advance.

283. WATER HOSES. Maggiore Moretti complained of the total lack of water hose-pipes in the port both for watering vessels and fire-fighting purposes, stating that the Municipio which controlled all the watering facilities in the port, possessed no means for procuring hose-pipes. Maggiore Moretti requested the assistance of the War Shipping Administration to supply the port's needs, which were estimated to be about four hundred feet. Chairman enquired if this shortage of essential port equipment had been brought to the notice of the appropriate Italian government department. Maggiore Moretti replied in the negative and it was suggested and agreed that before the assistance of any Allied authority was asked for, what Italian source existed, for the supply of such equipment, should first be investigated. Capitaneria di Porto agreed to approach the Ministry of Marine for assistance.

Capitaneria di Porto.

Next Meeting:- Monday, 6th August, 1945, at 10.00 hrs.

Chairman: Port Working Committee,
Civitavecchia.

31st July, 1945.

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ALCOM PORT LIAISON OFFICER CIVITAVECCHIA

Tel. Mil. 12- Civ. 55 , July 1945

Subject: Minutes of Port Meeting held on 23rd July 1945

TO/ ALCOM Transport Sub Commission PORTS & WAREHOUSE DIVISION
R O M E

1. Attached herewith are, in duplicate, the Minutes of Civitavecchia Port Meeting held on 23rd July 1945.

2. Until now, I have received no news from the Transportation Officer in Florence about the forwarding for barbed wire and pickets to Civitavecchia (Ref. let. n. AC/23/19/Tn6 of July IOth of P.W.D.)

I would wish to let you know that the Release Order was due to expire on the 31st July.

3. UTILISATION OF FLOATNG CRANE " TRIESTE ": The tug " DOMENICO " , sunk at n. 5 Berth, has been removed and carried to strand near Molo del Lazzaretto (N.W. Side). The tug a.m. is very damaged in the hull (dead works and quick works towards Bow). For his deadweight, it has not been possible to carry the DOMENICO up the slipway. For repairing, it should be necessary to dismounting the engine and the boiler from the hull, and then to carry the hull on the slipway. The power of the DOMENICO, referred by the owner, is 350 H.P.I. about.

The floating crane TRIESTE , the last two days, has not worked because it has been necessary to clean and wash the boiler and to change the Packing-rings of the winches.

4. BARGES DOLLY AND SUSSEX/ The lumber which has been ordered to construct hatch covers for the DOLLY and SUSSEX are arrived. Capitaneria di porto has been informed and all what has been suggested by the Chairman of the PORT WORKING COMMITTEE will be done.

I know that an estimated account for repairing of the DOLLY has been forwarded to Compagnia Marittima. 7350

5. CLEARANCE OF SCRAP METALE: About this subject, I have spoken with the Cheif Ports & Warehouse Division , who told me that the

#406 AC/19/Tn6/III..

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question must be exposed to the ISPETTORA FUNZIONAME TO PORTI (Col. LAURICELLA) .-by Capitaneria di porto.

I will refer in this way at the next Meeting.

A.C. PORT LIAISON OFFICER CIVITAVECCHIA

Maggiore di porto P. MORETTI

c.c. H.Q., Allied Commission, Transportation Sub-Commission.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 23rd July, 1945.

Present:-

Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
Mr. H.Harris,	U.S. War Shipping Administration,
Lt.Comm.Allemandi,	N.O.I.C., N.C.S.O., Civitavecchia,
Col. V. Guarino,	Il Colonnello di Porto Comandt.,
Capitano Testa,	Acting Port Liaison Officer,
Ingr. Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
Signor P.Biferali,	Representing Compagnia Portuale.

Action By.

269. **Minutes of Last Meeting.**

BARBED WIRE. Ref.259. N.O.I.C. asked if anything further had been done to arrange for the collection and transportation of barbed wire for fencing the port area, stating that the Release Order given by the Military authorities was due to expire on the 31st July. Mr. Harris said he would request the Allied Commission to make arrangements for getting the assignment collected.

Mr. Harris.

SPEED LIMIT IN DOCK AREA. Ref.258. Ingegnere Bucalossi stated appropriate signs signifying the existence in the dock area of a speed limit of 10 miles an hour were being prepared and would when ready be placed at points to be decided upon but which would include all entrances into the port.

BERTH NO.1. Ref.259. N.O.I.C. said a bollard had been fixed near the breakwater at No.1 Berth. Referring to the mooring buoy which was to be anchored near No.1 Berth as an additional mooring facility, Capitaneria di Porto stated some difficulty was being experienced in finding three suitable anchors each of four tons weight. On the chairman's suggestion Capitaneria di Porto undertook to investigate the possibility of finding suitable anchors on the "Sabbia" and "Città di Trieste" wreckage.

Capitaneria di Porto.

UTILISATION OF FLOATING CRANE. Ref.261. N.O.I.C. informed the Committee that all wrecks in the vicinity of No.8 Berth had been removed and the "Trieste" was now engaged on raising the sunken tug "Domenico" at No.5 Berth. N.O.I.C. mentioned the crane was being used at No.5 Berth owing to no tug being available to tow the craft to the breakwater where it had been intended, after completing work at N.8 Berth, it should be employed on repairs to the sea-wall.

DAMAGE "DOLLY" and "SUSSEX". Ref.262. Chairman referred to a communication from D.O.S.C. relative to the impending arrival of an assignment of dunnage wood which was to be used for making hatch covers for the "Dolly" and "Sussex"; he requested Capitaneria di Porto to [illegible] for checking and storing the lumber on arrival and to ensure [illegible] Mr. Harris expressed the

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Barbed wire for [illegible] Order given by the Military authorities was due to expire on the 31st July. Mr. Harris said he would request the Allied Commission to make arrangements for getting the assignment collected.

Mr. Harris.

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BARGES "DOLLY" and "SUSSEX". Ref.262. Chairman referred to a communication from D.O.H.C. relative to the impending arrival of an assignment of dunnage wood which was to be used for making hatch covers for the "Dolly" and "Sussex"; he requested Capitaneria di Porto to arrange for checking and storing the lumber on arrival and to ensure its immediate use for the purpose intended. Mr. Harris expressed the opinion that the quantity asked for, was far in excess of requirements. Chairman stated exact measurements of hatch covers needed were sent to Allied Commission who had been responsible for making the indent.

Capitaneria di Porto.

ROAD TO "CHARING CROSS" RAILHEAD. Ref.264. Ingegnere Bucalossi said the railway authorities had been approached on the matter of repairing the roads in the area of "Charing Cross" railhead, a reply was awaited.

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CLEARANCE OF SCRAP METAL. Ref.265. Capitano Testa said he understood Maggiore Moretti had [illegible]ised with the Allied Commission the question of disposing of the scrap metal lying in the port, but owing to the [illegible] indisposition through illness, ~~he was not aware illness~~, he was not aware of the Allied Commission's attitude towards the question.

SULLAGE BARGE. Ref.267. Capitaneria di Porto stated he had communicated with the Italian Ministry of Marine concerning the requisitioning of a barge suitable for sullage and had also been approached by the firm responsible for sanitary services before the war, this firm, he said, had commenced repairs on the barge formerly used, which when completed at the beginning of next month, would be put into service.

RELEASE OF ROAD IN PORT AREA. Ref.268. Capitaneria di Porto stated Via Garibaldi had become a public thoroughfare again and the fences formerly enclosing this street in the port area had been moved by the "Sindaco" in accordance with his instructions. Capitano Testa remarked that some difficulty was now being experienced in loading animals to railwagons owing to the new location and nature of the port fences. Ingegnere Bucalossi suggested the making of a gateway which, he thought, would solve the difficulty and undertook, at the Committee's request, to construct one accordingly.

Ingegnere Bucalossi.

270. DIVERS' SURVEY OF PORT ENTRANCE. The reported incidents of two American ships touching some submerged obstruction when entering the port(Ref.Min.260), was again discussed. Ingegnere Bucalossi stated a survey had been made by divers between berths 1 and 12 but no objects likely to become foul of a ship's bottom had been found. N.O.I.C. said in the area where it had been reported large cement blocks were lying, there was over fifty feet of water. It was decided that Ingegnere Bucalossi should consult with the pilot and under the pilot's directions, employ divers to survey the area where the reported fouling took place.

Ingegnere Bucalossi.

271. T U G S. Ref.251. Chairman said information had been received that the tugboat "Carlo Bruno" at present undergoing trials at Naples, would proceed, if her trials proved satisfactory, to Civitavecchia to relieve the "Lampedusa".

272. D R E D G I N G. Ref.252. Chairman informed the Committee that the question of allocating a Dredger to Civitavecchia was being considered and that it was probable one would be sent in the near future after completing a dredging operation at Piombino.

273. "CAMPBELL COMMITTEE" REPORT. Chairman asked Capitaneria di Porto if any directive had been received on applying the policy formulated in the Report of the "Campbell Committee", especially in regard to payment of stevedoring charges. Capitaneria di Porto replied in the negative, stating he had requested guidance from the Italian Ministry of Marine on the matter but had received no instructions, he would again endeavour to obtain the Ministry's attitude to the question.

Capitaneria di Porto.

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Capitaneria di Porto.

274. WATER BOAT "IDERA". Chairman referred to the water-boat "Idera" which, he said, was due to arrive in the near future. Capitaneria di Porto said the sending of the "Idera" to Civitavecchia was the outcome of a request made by him in May in answer to a circular from the Italian Ministry of Marine. Capitaneria di Porto expressed the opinion that the "Idera" would be useful in the port as a fire-boat, a service which the port lacked, she could also be used to give water to ships lying at No.12 Berth where no water points existed.

Next Meeting:- Monday, 30th July, 1945 at 10.00 hrs.

Chairman:- Port Working Committee,
Civitavecchia.

24th July, 1945.

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

H. Colonnello Guerrino. Capitano di Porto

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 16th June, 1945.

Present:-	Mr. E.V. Taylor,	Ministry of War Transport, Chairman,
	Mr. H. Harris,	U.S. War Shipping Administration,
	Maggiore Moretti,	Port Liaison Officer,
	Lt.Comm. Allamandi,	N.O.I.G., N.C.S.O.,
	Colonnello Guerino,	Il Colonnello di Porto Comandt.,
	Capitano Testa,	
	Ingegnere Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-construction,
	Signor P. Biferali,	Representing Compagnie Portuale.

Min.

254. Minutes of Last Meeting. Action By.

BOLLARDS ON NO. 12 BERTH. Ref.249. Ingegnere Bucalossi stated that owing to the damaged state of the breakwater near No.12 Berth it was not possible to set bollards in a sound foundation; as an alternative, a heavy chain had been fastened around a solide structure to which the lines from the vessel at present using the berth had been satisfactorily made fast.

T U G S. Ref.251. Chairman stated that a Report on the tug situation at Civitavecchia had been sent by him to the D.O.H.C., who he hoped would bring the rather deplorable state of a tug services in the port, to the notice of the authority from whom action on such matters was expected.

D R E D G I N G. Ref.252. Chairman said he had spoken to the D.O.H.C., on the question of allocating a dredger for dredging near No.8 berth and other areas where necessary, but was unable to give any definite information on whether one would be made available, he would continue to stress the urgency of a dredging operation being undertaken in order to make No.8 berth, now nearing completion, suitable for accepting "Liberty" type vessels.

255. BARBED WIRE. Ref.244. Maggiore Moretti said the Allied Commission were making the necessary arrangements for the collection and transportation to Civitavecchia, of the assignment of barbed wire released by Allied Military authorities for repairing the fences of the Port area.

256. DEPTHS OF WATER AT NOS. 1 & 2 BERTHS. Ref.240. Ingegnere Bucalossi informed the Committee that soundings had been made of the depth of water in the vicinity of Nos. 1 & 2 berths, these showed no change to those already recorded, with the exception of slight erosion of the blown quay faces is embarked upon.

257. CEMENT SUPPLIES. Ref.246. Chairman informed Ingegnere Bucalossi that 300 tons of cement had been released for Port re-construction and although the initial release made out at the request of Mr.Harris, had

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Min.

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257. CEMENT SUPPLIES. Ref.246. Chairman informed Ingegnere Bucalossi that 300 tons of cement had been released for Port re-construction and although the initial release made out at the request of Mr.Harris, had stipulated the cement being collected from Colleferro, he had now arranged for the allocation to be made from supplies available in Civitavecchia. Ingegnere Bucalossi mentioned having received two allocations to be collected at Civitavecchia.

258. SPEED LIMIT IN DOCK AREA. Chairman suggested the institution of a speed limit in the dock area of 10 miles an hour, stating that the clouds of dust created when vehicles travelled at speeds which he considered excessive, was comparable to fog and created an un-necessary element of danger in the dock area. This was agreed to, Ingegnere Bucalossi being requested to prepare signs written in English and

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and Italian to be placed at each entrance to the port and at elected points throughout the port area and that Capitaneria di Porto instruct the Carabinieri to enforce this ruling.

Ingegnere Bucalossi.
Capitaneria di Porto.

259. BERTH NO. 1. Chairman referred to the way vessels were being berthed at No.1 Berth, pointing out the danger which existed when mooring lines were made fast to the staging, he considered the strain on the staging, caused by the movement of any vessel so moored, to be too great and likely in time, to cause damage resulting in the berth becoming unusable It was suggested and agreed that a buoy be moored in a position to be agreed upon by N.O.I.C. and Ingegnere Bucalossi.

N.O.I.C.
Ingegnere Bucalossi.

260. P I L O T A G E. Referring to a report made by the Masters of two American vessels that their ships, when entering the harbour had touched some submerged obstruction, chairman suggested the pilot should make a report to the Capitaneria di Porto on the behaviour of all vessels entering and leaving the port. Capitaneria di Porto agreed to give instructions accordingly and mentioned the absence of any obstruction in the area where the reported fouling of the vessels referred to had taken place.

Capitaneria di Porto.

261. UTILISATION OF FLOATING CRANE. N.O.I.C. reported progress in the work of removing the wrecks in the vicinity of No.8 berth, stating it was anticipated this work would be complete by 15th July, when the "Trieste" would be put at the disposal of Genio Civile for work on the sea-wall. It was agreed that a weekly report be given by the Officer-in-Charge of Divisione Ricuperi or Genio Civile on the work done by the crane, which would be submitted to the Committee by N.O.I.C., who undertook to give the necessary instructions.

N.O.I.C.

262. BARGES "DOLLY" AND "SUSSEX". Replying to chairman, Capitaneria di Porto stated the barge "Sussex" was now being utilised but could not be used to capacity on the Fiumicino service owing to lack of hatch-covers; the "Dolly" still awaited repairs. Chairman considered that the time taken to put these two barges into service was excessive and requested Maggiore Moretti to raise the matter with Allied Commission with the object of compelling the Compagnia Marittima, to whom the barges had been allocated for operation, to take some action.

Maggiore Moretti.

263. WATER SUPPLY AT NO. 8 BERTH. Ingegnere Bucalossi informed chairman that provision was being made for water and electric light supplies on No.8 berth.

264. ROAD TO "CHARING CROSS" RAILHEAD. Maggiore Moretti referred to the bad state of the road approaches to "Charing Cross" railhead, mentioning the difficulty being experienced by horse drawn vehicles

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all vessels entering and leaving the port. Capitaneria di Porto agreed to give instructions accordingly and mentioned the absence of any obstruction in the area where the reported fouling of the vessels referred to had taken place.

Capitaneria di Porto.

261. UTILISATION OF FLOATING CRANE. E.O.I.C. reported progress in the work of removing the wrecks in the vicinity of No.8 berth, stating it was anticipated this work would be complete by 18th July, when the "Trieste" would be put at the disposal of Genio Civile for work on the sea-wall. It was agreed that a weekly report be given by the Officer-in-Charge of Divisione Ricuperi or Genio Civile on the work done by the crane, which would be submitted to the Committee by E.O.I.C., who undertook to give the necessary instructions.

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263. WATER SUPPLY AT NO. 8 BERTH. Ingegnere Bucalossi informed chairman that provision was being made for water andelectric light supplies on No.8 berth.

264. ROAD TO "CHARING CROSS" RAILHEAD. Maggiore Moretti referred to the bad state of the road approaches to "Charing Cross" railhead, mentioning the difficulty being experienced by horse drawn vehicles using these roads. Ingegnere Bucalossi undertook to have the roads attended to and mentioned work was to commence that week on the construction of a permanent roadway(Ref.Min.337.) to No.11 berth.

Ingegnere Bucalossi.

265. CLEARANCE OF SCRAP METAL. The large quantities of scrap metal lying at different areas in the port was mentioned by the chairman, who suggested that Allied Commission be requested to approach the appropriate Italian Government department to arrange for its removal on the grounds that if a policy of back filling had ever to be resorted to, it would be greatly handicapped by the non-removal of this scrap. The Committee agreed, Maggiore Moretti being requested to raise the question with Allied Commission.

Maggiore Moretti.

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266. C R A N E S. Capitaneria di Porto stated spare parts were needed for the crane-grabs, which, if not supplied, would involve a complete breakdown of these mechanical appliances. Maggiore Moretti mentioned the requirements had already been communicated to Allied Commission and he would again press the urgency of this question.

Maggiore Moretti.

267. BULLAGE BARGE. Mr. Harris mentioned that ships were experiencing difficulty in getting rid of refuse. Chairman suggested the use of a barge to service vessels each morning, afterwards being towed a short distance out to sea where the refuse could be dumped. Capitaneria di Porto referred to a suitable barge for this work but mentioned it was privately owned and he could not requisition without authority from the Ministry of Marine. The Committee agreed the necessity of the barge referred to, being utilised as a "Bullage barge" and requested Capitaneria di Porto to take the matter up with the Ministry of Marine.

Capitaneria di Porto.

268. RELEASE OF ROAD IN PORT AREA. Capitaneria di Porto stated an application had been received from Sindaco for the opening up to the public, of a road known as Via Garibaldi, which was at present within the bounds of the port area, this, he said, would necessitate the removal of barbed wire fences. The Committee agreed that the road should be re-opened to the public providing the Sindaco would be responsible for moving the fences to a line constituting the commencement of the port area and which should be decided upon by Capitaneria di Porto.

Capitaneria di Porto.

Next Meeting:- Monday 23rd July, 1945, at 10.00 hrs.

Chairman: Port Working
Committee,
Civitavecchia.

17th July, 1945.

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c.c. H.Q., Allied Commission, Transportation Section.

Civitavecchia Port Working Committee.

Minutes of Meeting Held on 9th July, 1945.

Present:-

Mr. [illegible] Taylor,	Ministry of War Transport, Chairman,
Maggiore Moretti,	Port Liaison Officer,
Mr. - Harris,	U.S. War Shipping Administration,
Lt. Comm. Allemandi,	N.O.I.C., N.C.N.O.,
Colonnello Guarino,	Il Colonnello di Porto Commandt.,
Capitano Testa,	
Ingegnere Bucalossi,	Italian Civil Engineer-in-Charge of Port Re-Construction,
D. Miforali,	Representing Compagnia Mortuale.

Min. 248.

Action By.

Minutes of Last Meeting.

[illegible] Ref.[illegible]. Ingegnere Bucalossi stated plans of the proposed roadway to No.11 berth had been forwarded to the Ministry of Public Works whose sanction to commence work on the scheme was awaited.

[illegible] Ref.[illegible]. Information was given by N.O.I.C. that the floating crane "[illegible]" had arrived that morning. N.O.I.C. who undertook to give instructions to the Officer-in-Charge of salvage, to commence immediately to utilize the crane, stated that such preparatory work, in order to avoid delay in removing the wrecks near No.8 berth, had already been done.

N.O.I.C.

[illegible] Ref.240. Replying to Chairman, Ingegnere Bucalossi stated, soundings were to be made in the vicinity of Nos. 1 [illegible] berths, when the depths of water and recorded changes as compared with the last soundings made, would be made known. Referring to the re-facing of No.1 berth, quay face, Ingegnere Bucalossi said a plan for this work and the estimate cost, which was six million lire, had been forwarded to the Ministry of Public Works for their consideration.

Ingegnere Bucalossi.

[illegible] Ref.244. Maggiore Moretti mentioned he had informed the Allied Commission of the release of an assignment of barbed wire for repairing Port fences, requesting they provide transport for collecting at the source of supply and delivery to Civitavecchia.

[illegible] Ref.[illegible]. Maggiore Moretti stated the Allied

Min.
248.

Action By.

Minutes of last Meeting.

[illegible] Ref.237. Ingegnere Bucalossi stated plans of the proposed roadway to No.11 berth had been forwarded to the Ministry of Public Works whose sanction to commence work on the scheme was awaited.

[illegible] Ref.235. Information was given by [illegible] that the floating crane "[illegible]" had arrived that morning. [illegible] who undertook to give instructions to the Officer-in-Charge of salvage, to commence immediately to utilise the crane, stated that much preparatory work, in order to avoid delay in removing the wrecks near No.8 berth, had already been done.

[illegible]

[illegible] Ref.240. Replying to Chairman, Ingegnere Bucalossi stated, soundings were to be made in the vicinity of Nos. 1 & 2 berths, when the depths of water and recorded changes as compared with the last soundings made, would be made known. Referring to the re-facing of No.1 berth, Quay face, Ingegnere Bucalossi said a plan for this work and the estimate cost, which was six million lire, had been forwarded to the Ministry of Public Works for their consideration.

Ingegnere Bucalossi.

[illegible] Ref.244. Maggiore Moretti mentioned he had informed the Allied Commission of the release of an assignment of barbed wire for repairing Port fences, requesting they provide transport for collecting at the source of supply and delivery to Civitavecchia.

[illegible] Ref.245. Maggiore Moretti stated the Allied Commission had arranged with Società dei Sili, owners of the warehouse on No. 8 berth, to use its facilities to store a consignment of food supplies, these, he said, would remain in storage pending transhipment elsewhere by the "Costante C.".

[illegible] Ref.246. Ingegnere Bucalossi referred to the continual shortage of cement, stating that adequate supplies were available at the Italcementi works in Civitavecchia but this was blocked by Allied Commission. Chairman thought this was a matter particularly for the Italian Ministry of Public Works, but Ingegnere Bucalossi expressed that the Ministry, despite the many representations he had made on the matter, seemed unable to alter the situation. Chairman said he would endeavour to obtain a release of the usual monthly allocation of cement. Mr.Harris also stating he would raise the question in Rome with Allied Commission.

Mr.Harris. Chairman.

249. [illegible] Chairman enquiring about mooring facilities

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facilities at No.1 berth, was informed by N.S.I.C. that there was only one bollard to which lines run from the starboard quarter of vessels mooring there, could be made fast, lines from the port quarter being made fast to other objects on the quay. Chairman considered this arrangement was most unsatisfactory and suggested the provision of two additional bollards. This was agreed, Inspector Bacalossi being requested to put two bollards at points on the quay the location to be decided upon by Capitaneria di Porto and N.S.I.C.

Capitaneria di Porto.
N.S.I.C.
Inspector Bacalossi.

250. [illegible] Replying to Chairman Signor Biferali stated that casual labourers were employed only when labour classified as permanent, was absorbed. Signor Biferali said some difficulty was being experienced in obtaining casual workers owing to many of them having gone into the country to work on harvesting but it was expected to increase the number of permanent workers by 130, in the near future. Chairman asked if, when cases of indiscipline occurred, amongst permanent labourers, whether it was possible to discharge the offenders. Capitaneria di Porto stated that according to Italian law as at present constituted, this was not possible.

251. [illegible] In reply to Chairman N.S.I.C. stated the tug "Luigi" can be sent to Naples to complete repairs to hull and engine, she would be towed to Naples by the tug "[illegible]". A signal, [illegible] said, had been sent to the Italian Ministry of Marine and [illegible] Naples, requesting a relief tug be sent to Civitavecchia; no reply had yet been received.

252. [illegible] The necessity of dredging certain areas of the port, principally in the vicinity of No.[illegible] berth, was discussed. Chairman considered that if a dredging operation could be carried out after the "Trieste" and removed the wrecks near No.[illegible] berth, "Liberty" type ships with general cargoes might be discharged in two thirds of the time at present taken. It was agreed that a request be put forward for a "Pocket" type dredger, Chairman undertaking to raise the matter with S.[illegible].

Chairman.

253. [illegible] Ref.226. Mr. Harris said he understood a requisition for two huts had been made by A.C., these had a holding capacity of [illegible] tons each.

Next Meeting:- Monday:- 19th July, 1945, at 10.00 hrs.

MINISTRY OF WAR TRANSPORT CIVITAVECCHIA

[illegible] Port Working Committee,
Civitavecchia.
19th July, 1945.

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C.C. H.Q., Allied Commission, Rome.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on the 3rd July, 1945.

Present:- Mr. E.V. Taylor, Ministry of War Transport, Chairman,
Maggiore Moretti, Port Liaison Officer,
Lt. Commander Allemandi, N.O.I.C., N.C.S.O.,
Colonnello Guarino, Il Colonnello di Porto Comandt.,
Tenente di Vascello Dordoni, Asst. N.O.I.C.,
Capitano Testa,
Ingegnere Bucalossi, Italian Civil Engineer-in-Charge of Port Re-construction.
Signor Volpi Francesco, Representing Compagna Portuale.

Signor Volpi representing the Compagnia Portuale was welcomed to the Meeting by the Chairman.

Min.

239. **Minutes of Last Meeting.** **Action By.**

LAYING OF ROADWAY TO NO.11 BERTH. Ref.237. Plans of the proposed roadway to berth No.11 were submitted to the Committee by Ingegnere Bucalossi and approved, Ingegnere Bucalossi being requested to make known to the Ministry of Public works the Committee's re-commendation that the scheme be undertaken without delay. **Ingegnere Bucalossi.**

FLOATING CRANE. Ref.235. Chairman stated information had been received that the floating crane "TRIESTE" with a lifting capacity of 120 tons, had left Naples for Civitavecchia where it was due to arrive on the 3rd/4th July; he emphasized the importance of making immediate and continous use of the crane, pointing out that the possibility always existed of the crane being sent elsewhere at short notice. The Committee decided after discussing the order of priority of work to be undertaken, that the wrecks in the vicinity of No.8 berth should first be removed, repairs to the breakwater undertaken and the tugboat "DOMENICO" lying near No.5 berth lifted, the priority of other work being decided by the Capitaneria di Porto in consultation with the Officer-in-Charge of the Naval Salvage Party. **Capitaneria di Porto.**

240. **DEPTHS OF WATER AT NOS. 1 & 2 BERTHS.** Chairman mentioned the pilot had reported a decrease in the depths of water alongside Nos. 1 & 2 berths as a result of silting caused by the erosion of the blown quay faces. Tenente Dordoni expressed the view that the erosion would cease if and when the breach in the sea-wall opposite Nos. 1 & 2 berths was built up. Replying to chairman, Ingegnere Bucalossi stated sanction by the Ministry of Public Works to commence work on re-facing No.1 berth was still awaited but he would express to them

Signor Volpi Francesco, Representing Compagnia Portuale.

Signor Volpi representing the Compagnia Portuale was welcomed to the Meeting by the Chairman.

Min.

239. Minutes of last Meeting. Action By.

LAYING OF ROADWAY TO NO.11 BERTH. Ref.237. Plans of the proposed roadway to berth No.11 were submitted to the Committee by Ingegnere Ducalossi and approved, Ingegnere Ducalossi being requested to make known to the Ministry of Public Works the Committee's re-commendation that the schemb be undertaken without delay. Ingegnere Ducalossi.

FLOATING CRANE. Ref.235. Chairman stated information had been received that the floating crane "[illegible]" with a lifting capacity of 120 tons, had left Naples for Civitavecchia where it was due to arrive on the 3rd/4th July; he emphasised the importance of making immediate and continous use of the crane, pointing out that the possibility always existed of the crane being sent elsewhere at short notice. The Committee decided after the order of priority of work to be undertaken, that the wrecks in the vicinity of No.3 berth should first be removed, repairs to the breakwater undertaken and the tugboat "[illegible]" lying near No.3 berth lifted, the priority of other work being decided by the Capitaneria di Porto in consultation with the Officer-in-Charge of the Naval Salvage Party. Capitaneria di Porto.

240. DEPTHS OF WATER AT NOS. 1 & 2 BERTHS. Chairman mentioned the pilot had reported a decrease in the depths of water alongside Nos. 1 & 2 berths as a result of silting caused by the erosion of the blown quay faces. Tenente Dordoni expressed the view that the erosion would cease if and when the breach in the sea-wall opposite Nos. 1 & 2 berths was built up. Replying to chairman, Ingegnere Ducalossi stated sanction by the Ministry of Public Works to commence work on re-facing No.1 berth was still awaited but he would express to them the necessity that this work be undertaken as soon as possible. Ingegnere Ducalossi.

241. WATERING FACILITIES. Ingegnere Ducalossi informed the Committee that water points at No. 4 berth were now available and work had commenced on laying a pipe line to No. 3 berth.

242. "WILL B. GILES". Maggiore Moretti stated that pilfering on a small scale by dock-workers had occured during the discharge of the "Will B.Giles" but it had been reported that breaching of cargo by ship's personnel had been very evident; this had been reported to the Master of the ship and the agents of the War Shipping Administration.

243. WAREHOUSE BREAK-IN. Chairman referred to an attempted robbery by armed men of merchandise stowed in the warehouse of the Consorzio Agrario. He was informed by Maggiore Moretti that the Captain of the Carabinieri was preparing a Report on the incident that four men involved had been caught by the Carabinieri and were now in custody pending removal to Rome for trial.

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244. BARBED WIRE. Tenente Dordoni informed the Committee that five tons of barbed wire for repairing the fences of the Port area(Ref.Min.225.) had been allocated and was awaiting transportation from Rome. Maggiore Moretti was requested to arrange through A.C. for its collection and transportation to Civitavecchia.

Maggiore Moretti.

245. WAREHOUSE AT NO. 8 BERTH. Maggiore Moretti mentioned a request made by A.C. for warehouse storage space for One thousand six hundred and thirty four tons of supplies which he understood to be military. Replying to chairman Ingegnere Bucalossi stated the warehouse on No.8 berth could now be used. Chairman considered that as this warehouse was for goods in transit and likely to remain in storage for maximum periods of two to three days it was necessary for Maggiore Moretti to ascertain from A.C. how long it was intended the goods should be stored and furthermore, as the warehouse was owned by the Società dei Sili, arrangements to use space in it would have to be made with that body.

Maggiore Moretti.

246. CEMENT SUPPLIES. Ingegnere Bucalossi stated that work on port re-construction was now considerably handicaped owing to shortage of cement. Chairman undertook to raise the question with Allied Commission.

Chairman.

247. REMOVAL OF WRECKS BY EXPLOSIVES. Ingegnere Bucalossi complained against the using of explosives for breaking up wrecks, stating that damage to completed re-construction work was likely to occur if blasting was permitted to continue. N.O.I.C. undertook to give instructions to Naval Salvage and othersengaged in removal of wrecks, to dis-continue using explosive charges.

N.O.I.C.

Next Meeting:- Monday 9th July, 1945 at 10.00 hours.

Note:- Meeting convened for Monday 2nd July, was postponed until 3rd July at the request of Capitaneria di Porto and the Naval Officer-in-Charge.

E. V. Taylor

Chairman:- Port Working Committee,
Civitavecchia.

4th July, 1945.

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

A.C. PORT LIAISON OFFICER CIVITAVECCHIA

TO/ PORT WAREHOUSE DIVISION A.C.
R O M E

Subject/ Minutes of the Meeting of Civecchia Port held on the 25th June '45

1) Herewith enclosed please find two copies of the Meeting of Civecchia Port Working Committee, held on the 25th inst.

2) Reference Minutes 235 — PORT RE-CONSTRUCTIONS: I beg to marke out the opportunity to collect the cement (350 ton.) needed for this Port - Reconstruction Works from stocks located at Italce - menti in Civitavecchia.

3) Ref. Min. n. 237 — LAYING OF ROADWAY TO N. 11 BERTH: In my report of the 15th Inst. , I have already referred to the A.C. PWD about the inconvenient of the Berth n. 11 served only by rail, and about the necessity to construct a roadway to serve Berth n. 11.- Such a construction should be carried out as quick as possible.- If it is possible, a suggest about this subject to the Ministry of Pubblic Works from A.C. P.W.D. would be very useful.

4) Ref.Min. 225 — SECURITY (Meeting held on the 11th June 1945) Ing. Bucalossi Italian Civil Engin. in charge of the Port Re-Construction of Civecchia has informed that the amount of barbed wire and staples needed for repairing the fencing of the port area is:
a) meters 1100 barbed wire (rete metallica spinata) height 2 meters at least;
b) N. 5400 staples to fix the barbed wire to the pales.

CIVITAVECCHIA 28th JUNE 1945

A.C. PORT LIAISON OFFICER CIVITAVECCHIA
(Maggiore di porto P. Moretti)
Moretti

Filed H.Q. 12356 Section 3.3/NND No. 782021

roadway to serve Berth n. 11.-
Such a construction should be carried out as quick as possible.-
If it is possible, a suggest about this subject to the Ministry of Pubblic Works from A.C. P.W.D. would be very useful.

4) Ref.Min. 225 SECURITY(Meeting held on the 11th June 1945) Ing. Bucaloasi Italian Civil Engin. in charge of the Port Re-Construction of Cvecchia has informed that the amount of barbed wire and staples needed for repairing the fencing of the port area is:
a) meters 1100 barbed wire (rete metallica spinata) height 2 meters at least;
b)N. 5400 staples to fix the barbed wire to the pales.

CIVITAVECCHIA 28th JUNE 1945

A.C. PORT LIAISON OFFICER CIVITAVECCHIA
(Maggiore di porto P. Moretti)
Moretti

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c.c. H.Q. Allied Commission, C.M.F.

91. Savigonta Port Working Committee

Meeting held on the 25th Dec. 1945.

Present:-

Mr. E.V. Taylor, Ministry of War Transport, Chairman.
Mr. Martin, War Shipping Administration Representative.
Lt. Commander Alimondi, R.N.I.N., U.S.N.R.,
Colonello Guarino, Il Colonello di Porto Comando.,
Capitano Porta,
Ingegnere Rusciosi, Italian Civil Engineer-in-Charge of Port Re-construction.

Min.
236. Minutes of last meeting. Action By.

P.A.P.E.E. Ref.Min.230. Chairman stated he had received a communication from the Allied Commission which outlined that the barges "Chaser" and "Bully" had been allocated to the Compagnia Portuale for operating on the Civitavecchia/Fiumicino service. Replying to chairman, Capitaneria di Porto said that the "Chaser" was ready, with the exception of fitting a pump, for service, but the "Bully" still needed considerable repairs; it was intended, he said, that the stevedoring firm of "Chaser", who were acting as agents for Compagnia Portuale in Civitavecchia, be approached to assist in having these repairs carried out. Capitaneria di Porto reported that the "Monte Amiata" was expected to arrive in the near future. Chairman mentioned that the U.N.R.R.A. and the A.C., had the matter of additional barges for Civitavecchia in hand, but it was doubtful whether the "Bocciarelli" now at Leghorn, would be allocated to Civitavecchia.

"Chaser" & "Bully". Ref.Min.235. Mr. Martin said that the Allied Commission were still reviewing the possibilities of utilising "Chaser" and "Bully" hulks as temporary storage sheds, but he understood that no definite action to procure them had yet been taken.

Port Re-construction. Ref.Min.232. Chairman informed Ingegnere Rusciosi it was anticipated, though not definitely decided, that a 120 ton floating crane would be sent to Civitavecchia shortly.

Electrical Wiring Equipment. Ref.Min.234. Capitaneria di Porto informed chairman that the progress made in discharging the "Will. D. Gil." was satisfactory and he was able to report that the precautions taken to safeguard against pilferage had been most effective.

236. Portuale Section C.G.I.L. Chairman referred to the Compagnia Portuale and the important function which that organisation was performing in relation to port operations; he thought that their representation on the Port Working Committee would be useful when dealing with port labour questions. The Committee agreed. Capitaneria di Porto

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H.A.T.S. "". Ref. Min.225. Chairman stated he had received a communication from the Allied Commission which outlined that the barges "Tanaro" and "Dolly" had been allocated to the Compagnia Portuale for operating on the Civitavecchia/Maddalena service. Replying to chairman, Capitaneria di Porto said that the "Tanaro" was ready, with the exception of fitting a pump, for service, but the "Dolly" still needed considerable repairs; it was intended, he said, that the stevedoring firm of "Tanaro", who were acting as agents for Compagnia Marittima in Civitavecchia, be approached to assist in having these repairs carried out. Capitaneria di Porto reported that the "Punta Ardea" was expected to arrive in the near future. Chairman mentioned that the R.O.W.C. and the A.T., had the matter of additional barges for Civitavecchia in hand, but it was doubtful whether the "Koningsberg" now at Leghorn, would be allocated to Civitavecchia.

"Tanaro" & "Tanaro" Ref. Min.235. Mr. Marvin said that the Allied Commission were still reviewing the possibilities of utilising "Tanaro" and "Tanaro" hulks as temporary storage sheds, but he understood that no definite action to procure them had yet been taken.

PORT RECONSTRUCTION. Ref. Min.235. Chairman informed Ingegnere Buonlessi it was anticipated, though not definitely decided, that a 120 ton floating crane would be sent to Civitavecchia shortly.

SANITATION MEASURES PROPOSED. Ref. Min.234. Capitaneria di Porto informed chairman that the progress made in discharging the "Will. B. Gil." was satisfactory and he was able to report that the precautions taken to safeguard against pilferage had been most effective.

236. COMPAGNIA PORTUALE & P.L.G. Chairman referred to the Compagnia Portuale and the important function which that organisation was performing in relation to port operations; he thought that their representation on the Port Working Committee would be useful when dealing with port labour questions. The Committee agreed. Capitaneria di Porto expressing the opinion that extending an invitation to the Compagnia Portuale to send a representative these meetings, would be an acknowledgment of the interest shown by that body in bringing about the improved labour situation in the port. Capitaneria di Porto undertook to write to the Compagnia Portuale, requesting they send a representative to the next meeting.

Capitaneria di Porto.

237. LAYING OF ROADWAY TO NO.11 BERTH. Chairman referred to the possibility of constructing a roadway to No.11 berth; he considered that if this berth was served by road as well as rail facilities, distinct advantages would be gained; especially when cargoes were intended for local consignees. The Committee concurred with the suggestion, Ingegnere Buonlessi undertaking to draw up plans which would be submitted first to the committee and then to the Ministry of Public

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Public Works for approval.

Ingegnere Ducaloni.

238. BOOTS FOR DOCK-WORKERS. Ref. 273. R.O.I.C. informed the Committee that a quantity of pairs of boots had arrived that morning from Naples on board an Italian destroyer. Capitaneria di Porto remarked that the boots would be sold to dock-workers only, the limited number not permitting an issue to such units as the Carabinieri.

Next Meeting:- Monday, 2nd July, 1945, at 10.00 hrs.

G. V. Taylor

Chairman: Port Working Committee,
Civitavecchia.

24th June, 1945.

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

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on the 1st June,1945.

Present:- Mr. E.V. Taylor, Ministry of War Transport, Chairman,
Mr. Harris, War Shipping Administration Representative,
Maggiore Moretti, Port Liaison Officer,
Capitano di Fregata Vocaturo, N.O.I.C.,
Colonnello Guarino, Il Colonnello di Porto Comandt.,
Capitano Testa,
Ingegnere Bucalossi, Italian Civil Engineer-in-Charge of Port Re-construction.

Min.

225. Minutes of last Meeting. Action By.

BACK-PILING OF COAL. N.O.I.C. stated that in the vicinity of No.6 berth, Bernini Quay, there was a large area which could be used and which would be suitable for the back-piling of coal. This was noted.
S E C U R I T Y. Ref.223. The materials required for repairing the fencing of the port area were referred to, Maggiore Moretti again being requested by Chairman to make known to the A.C., the amount of barbed wire and staples needed to do this work. Maggiore Moretti.

CARGO SHORTAGES. Ref.224. Maggiore Moretti referring to the railway scales near "Charing Cross" railhead, stated that their condition rendered impracticable any repairs being effected in the immediate future and it had been suggested that a scale from the Central Station, Civitavecchia, should be transferred to the "Charing Cross" railhead. A Report from the railway technical officer on the question of scales was awaited. Maggiore Moretti mentioned that in the meantime, the A.C. had agreed that receipts for cargoes based on B.O.L. quantities, should be signed by the accredited representatives of Receivers and then forwarded to the Allied Commission.

BOOTS FOR DOCK-WORKERS. Ref.223. N.O.I.C. informed the Committee that a quantity of boots were expected to arrive from Naples aboard an Italian destroyer in the next day or two.

B A R G E S. Ref.220. Chairman stated that the two barges "Dolly" and "Sussex" which had arrived recently, had been surveyed by the Italian Naval authorities and a report on their conditions prepared with recommendations for certain structural repairs and additions to be made if they were intended for the Fiumicino service; this Report would be sent to the Allied Commission. Chairman pointed out that these barges had been allocated by the Ministry of War Transport to A.C., at latter's request, and would be under the jurisdiction of the Capitaneria di Porto, if they were to be operated in a manner similar to the Minesa, but if they were to be employed on the Fiumicino service, the A.C. were responsible for appointing an operator. Maggiore Moretti

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Chairman.
Maggiore Moretti.

ITALIAN N.C.S.O. Ref.221. Replying to Chairman, N.O.I.C. stated that a military telephone had been installed in the office of the N.C.S.O. Chairman remarked that in a letter received from C.C. Signals, RAAC., the N.C.S.O. would be permitted only, to use the military circuit for contacting N.C.S.O. Naples and no other calls would be accepted.

226. "NISSEN" & "ROMONY" HUTS. Ref.218. The possibility of obtaining "Nissen" or "Romony" huts for use as temporary storage space as they become defunct for military purposes, was again mentioned by Mr.Harris. The Molo Amerigo Vespucci, formerly Molo del Littorio, adjacent to Nos.1 and 2 berths was agreed upon as a suitable site for the huts. It was

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decided, after the matter was discussed, that Mr. Harris should obtain further details of size to enable Ingegnere Bucalossi to plan an area on the proposed site for six huts and to estimate the quantity of cement needed to lay cement foundations.

227. CEMENT SUPPLIES. Mr. Harris. Ingegnere Bucalossi mentioned that no allocation of cement for Port Re-construction work, had been received for the month of June. Chairman referred to a statement made by Capt.Bowes, Ref. Min.189, and again emphasized that it was the responsibility of the Ministry of Public Works to approach the Allied Commission on such matters as cement supplies. Ingegnere Bucalossi said he would take the matter up with the Ministry.

Ingegnere Bucalossi.

Next Meeting:- Monday, 18th June, 1945 at 10.00 hrs..

WAR

Chairman: Port Working Committee,
Civitavecchia.

12th June,1945.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/19/36/Tn6

RIAB/mvm
10 June 1945

SUBJECT: Port Working Committee Meeting - Civitavecchia

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

1. For your information and retention, we attach hereto copy of minutes of Port Working Committee Meeting held at Civitavecchia on 4 June 1945.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

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

A.C. PORT LIAISON OFFICER CIVITAVECCHIA

TO/ PORT WAREHOUSE DIVISION
ALLIED COMMISSION
R O M E

Subject: Attached are two copies minutes od thid port meeting held on the 4th June 1945

Osservazioni

Ref. 223 del verbale del Meeting: SECURITY :- Per quanto riguarda la sicurezza del porto ho gia riferito nella lettera di accompagnamento del precedente Meeting. Non ho altre osservazioni da fare al riguardo.

Ref. 224 del verbale del Meeting del 4 corrente all'argomento CARGO SHORTAGES Per quanto riguarda la firma dei rapporti di ricezione delle merci importate ecche interessano la Federconsorzi o l'I.C.E. ho già parlato alla Sotto Commissione competente dell' A.C. di Roma il 5 corrente ed é stato stabilito che nell'attesa che il bilico ferroviario sia ripristinato, i ricevitori delle merci importate firmeranno una ricevuta del seguente tenore:

" Received ex s/s ..... n. ..... bags purpurting to contain ex.....kilo"

Per quanto riguarda il bilico ferroviario ho preso già contatti con il Capo della Stazione Marittima per studiare la questione dal punto di vista tecnico (ubicazione e ricostruzione).

Riferirò appena avrò elementi precisi.

CIVITAVECCHIA 7 MAGGIO 1945

MAGGIORE DI PORTO
Pietro Moretti)
A.C. PORT LIAISON OFFICER CVECCHIA

Moretti

7339

c.c. Allied Commission, H.Q., CM.F.

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on the 4th June,1945.

Present:- Mr. E.V. Taylor, Ministry of War Transport, Chairman,
Mr. Harris, War Shipping Administration Representative,
Capitano Moretti, Port Liaison Officer,
Colonnello Guarino, Il Colonnello di Porto Comandt.,
Capitano di Fregata Vocaturo, N.O.I.C.,
Capitano Testa,
Tenente di Vascello Bordoni, Asst. N.O.I.C.,
Ingegnere Bucalossi, Italian Civil Engineer-in-Charge of Port Re-construction.

Min.
220. Minutes of last Meeting. Action By.

B A R G E S. Ref. 216. Capt. Moretti stated the Allied Commission were considering the nature of employment upon which the Fiumicino barges were to be engaged and a letter would be sent by the A.C. to the Port Working Committee and the Consorzio Agrario outlining whatever policy they decided upon, which no doubt, would specify the use of the barges for other cargoes in addition to coal. Chairman informed the Committee that he had received a communication from D.O.H.C., which stated that an endeavour was being made to provide additional barges for the Fiumicino service. Mr. Harris mentioned that he had been given to understand by the A.C., that two barges of 300 tons, the "Koenigsburg" and the "Lincati" and also two of 150 tons carrying capacity, would probably be sent to Civitavecchia in the near future.

BACK-PILING OF COAL. Ref.217. N.O.I.C. pointed out that the shore-end of No.2 berth could not be utilised for the back-piling of coal as proposed owing to the necessity of using this area for bunkering tugs and light naval craft. As an alternative N.O.I.C. suggested suitable space adjacent to No.6 berth and at Chairman's suggestion undertook to make a survey of the proposed alternative site, reporting his findings to the Committee.

N.O.I.C.

PORT RE-CONSTRUCTION. Ref.218. Chairman read a signal from the D.O.H.C. informing the Committee that it had been approved by the Italian Ministry of Marine, that the heavy lift floating crane "ARCHIMEDES" be sent to Civitavecchia where it would be repaired and afterwards employed on work in the port.

221. ITALIAN N.C.S.O. Replying to chairman N.O.I.C. stated that Lt.Comm. Allemandi, appointed by F.O.N.A.M., as N.C.S.O., Civitavecchia, had arrived and had an office in Navy House. Chairman said he was arranging through Signals, M.A.A.C., for a military telephone to be installed in the office of the N.C.S.O., so as to enable him to be

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were considering the nature of employment upon which the Fiumicino barges were to be engaged and a letter would be sent by the A.C. to the Port Working Committee and the Consorzio Agrario outlining whatever policy they decided upon, which no doubt, would specify the use of the barges for other cargoes in addition to coal. Chairman informed the Committee that he had received a communication from D.O.M.C., which stated that an endeavour was being made to provide additional barges for the Fiumicino service. Mr. Harris mentioned that he had been given to understand by the A.C., that two barges of 300 tons, the "Koenigsburg" and the "Minonti" and also two of 150 tons carrying capacity, would probably be sent to Civitavecchia in the near future.

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N.O.I.C.

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222. T U G S. Ref.200. Chairman mentioned that confirmation had been received from D.O.M.C., that the tug "Lampedusa" had been allocated to Civitavecchia by F.O.N.A.M., for permanent duty as a berthing tug. N.O.I.C. gave the information that repairs to the "Luigi" would be completed within the next few days. He expressed the opinion that the needs of the port, as far as berthing tugs were concerned, would be satisfactorily fulfilled.

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233. S E C U R I T Y. Chairman referred to the continued pilferage in the port, citing an instance where he had personally caught small boys tapping wine barrels, had reported the incident throught Capt. Moretti, to the O.C. Carabinieri but no action was taken to detail a police patrol. Capitaneria di Porto stated that the number of carabinieri who could be detailed for guard duty was limited owing to many of them not possessing boots, and remarked that port security had been the subject of lenghty correspondence between himself and the Ministry of the Interior and that the conditions which prevailed in Civitavecchia, were known of by high ranking government officials. Mr. Harris asked what had become of the boots promised from Naples, Ref.Min.133. N.O.I.C. stated they were expected to arrive in the near future. At chairman's suggestion it was agreed that an issue be made to the carabinieri from whatever stock was sent from Naples. Ingegnere Bucalossi raised the question of barbed wire for repairing the fencing of the port area, saying that two and a half miles of wire and quantities of staples would be needed. Capt. Moretti undertook to inform the Allied Commission of these requirements.

Capt. Moretti.

224. CARGO SHORTAGES. Capt. Moretti referred to a complaint which had been received from the Consorzio Agrario, who claimed that the quantities of bagged grain received did not correspond with the figures given on the Bills of Lading and that vessels partly discharged at other ports, were arriving minus Bills of Lading and only manifests which did not give the exact figure of cargo on board. The Consorzio Agrario, Capt. Moretti stated, were asking that all cargoes he weighed. Chairman pointed out that present conditions freed the ship of any responsibility for shortages and if the weighing of cargoes entailed any delay in discharging, objections would be raised. Capt. Moretti expressed the opinion that no delay would result if two railway scales near "Charing Cross" railhead, which were in use before the war, were repaired. Chairman suggested that Capt. Moretti raise the question with Allied Commission requesting their action in the matter.

Capt. Moretti.

Next Meeting:- Monday, 11th June, 1945 at 10.00 hrs.

took to inform the Allied Commission [illegible]

Capt. Moretti.

324. CARGO SHORTAGES. Capt. Moretti referred to a complaint which had been received from the Consorzio Agrario, who claimed that the quantities of bagged grain received did not correspond with the figures given on the Bills of Lading and that vessels partly discharged at other ports, were arriving minus Bills of Lading and only manifests which did not give the exact figure of cargo on board. The Consorzio Agrario, Capt. Moretti stated, were asking that all cargoes be weighed. Chairman pointed out that present conditions freed the ship of any responsibility for shortages and if the weighing of cargoes entailed any delay in discharging, objections would be raised. Capt. Moretti expressed the opinion that no delay would result if two railway scales near "Charing Cross" railhead, which were in use before the war, were repaired. Chairman suggested that Capt. Moretti raise the question with Allied Commission requesting their action in the matter.

Capt. Moretti.

Next Meeting:- Monday, 11th June, 1945 at 10.00 hrs.

MINISTRY OF WAR CIVITAVECCHIA

Chairman:- Port Working Committee, Civitavecchia.

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

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held on 28th May 1945.

Present:- Mr. E.V. Taylor, Ministry of War Transport, Chairman,
Mr. Harris, War Shipping Administration Representative,
Capitano Moretti, Port Liaison Officer,
Colonnello Guerino, Il Colonnello di Porto Commndt.,
Capitano Profumo, Asst. N.O.I.C.,
Ingegnere Pucalossi, Italian Civil Engineer-in-Charge of Port Re-construction,
Mr. R. Nicol, Dep. Reg. Dir., W.S.A. Med.,
Mr. Bazzonella, A.C., Ports & Warehouse Division.

Chairman welcomed Mr.R.Nicol, Dep.Reg. Director, W.S.A. Med., to the Meeting and introduced him to members of the Committee.

216. Minutes of Last Meeting. ACTION BY.

STEVEDORING EQUIPMENT. Ref.209. Chairman stated that copies of correspondence which he had received from the Capitaneria di Porto, relative to stevedoring equipment, has been sent to A.C., M.W.T. and W.S.A.

B A R G E S. Ref.209. Capt.Moretti said he had again raised the question with the Allied Commission of rates charged for the transportation of cargoes by barge to Fiumicino but had received no reply. Mr. Nicol expressed the view, when informed that only one firm operated the barges to Fiumicino, that if additional barges were allocated to this service and other firms were allowed to operate them, it would tend to create competition with a resultant lowering of rates charged. Mr. Bazzonella said he would go into the matter.

F.L.O. FOR GRAB-CRANES. Ref.213. Mr. Harris said that the Port's requirements of oil and grease for working the crane grabs had been made known to the Allied Commission. Mr.Bazzonella.

217. BACK-PILING OF COAL. Chairman informed the Committee that it was anticipated at some future date there would be a shortage of railwagons for coal and the A.C. had re-commended, in order to avoid delay in the discharge of Colliers, that coal should be back-piled and this cleared later by barge to Fiumicino. Chairman outlined a proposal, in the event of a stoppage of discharge due to lack of railwagons, of warping the Collier a sufficient distance away from the coal pier to enable her to continue discharge either side into barges and when railwagons again became available to warp the ship back to the berth; coal discharged into the Pincas would be taken to the shore-end of No.3 berth and back-piled. This was agreed to but it was mentioned by Capitaneria di Porto that it had been intended to construct a slip-way in the area where back-piling was contemplated. Chairman thought that another location could be found for the slip-way.

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Min.

216. Minutes of Last Meeting. ACTION BY.

STEVEDORING EQUIPMENT. Ref.208. Chairman stated that copies of correspondence which he had received from the Capitaneria di Porto, relative to stevedoring equipment, has been sent to A.C., M.W.T. and W.S.A.

B A R G E S. Ref.209. Capt.Moretti said he had again raised the question with the Allied Commission of rates charged for the transportation of cargoes by barge to Fiumicino but had received no reply. Mr. Nicol expressed the view, when informed that only one firm operated the barges to Fiumicino, that if additional barges were allocated to this service and other firms were allowed to operate them, it would tend to create competition with a resultant lowering of rates charged. Mr. Bazzonella said he would go into the matter.

Mr.Bazzonella.

P.L.C. FOR GRAB-CRANES. Ref.213. Mr. Harris said that the Port's requirements of oil and grease for working the crane grabs had been made known to the Allied Commission.

217. BACK-FILING OF COAL. Chairman informed the Committee that it was anticipated at some future date there would be a shortage of railwagons for coal and the A.C. had re-commended, in order to avoid delay in the discharge of Colliers, that coal should be back-piled and this cleared later by barge to Fiumicino. Chairman outlined a proposal, in the event of a stoppage of discharge due to lack of railwagons, of warping the Collier a sufficient distance away from the coal pier to enable her to continue discharge either side into barges and when railwagons again became available to warp the ship back to the berth; coal discharged into the Lincas would be taken to the shore-end of No.2 berth and back-piled. This was agreed to but it was mentioned by Capitaneria di Porto that it had been intended to construct a slip-way in the area where back-piling was contemplated. Chairman thought that another location could be found for the slipway and referred to a stock-pile of naval coal, suggesting it be removed from the area needed to back-pile coal discharged from the Lincas. Capitaneria di Porto was asked to arrange for this to be done and Ingegnere Bucalossi was requested to give attention to levelling the surface of the quay to enable grab-cranes to operate. Mr. Nicol, who was told that the average daily output for the port was approximately seventeen hundred tons, remarked that he did not think that clearance by rail would ever reach a state necessitating back-piling having to be resorted to. 7337

Capitaneria di Porto.
Ingegnere Bucalossi.

218. PORT RE-CONSTRUCTION. In reply to chairman Ingegnere Bucalossi said it was expected that work on the re-facing of No.1. berth would start in the near future. Referring to the breach in the breakwater opposite

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opposite No.1. berth, [illegible] remarked that time needed to effect repairs would be considerably reduced if a heavy lift pontoon crane was made available and that this work would have to be undertaken within the next two or three months whilst fine weather prevailed. Chairman said he would again request the D.O.H.C. to give consideration to the allocation of a suitable crane for this work, to be sent without delay.

Chairman.

218. WAREHOUSE AT NOS. 1 & 2 BERTHS. Ref. 210. Ingegnere Bucalossi stated that the approval of the Ministry of Public Works was awaited before the building of the proposed warehouse Molo Amerigo Vespucci(formerly Molo del Littorio) could begin, but the erection of such a structure would be gratly facilitated when this area of the port became rail-served. Mr. Harris said there was a possibility of "Nissen" huts becoming available and he thought these would be most useful, as a temporary measure, for storage purposes. This was agreed and it was decided that the areas in the port, where these huts could be placed, should be surveyed and measured to enable requirements to be assessed. At Mr. Nicol's suggestion a small committee was formed to study the matter.

219. ROAD HAULAGE. Mr. Nicol referred to an incident which occurred in the port recently, when the representative of a certain firm of haulage contractors which was endeavouring to set-up a business and whose rates incidentally, were lower than those charged by the firms already established, was brutally beaten by labourers in the employ of the latter. He, Mr. Nicol, thought such a state of affairs was disgraceful and would not be tolerated. Chairman said there was a certain amount of prejudice against new-comers by the local operators of road transport. Capitano Moretti informed Mr. Nicol that he had taken the matter up with the Confederazione Generale del Lavoro which body was giving consideration to the question and making efforts to arrange a working agreement between the road transport undertakings. Mr. Nicol said he would himself call on the Confederazione to ensure that some action was being taken in the matter.

Mr. Nicol.

Next Meeting:- Monday, 4th June, 1945 at 10,00 hrs.

MINISTRY OF WAR TRANSPORT CIVITAVECCHIA

E. V. Taylor

Chairman: Port Working Committee,
Civitavecchia.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting held on 21st Nov. 1945.

Present:- Mr. J.V.Taylor, Ministry of War Transport, Chairman,
Mr. - Harris, War Shipping Administration Repres.,
Capitano Moretti, Allied Commission Port Liaison Officer,
Capitano Profumo, Asst. N.O.I.C.,
Ingegnere Bucalossi, Italian Civil Engineer-in-Charge of Port Re-construction.

Min.
209. Minutes of Last Meeting. Action By.

WATER HYDRANTS. Ref.198. Ingegnere Bucalossi informed chairman that work on fixing water hydrants at So.4 berth would be completed in seven days' time, this meant that water would now be available at all usable berths.

STEVEDORING EQUIPMENT. Ref.199. Reference was made to a letter addressed to the Committee, from Capitano di Porto, which advocated the disposal of stevedoring gear, now controlled by Capitano di Porto, to stevedoring contractors, on the grounds that this would revert to a pre-war practice of stevedores having their own equipment and the Capitano di Porto being free from such a responsibility as the issuing of gear. Mr. Harris expressed the opinion that such a reason would not be considered by the Allied authorities as sufficient justification for transfer, but suggested that if the argument of it increasing the efficient working of the port was used, Capitano di Porto's view might be favourably considered. Chairman suggested that Capitano di Porto should submit his views on the question, to the Italian Ministry of Marine with a request that they be put before the Allied authorities. Maggiore di Porto agreed.

Maggiore di Porto.

LAMPEDUSA. Ref.200. Chairman informed Capitano Profumo that the tug "Lampedusa" had been permanently assigned to Civitavecchia for berthing duties. In reply to chairman Capitano Profumo stated that the repairs which were being carried out on the tug "Luigi" would take another month to complete.

BARGES. Chairman informed the Committee that he had spoken to the P.O.R.C. on the question of additional barges for the Civitavecchia Fiumicino service,(Ref.201.) and that consideration would be given to the suggestion. Chairman, however, pointed out that the Receivers of the bagged grain cargo at present being discharged, had refused at first, to use the barges, stating that the rate for usage was too high. He thought that if such an attitude was to persist it would defeat the

[illegible] water [illegible] at [illegible] would be [illegible] in seven days' time, this meant that water would now be available at all usable berths.

STEVEDORING EQUIPMENT. Ref.199. Reference was made to a letter addressed to the Committee, from Capitano di Porto, which advocated the disposal of stevedoring gear, now controlled by Capitano di Porto, to stevedoring contractors, on the grounds that this would revert to a pre-war practice of stevedores having their own equipment and the Capitano di Porto being free from such a responsibility as the issuing of gear. Mr. Harris expressed the opinion that such a reason would not be considered by the Allied authorities as sufficient justification for transfer, but suggested that if the argument of it increasing the efficient working of the port was used, Capitano di Porto's view might be favourably considered. Chairman suggested that Capitano di Porto should submit his views on the question, to the Italian Ministry of Marine with a request that they be put before the Allied authorities. Maggiore di Porto agreed.

Maggiore di Porto.

LAMPEDUSA. Ref.200. Chairman informed Capitano Profumo that the tug "Lampedusa" had been permanently assigned to Civitavecchia for berthing duties. In reply to chairman Capitano Profumo stated that the repairs which were being carried out on the tug "Luigi" would take another month to complete.

B A R G E S. Chairman informed the Committee that he had spoken to the D.S.E.C. on the question of additional barges for the Civitavecchia Fiumicino service, (Ref.201.) and that consideration would be given to the suggestion. Chairman, however, pointed out that the Receivers of the bagged grain cargo at present being discharged, had refused at first, to use the barges, stating that the rate for usage was too high. He thought that if such an attitude was to persist it would defeat the object of having other barges sent. Capitano Moretti said he had already raised this matter with the Allied Commission and would do so again.

Capitano Moretti.

CLOTHING FOR [illegible]. Ref.202. Maggiore di Porto stated that it had been arranged for Compagnia Portuale to inspect the clothing held by the agents of the War Shipping Administration, on Wednesday, when, if the clothing was suitable for re-sale to dock workers, arrangements would be made for its purchase.

SOAP SUPPLIES. Ref.203. Maggiore di Porto [illegible] that 21 kilos of soap had been received as a gift from the U.S. War Shipping Administration and another hundred kilos was expected from the Italian Government. Mr. Harris referring to the soap given by the F.S.A. suggested it be issued specifically to coal workers. Maggiore di Porto agreed, adding that the rota used in allocating labour would

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would entitle all workers to an issue as they all [illegible] a turn on coal discharge.

210. [illegible] In reply to Chairman, Ingegnere Ducalossi said that work on the strengthening of the coal pier was continuing and that the re-commendations made by Major Goldson, prior to his departure from Civitavecchia, for making this structure more solid, had been adopted but work was necessarily slow owing to ships constantly using this berth. Ingegnere Ducalossi mentioned that it had been proposed to build a warehouse on the sea-wall side of the Mole del Littorio (Nos. 1 & 2 berths), which at a later date would be rail served. The committee, on Ingegnere Ducalossi requesting their opinion of the proposed scheme, expressed approval.

211. [illegible] Chairman stated that the dock workers employed in discharging the grain ship had left work without covering the hatches and in order to get this done, after complaints had been made to the stevedoring contractors, additional payments had to be made by the contractors. Chairman requested Maggiore di Porto to raise this matter with the Compagnia Portuale, adding that this attitude on the workers' part was most irregular and contrary to the practice followed at other ports.

Maggiore di Porto.

212. [illegible] Mr. Harris referred to certain rail cars which had been loaded with U.N.R.R.A. supplies for dispatch to Rome being held in Civitavecchia as a result of Rome not being able to accept them. Capitano Moretti replying to Mr. Harris informed him that after a slight delay, some of the supplies were unloaded in Civitavecchia and the remainder accepted by Rome.

213. [illegible] Maggiore di Porto mentioned that oil and grease was needed for the cranes. Mr. Harris was undertook to try to obtain supplies and informed that five tons of diesel oil and one hundred and twenty kilos of grease was required.

Mr. Harris.

214. [illegible] Ingegnere Ducalossi referring to the warehouse on No. 8 berth, which, he said was nearing completion, gave the following specifications of the warehouse. Length: 183' 6"., Width: 55'., Height: 16' 6"., Cubic measurement: 100,000 feet, 3500 metric tons. storage capacity.

215. [illegible] Chairman mentioned the expected arrival of the Portugese steamer "Zacala". It was agreed that after dis-embarking passengers and discharging baggage at No.1 berth, she should be moved and complete discharge at No.11 berth. Maggiore di Porto was requested to have Carabinieri detailed for duty on and in the vicinity of the vessel.

Maggiore di Porto.

Next Meeting: Monday, 28th May, 1945, at 10.00 hrs.

E. V. Taylor

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Maggiore di Porto.

212. [illegible] Mr. Harris referred to certain rail cars which had been loaded with U.N.R.R.A. supplies for dispatch to Rome being held in Civitavecchia as a result of Rome not being able to accept them. Capitano Morotti replying to Mr. Harris informed him that after a slight delay, some of the supplies were unloaded in Civitavecchia and the remainder accepted by Rome.

213. [illegible] Maggiore di Porto mentioned that oil and grease was needed for the cranes. Mr. Harris who undertook to try to obtain supplies was informed that five tons of Diesel oil and one hundred and twenty kilos of grease was required.

Mr. Harris.

214. [illegible] Ingegnere Fuchiocci referring to the warehouse on No. 8 berth, which, he said was nearing completion, gave the following specifications of the warehouse. Length: 183' 6"., Width: 8[illegible]'., Height: 16' 8"., Cubic measurement: 100,000 feet, 3500 metric tons. storage capacity.

215. [illegible] Chairman mentioned the expected arrival of the Portugese steamer "Nacala". It was agreed that after die-embarking passengers and discharging baggage at No.1 berth, she should be moved and complete discharge at No.11 berth. Maggiore di Porto was requested to have Carabinieri detailed for duty on and in the vicinity of the vessel.

Maggiore di Porto.

Next Meeting: Monday, 28th May, 1945, at 15.00 hrs.

E. V. Taylor

Chairman, Port Working Committee,
Civitavecchia.

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Ports + Warehouse

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 14th May, 1947

Present:- Mr. E.V. Taylor, Ministry of War Transport, Chairman,
Mr. Regan, War Shipping Administration, Representative,
Capitano Pietro Moretti, Allied Commission Port Liaison Officer,
Capitano di Fregata Vecchiaro, N.O.I.C.,
Maggiore Guarino, Il Maggiore di Porto Commdt.,
Ingegnere Ducalossi, Italian Civil Engineer in Charge of Port Re-construction

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ACTION BY.

Min.
198. WATER SUPPLIES. Chairman mentioned that the agent of a vessel recently discharging at No.4 berth, where watering facilities had not yet been laid-on, had endeavoured to obtain the assistance of the fire brigade to supply a small quantity of boiler water but was told this could not be done without the authority of the office of their department in Rome. Chairman expressed the opinion that this arrangement was somewhat cumbersome and requested N.O.I.C. to take the matter up with the Officer-in-Charge of the fire brigade. The use of a watering cart to deaden the dust in the port area was referred to, N.O.I.C. undertaking to give instructions to the Genio Civile to employ the watering cart at their disposal, continuously throughout the day instead of once only in the mornings.

N.O.I.C.

199. STEVEDORING EQUIPMENT. Chairman asked Maggiore di Porto if an inventory of the stevedoring gear which was sent by Allied authorities for use in the port and the charges which had been made for its use, could be prepared. Mr. Regan mentioned that if further equipment was needed it would be advisable for such requirements to be made known now. Maggiore di Porto agreed to prepare the information asked for and expressed the opinion that the equipment which was at present under his control, should be transferred to the stevedoring contractors for a sum agreed upon by higher authority. At Mr. Regan's request, Maggiore di Porto undertook to write a letter expressing his view on this matter, Mr. Regan agreeing to submit it to the "Campbell" committee for consideration.

Maggiore di Porto
Mr. Regan.

200. LAMPASCUA. In reply to chairman N.O.I.C. stated he did not know whether this tug boat had been permanently allocated to Civitavecchia to fill the much needed requirement of a berthing tug. Chairman said he would make enquiries from the N.O.R.C.

Chairman.

201. BARGES. The question of the amount of barge tonnage which could be utilised on the carrying of coal from Civitavecchia to Fiumicino, was discussed. N.O.I.C. replying to chairman expressed the opinion that an additional five barges of a type and carrying capacity similar to the three at present in use would meet the port's requirements. This was agreed, the committee's view being, that the discharge of colliers and

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to supply a small quantity of boiler water but was told this could not be done without the authority of the office of their department in Rome. Chairman expressed the opinion that this arrangement was somewhat cumbersome and requested U.S.C.C. to take the matter up with the officer-in-charge of the fire brigade. The use of a watering cart to deaden the dust in the port area was referred to, U.S.C.C. undertaking to give instructions to the Civil Office to employ the watering cart at their disposal, continuously throughout the day instead of once only in the morning.

U.S.C.C.

199. Chairman enquired Inspiore di Porto if an inventory of the stevedoring gear which was sent by Allied authorities for use in the port and the charges which had been made for its use, could be prepared. Mr. Regan mentioned that if further equipment was needed it would be advisable for their requirements to be made known now. Ispettore di Porto agreed to prepare the information asked for and expressed the opinion that the equipment which was at present under his control, should be transferred to the stevedoring contractors for a sum agreed upon by higher authority. At Mr.Regan's request, Ispettore di Porto undertook to write a letter expressing his view on this matter, Mr.Regan agreeing to submit it to the "Campbell" committee for consideration.

Ispettore di Porto
Mr.Regan.

200. In reply to Chairman U.S.C.C. stated he did not know whether this tug boat had been permanently allocated to Civitavecchia to fill the much needed requirement of a berthing tug. Chairman said he would make enquiries from the U.S.C.C.

Chairman.

201. The question of the amount of barge tonnage which could be utilised in the carrying of coal from Civitavecchia to Piombino, was discussed. U.S.C.C. replying to Chairman expressed the opinion that an additional five barges of a type and carrying capacity similar to the three at present in use would meet the port's requirements. This was agreed, the committee's view being, that the discharge of colliers and bagged grain ships, would be greatly expedited, if such craft were made available. Chairman and Mr.Regan undertook to make this view known to the U.S.C.C. and Allied Commission.

7335 Chairman.
Mr. Regan.

202. Mr. Regan stated that the agents of the War Shipping Administration had, in the early days of the port's operation, purchased 3000 dollars worth of repaired army clothing, through the Allied Commission. This, he said, had been bought with the intention of selling without profit and to help the workers. The reluctancy of the workers to purchase had resulted in this clothing being left on the agent's hands. Ispettore di Porto was requested to take the matter up with Compagnia Portuale in an endeavour to having it disposed of.

Ispettore di Porto.

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203. SOAP SUPPLIES. Ref.1[illegible]. Maggiore di Porto in reply to Mr.Regan who stated that arrangements had been made for 20 kilos of soap to be purchased by the agent of the War Shipping Administration from an American ship at present in the port, said he had received no information. Mr. Regan suggested Maggiore di Porto should contact the agent and made the necessary arrangements for a soap issue to be made to the coal workers.

Maggiore di Porto.

204. HOLIDAYS. Maggiore di Porto agreed with Mr.Regan who expressed the opinion that the number of holidays which dock workers were claiming for various celebrations, was effecting the output of the port. Chairman requested Maggiore di Porto to make known to the men's representatives, that whilst Allied authorities might sympathise with the men's desire to celebrate occasions denied them for a considerable period, they would view with concern the delay which would be entailed to Allied shipping if such a practice were to continue.

Maggiore di Porto.

205. RAILWAY CLEARANCE. Capitano Moretti referred to the constant shortage of rail wagons, expressing the opinion that if one hundred wagons daily, were made available, it should be possible to reach an output of three thousand tons a day.

206. CEMENT SUPPLIES. Ingegnere Bucalossi informed the committee that 400 tons of cement had been allocated for the month of June. He said this cement was to come from Guidonia and he asked if arrangements could be made for it to be supplied from the works at Civitavecchia. Chairman undertook to suggest to Allied Commission, that this be done.

Chairman.

207. PORT RE-CONSTRUCTION. In reply to chairman Ingegnere Bucalossi stated that a length of 460 feet of quay would be completed at No. 8 berth by the beginning of June and a single rail track was ready for use. The warehouse with a holding capacity of 1500 tons was expected to be finished about the middle of June. N.O.I.C. stated, in reply to chairman, that it would be possible to berth a Coaster at this berth but dredging and salvage of a wreck, Ref. Mins.181 & 186, would be necessary before larger ships could utilise the berth.

Next Meeting:- Monday, 21st May, 1945 at 10.00 hrs.

MINISTRY OF WAR TRANSPORT CIVITAVECCHIA

R. P. Taylor

Chairman, Port Working
Committee, Civitavecchia

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

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 7th May, 1945.

Present:- Mr. E.V. Taylor, Ministry of War Transport, Acting-Chairman,
Mr. Regan, War Shipping Administration, Representative,
~~Mr. Harris, War Shipping Administration,~~
Capitano Pietro Moretti, Allied Commission Port Liaison Officer,
Capitano di Fregata Vocaturo, N.O.I.C.,
Capitano Giacometti, Capitaneria di Porto,

Chairman informed the committee that Capt.Bowes had now left Civitavecchia to take up duties elsewhere. The committee endorsed the chairman's remarks when he stated that much credit was due to Capt.Bowes for the assistance he had given in overcoming the many difficulties which they had had to face in the early days of the port's re-habilitation.

Min.
195. Minutes of Last Meeting. ACTION BY.

HEAVY LIFT CRANE. Ref.185. 190. Chairman referred to the summarised report on the work which a heavy lift crane was required to do, mentioning to N.O.I.C. that the report which had been submitted was lacking in detail and entirely un-satisfactory. He requested N.O.I.C. to have another and fuller report prepared as soon as possible. N.O.I.C. undertook for this to be done. N.O.I.C.

TUGS. Ref.190. N.O.I.C. stated that the TUBA tug No.217 had sailed from Civitavecchia on the 5th May and it had been arranged for TUBA No.216 to sail on the 8th May. N.O.I.C. mentioned that he had verbally impressed upon the Italian Ministry of Marine the necessity of another berthing tug and had been informed by them, that if the sanction of the Allied authorities was obtained, it was intended to sail a tug of 350 H.P., from Taranto, for service at Civitavecchia.

SOAP SUPPLIES. Ref.190.184. Mr. Regan informed the committee that arrangements were being made to transfer supplies of soap from American ships to the Italian Naval authorities and that Capitaneria di Porto would assume responsibility for its control and issue.

ELECTRIC LIGHT FITTINGS. Ref.175.193. N.O.I.C. replying to chairman stated that the Italian Ministry of Marine, who had been approached on the matter of a supply of electric light bulbs, had informed him that an industrial undertaking formerly engaged in the manufacture of electric light bulbs were shortly to re-commence production and that the requirements of Civitavecchia would be given priority.

CRANE DRIVERS. Ref.194. Capitaneria di Porto informed the Committee

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Min.

195. Minutes of last Meeting. ACTION BY.

HEAVY LIFT CRANE. Ref.185. 190. Chairman referred to the summarised report on the work which a heavy lift crane was required to do, mentioning to N.O.I.C. that the report which had been submitted was lacking in detail and entirely un-satisfactory. He requested N.O.I.C. to have another and fuller report prepared as soon as possible. N.O.I.C. undertook for this to be done.

N.O.I.C.

TUGS. Ref.190. N.O.I.C. stated that the TUSA tug No.217 had sailed from Civitavecchia on the 5th May and it had been arranged for TUSA No.216 to sail on the 8th May. N.O.I.C. mentioned that he had verbally impressed upon the Italian Ministry of Marine the necessity of another berthing tug and had been informed by them, that if the sanction of the Allied authorities was obtained, it was intended to sail a tug of 350 H.P., from Taranto, for service at Civitavecchia.

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CRANE DRIVERS. Ref.194. Capitaneria di Porto informed the Committee that nine crane drivers and three maintenance mechanics had been engaged to operate the crane-grabs in place of the British army personnel. He stated they had all previous experience and had already taken up their duties.

196. BARGE "CICERONE". Chairman referred to the loss of the barge "CICERONE" and asked Capitaneria di Porto whether an enquiry had or was to be held on its loss. Capitaneria di Porto stated an enquiry had been held and a report on its findings was being drafted, which when completed would be made known to the committee.

197. PORT LABOUR. In reply to Mr.Regan Capitaneria di Porto stated there now 350 workers available for dock labour and providing there was sufficient clearance facilities there would be no difficulty in working three shifts on two colliers.

7334 CAPITANERIA DI PORTO.

Next Meeting:- Monday 14th May,1945 at 10.00 hrs.

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E. V. Laylock

Chairman
Port Working Committee,
Civitavecchia.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 30th April, 1945.

Present:- Mr. R.V. Taylor, Ministry of War Transport, Acting-Chairman,
Mr. W.A. Loker, D.M.W.T.R., N.W. Italy,
Mr. Regan, War Shipping Administration, Representative,
Mr. Harris, War Shipping Administration,
Capt. J.N. Bowes, Allied Commission Port Liaison Officer,
Capitano di Fregata Vocaturo, N.O.I.C.,
Maggiore Guarino, Il Maggiore di Porto Comandt.,
Capitano Testa, Port Co-ordinating Officer,
Ingegnere Bucalossi, Italian Civil Engineer in Charge of Port Re-construction.

Min. 190. Minutes of Last Meeting. ACTION BY.

PORT LABOUR. Ref.184. In reply to chairman Maggiore di Porto stated that a meeting of representatives of the Ministry of Labour, Stevedores and dock labourers, had been held on the 25th April, to discuss a demand which had been made by the labourers for increased pay. This had resulted in a new scale of tariff rates being drawn up which had been submitted to the Ministry of Labour for approval and which showed an increase of 40% over the present rate for the discharge of coal and for other commodities, as much as 50% increase had been asked for. At chairman's request Maggiore di Porto undertook to give a summary showing proposed increases as compared with rates at present being paid (Copy attached). Maggiore di Porto informed the committee that the 100 merchant seamen directed to dock labour, were being trained in conjunction with the more experienced labourers and he gave the assurance that by the 3rd May, there would be no difficulty in finding sufficient labour to work three shifts on two colliers. This was noted.

Maggiore di Porto.

SOAP RATIONS. Ref.184. Capt. Bowes said he had written to the Sindaco about soap rations but had received no reply. Mr. Regan said he had mentioned to the Allied Commission the possibility of obtaining supplies of soap from American ships and had suggested they addressed a letter to him making the request to enable him to pursue the possibilities but no letter had yet been received. Capt. Bowes expressed the opinion that this was entirely a matter for the Italian authorities and should be dealt with by them.

TUGS. Ref.182.,184. N.O.I.C. said he had received instructions from the Allied Commission to release one of the TUSA tugs. Chairman asked if repairs to one of the TUSAS had been completed and was informed by N.O.I.C. that they would be finished in two

190. Minutes of last Meeting. ACTION BY.

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TUGS. Ref.182.,184. N.O.I.C. said he had received instructions from the Allied Commission to release one of the TUSA tugs. Chairman asked if repairs to one of the TUSAS had been completed and was informed by N.O.I.C. that they would be finished in two days' time. N.O.I.C. raised the question of an additional berthing tug, stating he had sent a signal to F.O.T.A.M. through the Italian Ministry of Marine ten days ago but had received no reply. Chairman assured N.O.I.C. that the question of allocating another tug was under consideration at Naples. Chairman informed N.O.I.C. that in the event of the tug "HERA", which was privately owned, being used for the towing of lighters, payment of charges for its use would have to be met out of Port Dues, when levied, or by the receivers of the cargo. Mr. Regan mentioned that certain re-commendations appertaining to the imposition of Port Dues in Italian ports had been made by the "Campbell" committee and that those were under review.

HEAVY FLOATING CRANE. Ref.185. Capt. Bowes mentioned that the Royal Naval Salvage ship "RANDERIAN" was working at Piombino with a pontoon crane capable of lifting 100 tons and he thought that as it was employed only in lifting privately owned barges, it could

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could be put to better use in Civitevecchia, where the removal of wrecks was of greater urgency. Chairman said the P.C.M.G. had the matter of the allocation of a suitable crane in hand, but he had again requested a more detailed report of the type of crane required, the work on which it was to be employed and the estimated time of completion. N.O.I.C. undertook to have a summarised report prepared. N.O.I.C.

NO. 1 BERTH. Ref.186. N.O.I.C. stated that a further survey had been made of the depths of water at this berth and that a vessel drawing 27 feet could be berthed either stern-on or alongside and without in any way interfering with other vessels entering or leaving the port or alongside No.1. berth. This was noted.

191. MINCA BARGE. N.O.I.C. replying to chairman stated that all efforts to raise the Minca barge 938 had failed. Mr. Loker suggested that the barge should be brought ashore and re-caulked. N.O.I.C. agreed and stated that a suitable slipway for such work would be ready by the 1st June. The barges damaged by the coal grabs were referred to, N.O.I.C. informing the chairman that when a barge was damaged in such a manner, it was taken off service and repaired immediately. Information was given by N.O.I.C. that a pontoon barge with a carrying capacity of 50 tons and a Well-barge of 180 tons carrying capacity had been salvaged, the former being ready for use and the latter would be ready in a week's time. These,he said, were privately owned.

192. PORT RE-CONSTRUCTION. Capt. Bowes asked Engineer Buccaloosi, if it was intended to run a double rail-track along to No.3 berth, stating that it would be impossible for a "Liberty" type ship to plan to railwagon,with its derricks, on a line running alongside the warehouse. Engineer Buccaloosi stated that it was intended to run two lines of rail-track to serve this berth, one alongside the warehouse and the other close to the quay edge. Capt. Bowes, mentioned the necessity of another switch if such was the intended plan. Engineer Buccaloosi agreed and undertook to make the re-commendation. Referring to the re-construction of the sea-wall, Capt. Bowes pointed out to Engineer Buccaloosi the advisability of re-building the sea-wall near the "Charing Cross" railhead, remarking that the rail-track nearest the sea-wall had been washed out on one or two occasions last winter and re-construction of this wall should be undertaken without delay. This was agreed to by Engineer Buccaloosi. Engineer Buccaloosi.

193. ELECTRIC LIGHT FITTINGS. Ref.175. In reply to Capt. Bowes who asked if an application had been made to the Italian State Railways for electric light fittings for lighting the area of the "Charing Cross" railhead, Engineer Buccaloosi said they had all the necessary fittings but no electric bulbs. Capt. Bowes remarked that efforts should

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the barge should be brought ashore and re-caulked. N.O.I.C. agreed and stated that a suitable slipway for such work would be ready by the 1st June. The barges damaged by the coal grabs were referred to, N.O.I.C. informing the chairman that when a barge was damaged in such a manner, it was taken off service and repaired immediately. Information was given by N.O.I.C. that a pontoon barge with a carrying capacity of 50 tons and a Well-barge of 150 tons carrying capacity had been salvaged, the former being ready for use and the latter would be ready in a week's time. These,he said, were privately owned.

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Engineer Bucalossi.

193. ELECTRIC LIGHT FITTINGS. Ref.175. In reply to Capt. Bowes who asked if an application had been made to the Italian State Railways for electric light fittings for lighting the area of the "Charing Cross" railhead, Engineer Bucalossi said they had all the necessary fittings but no electric bulbs. Capt. Bowes remarked that efforts should now be made to obtain bulbs from Italian sources and N.O.I.C. was requested to make an application through the Ministry of Marine. This N.O.I.C. agreed to do. N.O.I.C.

194. CRANE DRIVERS. Capt. Bowes asked Maggiore di Porto if any information had been received regarding the replacing of the British Military personnel operating the grabs, with Italian crane drivers. Maggiore di Porto stated he was endeavouring to find suitable men. Chairman suggested that the men who previously operated cranes in Civitavecchia before the war, should be located and employed if possible. Maggiore di Porto agreed that the eleven men required would, as far as it was possible, possess experience in crane driving and maintenance. Maggiore di Porto.

Next Meeting:- Monday 7th May, 1945 at 10.00 hrs.

Acting Chairman

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C O P Y.

From:- The Office of the Harbour Master, Civitavecchia.

Summary of Present Tariff Rates and those Proposed at a Meeting held on the 25th April, 1945, Showing Increases.

(a) STEAM VESSELS.

COMMODITIES.	OLD RATES.	NEW RATES.	PROPOSED INCREASE.
Coal.	44.30	55.25.	10.95
Wine.	66.00	85.60	19.60
Loose Salt by basket.	49.00	68.70	19.70
Salt (Bagged in hold).	109.00	154.70	45.70
Cased Goods.	116.00	119.00	3.00
Grain(In bags 80/100 Kgs.).	42.00	59.50	17.50
Phosphates.	36.00	48.10	12.10
Metals.	36.00	41.35	5.35
Cement.	48.00	62.90	14.90
Cheese.	125.00	148.75	23.75
Citrus fruits.	90.00	119.00	29.00
Oxen and Horses.	25.00	40.00	15.00
Sheep and Goats.	6.00	16.00	8.00

(b) SCHOONERS.

General cargo.	116.00	105.00	11.00 (Decrease)
Wine.	93.00	91.00	2.00 "
Sacks.	93.00	77.00	16.00 "
Loose Salt by basket.	115.00	148.35	13.35
Salt in bags.	133.00	186.70	53.70
Cement(Using sulmtes).	58.00	49.00	9.00(Decrease).
Cement.	85.00	70.00	15.00 "
Cheese.	124.00	131.25	7.25
Coal carried in baskets from ship's side to rail-wagon at No.11 Berth	130.00	119.00	11.00(Decrease).
Bagged grain carried from ship's side to railwagon			

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COMMODITIES.	OLD RATES.	NEW RATES.	PROPOSED INCREASE.
Coal.	44.30	55.25.	I0.95
Wine.	66.00	85.60	I9.60
Loose Salt by basket.	49.00	60.70	I1.70
Salt (Bagged in hold).	I09.00	I54.70	45.70
Cased Goods.	II6.00	II9.00	3.00
Grain(In bags 80/100 Kgs.).	42.00	59.50	I7.50
Phosphates.	36.00	48.I0	I2.I0
Metals.	36.00	4I.35	5.35
Cement.	48.00	62.80	I4.80
Cheese.	I25.00	I48.75	23.75
Citrus fruits.	90.00	III.00	29.00
Oxen and Horses.	25.00	40.00	I5.00
Sheep and Goats.	8.00	I6.00	8.00
(b) SCHOONERS.			
General cargo.	II6.00	I05.00	II.00 (Decrease)
Wine.	93.00	9I.00	2.00 "
Sacks.	93.00	77.00	I6.00 "
Loose Salt by basket.	II5.00	I28.35	I3.35
Salt in bags.	I33.00	I86.70	53.70
Cement(Using scuttles).	54.00	49.00	5.00(Decrease).
Cement.	85.00	70.00	I5.00 "
Cheese.	I24.00	I3I.25	7.25
Coal carried in baskets from ship's side to rail-wagon at No.11 Berth	130.00	119.00	II.00(Decrease).
Bagged grain carried from ship's side to railwagon at No.11 Berth.	I20.00	9I.00	29.00 "
Bagged merchandise dis-charged from ship to barge.	27.00	26.00	I.00
Bagged merchandise dis-charged from barge to road transport, with crane.	45.00	49.00	4.00

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 16th April, 1945.

Present:- Mr. F.V. Taylor, Ministry of War Transport, Acting Chairman,
Mr. W.A. Baker, D.M.W.T.S., H.Q. Italy,
Mr. Regan, War Shipping Administration, Representative,
Mr. R.M. Bessonelle, Allied Commission,
Capt. J.N. Bowes, Allied Commission Port Liaison Officer,
Capitano di Fregata Vecchiarino, N.O.I.C.,
Maggiore Guerino, Il Maggiore di Porto Comandt.,
Capitano Testa, Port Co-ordinating Officer,
Ingegnere Buccloni, Italian Civil Engineer in Charge of Port Re-construction.

Chairman introduced and welcomed Mr. R.M. Bessonelle, Allied Commission Ports and Warehouses Division, Transportation Sub.Commission, to the meeting and further expressed appreciation for the valuable assistance and advice which Major Goldson had been able to give to the Committee on matters relative to Port Re-construction, he informed the Committee that Major Goldson had now been transferred to another Region.

181. Minutes of last Meeting. ACTION BY.

PORT RE-CONSTRUCTION. Ref.176. N.O.I.C. informed the Committee that the Italian Naval Salvage party could remove the wreck facing No.8. Berth if the necessary equipment was made available, stating it was intended to cut it into sections and to employ the Pontoon Gherlago being brought from Piombino to lift them. Chairman thought an operation of that kind would be slow and suggested that a Pontoon crane capable of lifting 50 to 70 tons should be asked for, this would eliminate the necessity of cutting and the two sections of which the wreck was composed could be removed in two lifts and the crane could then be used on repairs to the breakwater. This was agreed, Chairman and Mr. Regan undertaking to press for the allocation of a suitable crane. Engineer Buccloni replying to Capt. Bowes, said a portion of No.8. Berth, long enough to berth a Coaster, would be completed by the middle of May and he informed the Committee that a cement allocation, Ref.MIN.179., of 200 tons had been received for April and 300 tons had been promised for May.

Chairman.
Mr. Regan.

ELECTRIC LIGHT FITTINGS. Ref.175. Capt. Bowes said no electric light bulbs had yet been received. N.O.I.C. asked whether it would be possible for bulbs purchased by the Port Electrical engineer from an American ship and which were confiscated by the Military Police, to be released. Capt. Bowes said these would be needed for evidence and might be released later. Mr. Regan thought that if the application originated from a proper source he could see no

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Min.

21. Minutes of Last Meeting. ACTION BY.

PORT RE-CONSTRUCTION. Ref.176. N.O.I.C. informed the Committee that the Italian Naval Salvage party could remove the wreck facing No.8. Berth if the necessary equipment was made available, stating it was intended to cut it into sections and to employ the Pontoon Moorings being brought from Piombino to lift them. Chairman thought an operation of that kind would be slow and suggested that a Pontoon crane capable of lifting 60 to 70 tons should be asked for, this would eliminate the necessity of cutting and the two sections of which the wreck was composed could be removed in two lifts and the crane could then be used on repairs to the breakwater. This was agreed, Chairman and Mr. Regan undertaking to press for the allocation of a suitable crane. Engineer Buonlocsi replying to Capt. Bowes, said a portion of No.8. Berth, long enough to berth a Constar, would be completed by the middle of May and he informed the Committee that a cement allocation, Ref.MIN.179., of 200 tons had been received for April and 300 tons had been promised for May.

Chairman.
Mr. Regan.

ELECTRIC LIGHT FITTINGS. Ref.173. Capt. Bowes said no electric light bulbs had yet been received. N.O.I.C. asked whether it would be possible for bulbs purchased by the Port Electrical engineer from an American ship and which were confiscated by the Military Police, to be released. Capt. Bowes said these would be needed for evidence and might be released later. Mr. Regan thought that if the application originated from a proper source he could see no objection to ships, carrying a large stock, transferring electrical fittings to the Port authority. In the case of American ships, he undertook to arrange for this to be done if necessary and whenever practicable.

Mr. Regan.

PORT LABOUR. Ref.177. Maggiore di Porto said fines had been imposed on labourers absent or failing to start work punctually and the whole question of Port labour had been discussed with the Compagnia Portuale, whose reply had been embodied in a letter. This letter(copy attached), was read to and afterwards discussed by the Committee which disagreed with the views expressed, on the grounds that the Compagnia Portuale's attitude tended towards the monopolisation of all stevedoring and it was pointed out that any increase in tariff rates would have to be considered and sanctioned by a higher authority. Maggiore di Porto referring to increasing

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increasing the number of workers in the port, quoted ports in Southern Italy where labour had been encouraged into those areas and was now having a hard time owing to lack of work. Chairman stated that Civitavecchia being an entirely civilian port could not be compared with ports used militarily. Mr. Regan hinted at the probable future programme for the port and emphasised that its realisation depended upon quick turn round of ships, which would not be possible if an adequate reservoir of labour was not available. Maggiore di Porto gave an assurance that everything would be done to increase the number of workers. In reply to Capt.Bowes, Maggiore di Porto gave the average Monthly wage of a dock worker as 9,000 lire. Mr. Regan raised the question of soap for coal workers. N.O.I.C. said that S.A.C.M.A.I., were responsible for the allocation of the soap ration but that none had been received for April. Chairman referred this matter to Allied Commission and Mr.Bazzonelle undertook to make enquiries.

Mg. di Porto.
Mr. Bazzonelle.

182. TUSA TUGS. N.O.I.C. in reply to Chairman said he had given instructions for the TUSA tug to be sent to Piombino as it was the only one in a fit condition to make the trip. Chairman emphasised that the TUSA tugs should in future be employed only on the handling of barges, saying they were unsuitable for berthing duties. N.O.I.C. said the tug "ELENA" was now water-borne but repairs to her engine were necessary, she would be used when ready, for work the TUSAS were intended for. At Chairman's request N.O.I.C. undertook to obtain her date of readiness.

N.O.I.C.

183. DEPTHS OF WATER. Ref.169. N.O.I.C. said a chart on the soundings which had been made in the harbour would be ready for the 19th April, this revealed little change from the findings of the last survey, except in one or two areas where a slightly greater depth of water was found.

184. PIOMBINO. Mr. Regan asked whether it would be possible to divert a Coaster to Piumicino if necessary, to relieve Civitavecchia. He was informed that the draft of any Coaster which had been accepted at Civitavecchia in the past would not have permitted them to discharge at Piumicino and such a policy was one for a body other than the Port Working Committee to deliberate upon.

Next Meeting:- Monday 23rd April, 1945, at 10.00 hrs.

Acting chairman Port Working Committee
Civitavecchia.

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COAL DISCHARGE WITH THREE SHIFTS.

The request of P.W.C. about the matter of three shifts for the discharge of colliers in this port has been submitted to "Compagnia Portuale".-

Capitaneria di Porto has explained very well the necessity to carry on the work with three shifts system and has also fixed up the dockworkers' spirit of co-operation. Capitaneria has also stated Compagnia Portuale that the dayly output in the port should reach the 3000 tons.

The "Commissario (Manager) of Compagnia Portuale has required the board of direction to attend the request. The board of direction, though aware of the particular reasons which advice the three shifts system for coal, has stated that the tariffs for coal do not reward the workers' sacrifices to buy soap, clothesand shoes. They have, therefore, required a 50 % increase of tariffs.

Compagnia Portuale, up to 8th September, 1943, has always undertaken the task as a contractor in the port and had the responsibility of the greatest part of the loading and unloading work in the port. Now the Compagnia Portuale cannot work as a contractor. If Compagnia Portuale could work as a contractor the dockworkers could call in greater wages and that would allow to get a greater output.

Compagnia Portuale assures to grant the dayly output of 3000 tons if trusted with the discharges and charge work as a contractor and if the railcars and barges will not fail. In other words Compagnia Portuale wishes to act as a contractor as in the past time.

Compagnia Portuale is obliged if the mentioned request is considered, and gives assurance that if it is possible the said important activity again, the dayly discharge of 3000 tons will be attended.

Capitaneria has come in touch with the chiefs of Compagnia Portuale about the stop of work to attend political gatherings and the workmen delays. The chiefs of the Compagnia Portuale have given assurance that stop of work for political gatherings will be avoided.

Capitaneria has fined 40 dockworkers for absences or delays to start the work.-

CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 9th April, 1946.

Present:- Mr. L.V. Taylor, Ministry of War Transport, Acting-Chairman,
Major C.F.B. Goldson, Port Re-construction Officer, A.C.,
Capt. J.M. Bowes, Allied Commission Port Liaison Officer,
Maggiore Porro, N.O.I.C.,
Capitano Giacometti, Capitaneria di Porto,
Ingegnere Bucalossi, Italian Civil Engineer in Charge of Port Re-construction.

Maggiore Porro, deputising for the Naval Officer-in-Charge, was welcomed to the meeting by the chairman.

Min.
176. Minutes of last Meeting and previous meetings. ACTION BY.

PORT RE-CONSTRUCTION. Ref.163,164,171. Maggiore Porro stated that work was progressing very slowly on removing the sunken tug facing No. 8 Berth, as only small charges of explosive could be used. Capt. Bowes expressed the opinion that if the Italian Naval Salvage party were unable to expedite the work more quickly, outside assistance should be asked for, as the presence of this wreck was obstructing the use of berthing space. Maggiore Porro was asked to ascertain the views of the Salvage officer. Maggiore Porro.

SECURITY. Ref.115,165,171. Maggiore Porro informed the chairman that N.O.I.C. had given instructions for the entrances to the port to be divided into two sections and that the work was being undertaken by Genio Civile.

HANDLING OF BARGES. Ref.173. Capt. Bowes reported that a conference of parties interested in the operation of barges had been held on the 6th April. Ref. attached Report of meeting.

ELECTRIC LIGHT FITTINGS. Ref.175. Capt. Bowes said that an application for a further supply of electric light bulbs had been made. Engineer Bucalossi in reply to Major Goldson stated that work on electric lighting arrangements in the area of the "Charing Cross" railhead, adjacent to Forte Michelangelo, was to start on the 10th April.

177. PORT LABOUR. Ref.141. Replying to chairman Capitaneria di Porto stated that there were now 550 registered dock workers and two hundred casual workers were available. Chairman thought that an effort should be made to increase that number if the envisaged programme for the port of discharging 3000 tons a day was to be realised. He further stated that Master Stevedores had complained that workers were delaying the start of morning shifts by arriving one and two hours late and that despite an undertaking given by the labour authority that political demonstrations would not be allowed to interfere with the working of coal ships, work on the present collier discharging, had been stopped

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welcomed to the meeting by the chairman.

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ACTION BY.

176. Minutes of last Meeting and previous meetings.

PORT RE-CONSTRUCTION. Ref.163,164,171. Maggiore Porro stated that work was progressing very slowly on removing the sunken tug facing No. 5 Berth, as only small charges of explosive could be used. Capt. Bowes expressed the opinion that if the Italian Naval Salvage party were unable to expedite the work more quickly, outside assistance should be asked for, as the presence of this wreck was obstructing the use of berthing space. Maggiore Porro was asked to ascertain the views of the Salvage officer. Maggiore Porro.

SECURITY. Ref.115,165,171. Maggiore Porro informed the chairman that H.Q.A.C. had given instructions for the entrances to the port to be divided into two sections and that the work was being undertaken by Genio Civile.

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177. PORT LABOUR. Ref.121. Replying to chairman Capitaneria di Porto stated that there were now 550 registered dock workers and two hundred casual workers were available. Chairman thought that an effort should be made to increase that number if the envisaged programme for the port of discharging 3000 tons a day was to be realised. He further stated that Master Stevedores had complained that workers were delaying the start of morning shifts by arriving one and two hours late and that despite an undertaking given by the labour authority that political demonstrations would not be allowed to interfere with the working of coal ships, work on the present collier discharging, had been stopped to enable workers to attend a political gathering at 11.00 hrs. on the 8th April. Capitaneria di Porto was requested to consult the men's delegates on these matters and to impress upon them, that any undue delay in a ship's discharge, which was the result of workers' lack of cooperation would be viewed with concern by Allied shipping authorities. Capitaneria di Porto.

178. SITUATION OF CRANES AND QUAY RE-SURFACING. Major Goldson referred to the work of re-surfacing the quays TOMMASO (Berth No.3.) and the BERNINI quay and said it would be necessary for the cranes working on TOMMASO discharging barges, to be moved to enable this work to go ahead. After a short discussion it was decided that work on the BERNINI quay should be completed first and the cranes transferred to that location, this would facilitate completing the entire re-surfacing of this area, commencing from the North end of Tommaso to the South end of Bernini.

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179. CEMENT SUPPLIES. Engineer Bucalossi expressed concern over the lack of cement for Port re-construction and asked Major Goldson if he would acquaint the authorities in Rome with the situation. Major Goldson said this matter was already in hand but that a new system for allocating cement for various projects both army and civil, had been introduced, he assured Engineer Bucalossi that everything was being done to obtain a release of cement for Civitavecchia.

180. NAVAL DUTY OFFICER. Capt. Bowes asked Maggiore Porro whether the night Duty officer patrolled the port at any period during his hours of duty, so that any failure of lighting in the port or trouble with dock workers, which threatened a stoppage of work, could be immediately attended to. Maggiore Porro replied that Stevadores were aware of an officer's presence in Navy House to attend to such matters and had instructions to contact him if necessary.

Next Meeting:- Monday 16th April, 1945 at 10.00 hrs.

E. V. Taylor

Acting Chairman, Port Working Committee, Civitavecchia.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 2nd April, 1945.

Present:- Mr. Z.V. Taylor, Ministry of War Transport, Acting-Chairman,
Major C.F.B. Goldson, Port Re-construction Officer, A.C.,
Capt. J.H. Bowes, Allied Commission Port Liaison Officer,
Mr. S.A. Loker, U.N.R.R.A.,
Mr. Regan, War Shipping Administration, Representative,
Capitano di Fregata Vocaturo, M.C.I.C.,
Maggiore Guarino, Il Maggiore di Porto Comandante.

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171. Minutes of last Meeting. ACTION BY:

PORT RE-CONSTRUCTION. Ref.163.164. N.O.I.C. stated that he had received instructions to send a tug to Plombino to tow the pontoon sheerlegs to Civitavecchia. Mr.Regan said he was not yet able to give the Committee any definitive information on the allocation of a 60 ton pontoon crane but that he still had the matter in hand. Major Goldson said that the plans for further re-construction work in the port, discussed at the last meeting, had been approved by the Allied Commission but, he went on to say, difficulty was being experienced in obtaining cement, this month's allocation not having yet been received. He further informed the committee that the mechanical equipment was to be wi withdrawn in the immediate future. N.O.I.C. stated that the Italian Ministry of Marine was sending further personnel and equipment for salvage operations and it was proposed that work should commence on the salvage of craft in the Sconset Basin. On the chairman referring to the sunken tug in the Darsena Basin, fronting No.8 berth, he was informed by N.O.I.C. that work was already proceeding to clear this wreck. It was suggested that first priority be given to this operation as Berth 8 would be ready to take a coaster in two weeks' time and it would also make possible the mooring stern-on of a vessel to Berth No.9. N.O.I.C. agreed and on Mr.Loker asking if an estimated time of completion for this work could be given, N.O.I.C. undertook to obtain the opinion of the Salvage Officer. N.O.I.C.

SECURITY. Ref.119.165. N.O.I.C. stated that an additional thirty sailors were being sent to take up police duties in the port and they would be controlled by a Commissioned Officer and Petty Officer. Chairman suggested that the gates to the port area should be divided into two sections, the narrow passage-way adjacent to the Sentry-box for pedestrians and the wider section for vehicles, this he thought would make more simple the checking of workers and others when entering and leaving the port. N.O.I.C. agreed to arrange for this to be done. Mr. Loker expressed the view that a special meeting of all interested bodies should be arranged in a week's time, when the effect of the additional police patrol in the port would be known. This was agreed.

N.O.I.C.

COMMUNICATIONS AND SHIP MOVEMENTS. Ref.166. N.O.I.C. stated that he had sent a signal to F.O.[illegible]., but had not received a reply to date.

STEVEDORING EQUIPMENT. Ref.167. Mr. Regan said that the indent which he referred to at the last meeting included five hundred round mouthed shovels, and in reply to Chairman said they were for use in Civitavecchia. Capt.Bowes asked who had demanded them and on being told that the stevedoring firm of STAMAR had made the application expressed the view that this procedure was irregular and contradictory to a decision which established that all gear should be under the control of N.O.I.C. and for the general use of the Port. Chairman concurred, stating that

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that the equipment at present in use had been loaned by the Allied authorities as part of the re-habilitation policy and if individual firms obtained additional gear this also should, if the present arrangement remained unaltered, be placed in the common pool.

172. DETECHING OF RAIL-CARS. Ref.168. Capitaneria di Porto stated the position was now satisfactory.

173. MOVEMENTS OF SHIPS IN HARBOUR. Chairman stated that on the 30th April it was suggested and agreed that the collier which had almost finished discharge at the Coal Berth should that day move to No.1 Berth and complete into barges, to enable another collier lying in the bay to commence discharge at the Coal Berth. This suggestion had not been put into effect and no information given as to the reason. N.O.I.C. stated that there were no barges available at the time. Chairman requested that in future, advice should be given to those concerned, if an alternative arrangement was made to the one suggested. N.O.I.C. agreed that this would be done.

174. LIGHTENING OF COAL SHIPS. Chairman suggested that in order to avoid delay in calling vessels forward, colliers should in future lighten to 19 or 20 feet at the coal berth and then berthed stern-on to berth No.3 (TORNADO) complete discharge into barges. This was agreed. N.O.I.C.

175. HANDLING OF BARGES. Major Goldson referring to the loading of coal into Minos barges, suggested that a steel plate be used to simplify the trimming of coal into the centre of the barges as it came down the shutes. Capt. Bowes suggested that a special meeting be called to study the methods employed in using the barges and if they could be improved upon, re-commendations to that effect would be made known to those responsible. Capt. Bowes stated that he, as Transportation Officer, would call together the parties interested. CAPT. BOWES.

176. RAILWAY FACILITIES. Major Goldson said the N.T.O. had made a request that the debris lying in front of the Bernini warehouse, be removed as it was interfering with the handling of rail-cars to No.3 berth. He had also asked that the Ramp at No.1 Rail Track, Port Railhead, be strengthened as it was anticipated a number of tanks would be loaded there in the near future. N.O.I.C. was asked to instruct the Genio Civile and the Italian State Railways to attend to these matters. N.O.I.C.

177. ELECTRIC LIGHT FITTINGS. N.O.I.C. mentioned that the stock of electric light bulbs supplied some months ago had now been used and no spares were available. Capt. Bowes said he would endeavour to obtain a fresh supply. CAPT. BOWES.

Next Meeting:- Monday 9th April at 10.00 hrs.

Acting Chairman Port Working Committee.

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174. RAILWAY FACILITIES. Major Goldson said the R.T.O. had made a request that the debris lying in front of the Termini warehouse, be removed as it was interfering with the handling of rail-cars to No.3 berth. He had also asked that the Ramp at No.1 Rail Track, Port Railhead, be strengthened as it was anticipated a number of tanks would be loaded there in the near future. N.O.I.C. was asked to instruct the Genio Civile and the Italian State Railways to attend to these matters. N.O.I.C.

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Next Meeting:- Monday 9th April at 10.00 hrs.

Acting Chairman Port Working Committee, Civitavecchia.

c.c. Capt. J. Bowes, Allied Commission Port Liaison Officer, Civitavecchia.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 26th March, 1945.

Present:- Mr. E.V. Taylor, Ministry of War Transport, Acting-Chairman,
Major C.P.B. Goldson, Port Re-construction Officer, A.C.,
Capt. J.M. Bowes, Allied Commission Port Liaison Officer,
Mr. W.A. Loker, B.M.W.T.R.,
Mr. Regan, War Shipping Administration, Representative,
Capitano di Fregata Vocature, N.O.I.C.,
Maggiore Guarino, Il Maggiore di Porto Comandt.,
Tenente di Vascello Dordoni, Asst. N.O.I.C.,
Capitano Testa, Port Co-ordinating Officer,
Ingegnere Bucalossi, Italian Civil Engineer in Charge of Port Re-construction.

Min.

164. Minutes of Last Meeting. ACTION BY.

DOCK WORKERS AND DISCIPLINE. Ref.158. N.O.I.C., stated that he had made known to the Compagnia Portuale the view of the Committee with regard to lack of discipline among dockworkers and they had given an undertaking to enforce a system of fines and suspensions from work of offenders and furthermore, that foremen in charge would in future be held responsible for the conduct of men under their supervision.

RAIL-CAR LOADING PLATFORMS AT NO.11. BERTH. Ref.160. Major Goldson informed the committee that work on raising to rail-car level, the two platforms at number 11 berth, using cement and rubble, had commenced.

PORT LABOUR. Ref.161. Capitaneria di Porto stated a meeting with the Compagnia Portuale and resulted in a decision being reached to work three shifts, when sufficient labour was available, on all ships but that priority would, at all times, be given to colliers. Asked by chairman why three shifts had not been worked on other ships during the last few days when no collier was discharging, Capitaneria di Porto replied that no application had been made for labour. Chairman said he would take the matter up with the Stevedoring firms concerned. CHAIRMAN.

PORT RE-CONSTRUCTION. Ref.163. N.O.I.C. informed the committee that a pontoon sheerlegs by the name of "MAJESTE" with a lifting capacity of 50 tons was due to arrive in a few days time, this could be used on repairing the breakwater. Major Goldson expressed doubt as to its ability to lift the blocks which were to be placed in the breaches, stating that some were 70 tons in weight. Mr. Regan stated that a request made by him to D.O.M.C., a little time ago, for a 60 ton pontoon crane, had been received favourably and he had no doubt that if the matter was pressed, a suitable crane might be allocated. It was decided that Mr. Regan should pursue the matter further. Signor Bucalossi submitted a plan to the committee on which was portrayed the work of re-construction which was proposed should be carried out in the next three months commencing 1st April. At Major Goldson's suggestion the scheme was discussed in detail to establish an order of priority on how the work should be canalised. It was decided that the [illegible]

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Mr. REGAN.
N.O.I.C.
CHAIRMAN. MAJOR
GOLDSON.

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Min.

164. SECURITY; Ref. 115. The chairman stated that pilferage in the port still continued on a scale which had reached serious proportions and he put to the committee the following motion.

"That this committee views with concern the growing amount of pilferage in the port and the inadequate measures which are being taken to counteract this evil, despite the many re-commendations which have been made, from time to time, by this said committee all of which having been applied by N.O.I.C., have met with little success. It is the opinion of this committee that N.O.I.C., as the principle body in Civitavecchia for the enforcement of more effective security, should place before the appropriate authority in Rome, a request for direct interest and action to overcome this state of affairs." This was agreed to by the Committee.

N.O.I.C.

166. COMMUNICATIONS & SHIP MOVEMENTS. N.O.I.C. stated that a vessel after completing part discharge in Civitavecchia, had orders to proceed north to complete. It was a Naval practice that such vessels should have an escort when proceeding in that direction, yet only when the vessel was signalling for a pilot was her destination make known to him. Chairman asked N.O.I.C. whether the Master had followed the accepted practice of reporting to Navy House on arrival. The reply was in the negative. Mr. Regan expressed the opinion that Naples should have advised N.O.I.C. of the vessel's intended movements after leaving Civitavecchia. Mr. Loker suggested that N.O.I.C. should send a signal to F.O.N.A.W. requesting pre-advice on all vessels proceeding north after part discharge in Civitavecchia, to enable arrangements to be made for an escort. This was agreed to. N.O.I.C.

167. STEVEDORE EQUIPMENT. Capitaneria di Porto asked whether it would be possible to obtain round shovels, stating that the shovels at present in use for working coal, were unsuitable when the coal was of a large lumpy nature. Mr. Regan said that an indent had been made for certain items of stevedoring equipment which were to be shipped over from the States, he would ascertain whether this type of shovel was included.

MR. REGAN.

168. SWITCHING OF RAIL-CARS. Capitaneria di Porto reported that men working coal had complained about the amount of time lost waiting for the switching of rail-cars. Capt. Bowes replied that it was inevitable on occasions but if the foremen in charge followed the practice laid down, of giving the railway authorities an hour's notice for a switch to be made, such time lost would be considerably reduced. Chairman asked Capitaneria di Porto to inform foremen in charge accordingly.

CAPT.DI PORTO.

169. DEPTHS OF WATER. Mr. Regan stated that a report had been made on the changing hydrographic conditions of the Mediterranean and suggested the possibility of changes in the depth of water in Civitavecchia harbour. Chairman asked N.O.I.C. to have fresh sounding made of drafts at all

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completing part discharge in Civitavecchia, had orders to proceed north to complete. It was a Naval practice that such vessels should have an escort when proceeding in that direction, yet only when the vessel was signalling for a pilot was her destination make known to him. Chairman asked N.O.I.C. whether the Master had followed the accepted practice of reporting to Navy House on arrival. The reply was in the negative. Mr. Regan expressed the opinion that Naples should have advised N.O.I.C. of the vessel's intended movements after leaving Civitavecchia. Mr. Loker suggested that N.O.I.C. should send a signal to F.O.N.A.M. requesting pre-advice on all vessels proceeding north after part discharge in Civitavecchia, to enable arrangements to be made for an escort. This was agreed to. N.O.I.C.

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170. BERTHING OF NEXT COAL SHIP. It was agreed that the next coal SHIP TO arrive, providing her draft was not too great, should be BERTHED AT No.3 berth (Tommaso), and the Minca barges utilised for HER DISCHARGE

Next Meeting:- Monday 2nd April, 1945 at 10.00 hr.

E. V. Taylor.

MINISTRY OF WAR TRANSPORT CIVITAVECCHIA

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SUBJECT : - MINUTES OF PORT WORKING COMMITTEE. -

TO/ TN.
HQ. LAZIO - UMBRIA REG.
ALLIED COMMISSION
A.P.O. 394

1). Copy of minutes held on 20 March attached.

2). Attention is drawn to minute N° 156. With the 14 minca barges now available and the Fiumicino barges, and the rail facilities at N° 3 and 6 being complete, it is now pratical to discharge a coal ship over the side.

J.N. Bowes capt.

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

22 MARCH 45
CIVITAVECCHIA

COPY TO : P & W. DIV.
TN. SUB - COMMISSION
ALLIED COMMISSION

7326

cc/19/fn6

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 20th March, 1945.

Present:-

Mr. E.V. Taylor, Ministry of War Transport, Acting-Chairman,
Major C.P.B. Goldson, Port Reconstruction Officer, A.C.,
Capt. J.N. Bowes, Allied Commission Port Liaison Officer,
Mr. W.A. Loker, D.M.W.T.R.,
Mr. Regan, War Shipping Administration, Representative,
Capitano di Fregata Vocaturo, N.O.I.C.,
Capitano Giacometti, Capt. di Porto,
Capitano Testa, Port Co-ordinating Officer.

The Chairman introduced and welcomed MR. W.A. Loker, D.M.W.T.R., to the meeting.

Min.

155. Minutes of Last Meeting. ACTION BY.

CONSTRUCTION OF GANGWAY BRIDGE AT COAL BERTH. Ref.150. Major Goldson stated that a sketch of a proposed gangway had been given to Genio Civile and work on its construction would commence in the near future.

POLITICAL MEETINGS AND STOPPAGE OF WORK. Ref.151. N.O.I.C., said he had been given an assurance by the Compagnia Portuale that men employed on the three shift working arrangement, would not in future be permitted to attend political meetings if this resulted in a stoppage of work.

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156. HARBOUR CRAFT. Ref.149. N.O.I.C., stated that four Minca barges had now been sheathed locally, that timber was available to sheath two more and that the Allied Commission had undertaken to supply more material to complete the work on the remaining six. Fourteen barges would be ready by the end of the week for the intake of coal. Chairman asked N.O.I.C., what procedure was being followed in feeding and paying the wages of TUSA tug crews, further stating that the Master of one of the tugs had claimed that his crew had not been paid for a month and that the stocks of food available were in-sufficient. N.O.I.C., replied that for the first fifteen days he had paid the crews' wages and provided stores but on instructions from the Ministero della Marina, this responsibility had now been passed to and accepted by Co.Se.Na.,.

This was noted.

157. ANIMAL DISCHARGE AT NO.1.BERTH. Capt. Bowes stated that the last animal ship using berth No.1., had experienced difficulty in discharging, owing to the vessel's derricks being of too short a span and the ship being kept too far off the quay by the floating piles. The question of when work on refacing the quay (Ref.Min.1[illegible].) would commence, was raised. Major Goldson said that the re-construction of this berth was included in the work which it was planned would be carried out in the next three months, but whilst work was in progress it would be necessary to find an alternative berth for the discharge of animals and other cargoes. It was decided that berth No.4. (Sardinia

155. Minutes of Last Meeting.

CONSTRUCTION OF GANGWAY BRIDGE AT COAL BERTH. Ref.150. Major Goldson stated that a sketch of a proposed gangway had been given to Genlo Civils and work on its construction would commence in the near future.

POLITICAL MEETINGS AND STOPPAGE OF WORK. Ref.151. B.O.I.C., said he had been given an assurance by the Companhia Portuguesa that men employed on the three shift working arrangement, would not in future be permitted to attend political meetings if this resulted in a stoppage of work.

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156. HARBOUR CRAFT. Ref.149. B.O.I.C., stated that four lighters and barges had now been sheathed locally, that timber was available to sheath two more and that the Allied Commission had undertaken to supply more material to complete the work on the remaining six. Fourteen barges would be ready by the end of the week for the intake of coal. Chairman asked B.O.I.C., what procedure was being followed in feeding and paying the wages of the tug crews, further stating that the master of one of the tugs had claimed that his crew had not been paid for a month and that the stocks of food available were in-sufficient. B.O.I.C., replied that for the first fifteen days he had paid the crews' wages and provided stores but on instructions from the Ministero della Marina, this responsibility had now been passed to and accepted by C.G.N.A.. This was noted.

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158. LACK OF DISCIPLINE. Capt. Bowen said work on the last animal ship had stopped on Sunday night as a result of workers being under the influence of drink and he expressed the opinion that this state of affairs arose through lack of police supervision. Responsibility which he said was N.C.I.C's. B.O.I.C. replied that an officer was on duty all night and no report had been made to him. Chairman said that this lack of discipline among workers could also be related to the employers of labour as their responsibility and he suggested that B.O.I.C. should write to these organisations, citing this case as an example of lack of supervision and with a hint that fines would be imposed on firms if discipline was not maintained and the discharge of ships was stopped as a result. This was agreed. B.O.I.C.

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14.00 to [illegible] hrs., when previously the times were [illegible] 17.00 hrs., and 18.00 to 22.00 hrs., without any notification having been given, had resulted in disorganising arrangements made for the laying-on of rail-cars. He asked Capitaneria di Porto to give pre-advice of changes in future. The question of extending the system of working three shifts to other than coal ships was raised by Capt. Bowes. Capitaneria di Porto replied that the number of workers available was in-sufficient to apply the system to all ships. After a discussion which followed, it was decided that Capitaneria di Porto should put the views of the committee before the Compagnia Portuale, which were, that whenever possible, and when labour was available three shifts should be worked irrespective of whether a ship was discharging coal. CAPITANERIA DI PORTO.

162. PORT LIGHTING. Capt. Bowes informed the committee that the whole question of port lighting and the lighting at Tarquinia Port Railhead, insofaras it affected railway operations, had been reviewed by Major Street, Allied Commission, who inspected the lighting facilities in these areas on Monday morning. Certain re-commendation which Capt. Bowes outlined, had been made and work to put them into effect would, in the port area itself, be the responsibility of Genio Civile and at the Tarquinia Railhead, the Italian State Railways, but the Allied Commission would give what assistance they could to supply fittings.

163. PORT RE-CONSTRUCTION. For the information of the committee, N.O.I.C., gave a brief outline of re-construction work which it was intended, would be carried out during the three months commencing from 1st April and for which the Italian authorities had voted funds. Chairman asked for a report to be submitted. This N.O.I.C., undertook to have ready for 22nd March. N.O.I.C.

Next Meeting:- Monday 26th March, 1945, at 10.00 hrs.

G. V. Taylor

Acting-Chairman Port Working Committee, Civitavecchia.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 14th March, 1945.

Present:- Mr. E.F. Taylor, Ministry of War Transport, Acting-Chairman,
Major C.F.B. Goldson, Port Reconstruction Officer, A.C.,
Capt. J.A. Howes, Allied Commission Port Liaison Officer,
Capt. A. Moore, Allied Commission,
Lieut. Webb, Allied Commission,
Mr. Regan, War Shipping Administration, Representative,
Capitano di Fregata Vocaturo, N.O.I.C.,
Maggiore Guarino, Il Maggiore di Porto Commandt.,
Capitano Testa, Port Co-ordinating Officer,
Ingegnere Bucalossi, Italian Civil Engineer in Charge of Port Re-construction.

Min.

149. **Minutes of Last Meeting.** ACTION BY.

PORT RE-CONSTRUCTION. Ref.144. Mr. Regan said he had made an application through T.S.A. Naples, for a 60 Ton crane to be made available for work on repairing the breakwater. Major Goldson expressed the opinion that a pontoon type would be the most suitable. Mr. Regan stated that he would again raise the question and make that suggestion known. Mr.Regan.

HARBOUR CRAFT. Ref.145.N.O.I.C. stated that work on the sheathing of one MINCA barge had been completed satisfactorily and the contractor was now engaged on a second, but unless more timber was made available, work on the other ten would be held-up. Mr. Regan undertook to impress upon the bodies responsible for supplying timber for this work, the urgency of requirements being met. On the chairman referring to the partly submerged MINCA barge, N.O.I.C. expressed the opinion that the structure would in no way be effected harmfully but, on the contrary, by its prolonged submergence in water, its timbers would swell and thereby make the work of repairing to make it water-tight, more simple, he would, nevertheless, give instructions for it to be raised and repaired.

Mr. Regan.
N.O.I.C.

RAILWAYS. Ref.146. Major Goldson informed the committee that the railway to No. 3 berth would be ready in two days' time. Referring to arrangements for finding another berth for fishing boats and the transference of "Local Industries" to another locality, N.O.I.C. said that the matter was in hand and No.3 berth, when required for the discharging of MINCA barges, could be cleared of all small craft at short notice. The possibility of confusion arising from large numbers of men engaged in road and rail construction and men employed in discharging barges working in so confined a space, was mentioned by N.O.I.C. It was decided that in the early stages and until re-construction work was completed, only one barge at a

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

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150. CONSTRUCTION OF GANGWAY BRIDGE AT COAL BERTH. Chairman referred to an improvised bridge which had been constructed and used by the personnel of a ship recently discharging at the Coal berth. He asked N.O.I.C. whether it would be possible to construct something on similar line, as occasions arose when, owing to the close proximity of the ship's side to the railwagons, it was impossible for the ship to use its accommodation-ladder and the use of rope-ladders always presented the possibility of accidents. Major Goldson intervened and pointed out that obtaining suitable materials was extremely difficult but he would see what could be done. N.O.I.C. stated that it was intended to construct a gangway to be used at No.1 berth for the discharge of animals. Major Goldson said suitable timber could be found for such construction. Major Goldson.

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151. POLITICAL MEETINGS AND STOPPAGE OF WORK. Chairman called the attention of Mgr. di Porto to work being stopped as a result of political meetings and suggested that Mgr. di Porto should make re-commendations to the parties concerned to time these meetings to coincide with meal hours. Magr. di Porto replied that the men started work an hour earlier to enable them to take an extra hour off at the mid-day meal time, to attend these demonstrations. Chairman stated that where a ship was being discharged by three shifts, to start work an hour earlier was impossible. N.O.I.C. said that matters appertaining to politics were most delicate but he would forbid such meetings if necessary. Chairman replied such an extreme measure was'nt necessary but only an adjustment in the time of hold-such gatherings. N.O.I.C. undertook to make known the views of the committee. N.O.I.C.

152. PORT LABOUR. Chairman stated that a vessel recently berthed at No. 11 berth could only discharge off-side into small craft owing to insufficient labour being available and that as a result, the amount of cargo discharged was considerably lower. He asked Mgr. di Porto for information on the number of registered workers in the port. Mgr. di Porto said there were sufficient numbers of men to fulfill the port's requirements and that the stevedore was probably responsible for the case in question arising. Chairman said he would call the attention of the stevedore to this fact.

Chairman.

153. LIGHTS AT SARDEGNA MOLE. Chairman stated that the lights on the Sardegna Mole had failed on the night of 11th March, resulting in work being stopped for two hours. N.O.I.C. said he was already aware of this and had taken steps to ensure that in future a maintenance man was always on duty, to attend to such breakdowns.

154. PYRITES. Capt. Bowes informed the Committee that commencing from the 12th March 800 tons of Pyrites were due to arrive by rail. It was intended that this should be discharged into MIRCA barges and discharged from them into a vessel which had already been nominated and which was due on the 13th March to discharge salt first. This was noted.

Next Meeting:- Monday 19th March, 1945 at 10.00 hrs.

MINISTRY OF WAR TRANSPORT CIVITAVECCHIA

Acting Chairman, Port Working Committee.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 5th March, 1945.

Present:-

Mr. R.V. Taylor, Ministry of War Transport, Acting-Chairman,
Capt. J.N. Bowes, Allied Commission Port Liaison Officer,
Capt. A. Moore, Allied Commission,
Mr. Regan, War Shipping Administration, Representative,
Capitano di Fregata Vocature, N.O.I.C.,
Maggiore Guarino, Il Maggiore di Porto Comandt.,
Ingegnere Bucalossi, Italian Civil Engineer in Charge of Port Re-construction.

Min. 143. Minutes of Last Meeting. ACTION BY.

LIGHTING AT TARQUINIA RAIL-HEAD. Ref.136. Capt. Bowes reported that the R.T.O. had informed him that the lighting arrangements were now satisfactory.

CO-ORDINATION OF PORT OPERATIONS. Ref.141. N.O.I.C. informed the committee that an Italian Naval Officer, Capt. Stinco, had now commenced his duties and was, as suggested, responsible for the co-ordinating of port operations. He was at present working under the guidance of Capt. Bowes. This Capt. Bowes confirmed.

144. PORT RE-CONSTRUCTION. Information was given by Signor Bucalossi that he had arranged for the transportation of water pipes(Ref.130), from Tarquinia for this week. Capt. Bowes reported that 175 tons of cement had been released for Port Re-construction, for March. The necessity of having a crane capable of lifting 70 tons, to work on repairing the breakwater was discussed and Mr. Regan undertook to institute enquiries with D.O.M.C., with the view of one being made available. MR. REGAN.

145. HARBOUR CRAFT. Ref.135. N.O.I.C. stated that the sides of the last four NISCA barges to arrive were already sheathed and that work was to commence immediately on sheathing the sides of the others, with what dunnage-wood was available. Chairman asked N.O.I.C. to arrange for priority to be given to the barge which was in a water-logged condition, suggesting that if practicable, it be brought ashore and re-caulked. N.O.I.C., undertook to give instructions accordingly. N.O.I.C.

146. RAILWAYS. Capt. Bowes stated that work on laying the rail line along to No. 3 berth was progressing satisfactorily and would probably reach as far as there in five days time. As it was intended to bring the NISCA barges carrying coal for discharge into railwagons, alongside this berth, it would be necessary for what he called "Local Industries" to be transferred elsewhere. N.O.I.C. was requested to arrange an alternative berth for fishing-boats and "Parsons U.I." [illegible] Chairman expressed the

143. [illegible]

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N.O.I.C.

147. CLEARING OF SUBMERGED WRECKS. Capt. Bowes asked N.O.I.C., if he would instruct the Naval Salvage Party, working in the port, to give priority to re-moving by explosive charge, the submerged wreck near No. 8 berth, stating that it was advisable for this work to be carried out whilst the "PROGRESS" (Army Repair ship), was available for lifting what large portions of the wreck remained after the explosion. N.O.I.C. said he would recommend this to be done.

N.O.I.C.

148. SALVAGE OPERATIONS. Chairman asked N.O.I.C. for information on the barge which had recently been raised in the Sunset Basin. Capt. Bowes referred also to a small steam vessel which had been salvaged.

N.O.I.C.

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stated that the condition of the barge was good and that the steamer was of Yugoslavian nationality. [illegible] undertook to furnish full particulars when they were available. Ask[illegible] when the [illegible] tons. shear-legs would be ready and how far work had progressed, [illegible] replied that work was progressing very slowly and would probably take three months to complete.

[illegible]

Next Meeting:- Monday 14th March, 1945 at 10.00 hrs.

E. V. Taylor

Acting-Chairman.

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CIVITAVECCHIA PORT WORKING COMMITTEE.

Minutes of Meeting Held 27th February, 1945.

Present:- Mr. N.V. Taylor, Ministry of War Transport, Acting-Chairman,
Major C.P.B. Goldson, Port Reconstruction Officer, A.C.,
Capt. J.W. Bowes, Allied Commission Port Liaison Officer,
Capt. A. Moore, Allied Commission,
Mr. Regan, War Shipping Administration, Representative,
Capitano di Fregata Vocaturo, N.O.I.C.,
Capitano Giacometti, Capt. di Porto,
Tenente di Vascello Dordoni, Asst. N.O.I.C.

Chairman introduced Mr. Regan, W.S.A. Representative, to the Committee, welcoming him to that and future meetings.

Chairman said that the title of the Committee would henceforward be known as the Port Working Committee.

Min.

135. Minutes of Previous Meeting. ACTION BY.

HARBOUR CRAFT. Ref.134. Chairman referring to the administration and maintenance costs of the MINCA barges and TUSA tugs, suggested that N.O.I.C. should delay levying Port dues to cover such expenses until the findings of a higher authority, which would consider such matters, were made known, but that a record of such and of the work which the tugs and barges performed and for whom, should be kept and during the interim period should meet expenses from whatever funds he had available. N.O.I.C., agreed but requested a written directive on the policy to be pursued. Chairman said he would endeavour to obtain one. The question of sheathing the sides of the MINCA barges was raised. Mr. Regan said that there was now sufficient dunnage-wood to complete two barges and asked who would be responsible for the work. N.O.I.C. stated that a civilian contractor was, but to whom would the expenses for doing the work be charged. Capt. Bowes said he would take the matter up.

Chairman.
Capt. Bowes.

BOOTS FOR PORT WORKERS. Ref.133. N.O.I.C. said that the Dirrettore di Marina had been requested to purchase boots in Naples, where it had been reported they were available. These would be re-sold to the workers possessing a permit from Capt. di Porto, authorising purchase.

PORT RE-CONSTRUCTION. Ref. 134. Major Goldson reported that the mechanical appliances were now being used to capacity and that the water in the bomb-crater had been disposed of.

136. LIGHTING OF TARQUINIA RAILHEAD. Ref.126. N.O.I.C. stated that fittings had not been obtained. Chairman asked if the visit to Florence, where, on information given by N.O.I.C., they were available, had been undertaken. N.O.I.C. replied that it was a Civilian con-

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N.O.I.C.

137. WATER POINTS. Ref. 130. Major Goldson said that arrangements to requisition water pipes at Tarquinia had now been made and they would be brought from there in the near future; it would then be possible to commence work on placing a water point on the Sardegna Mole but as the pipe line would have to be run from No.8 berth, it would probably take two weeks to complete the work.

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138. CAPSTANS FOR HANDLING RAILWAGONS. Ref.132. As no progress on the fixing of hand-operated capstans had been made, from the information given by N.O.I.C., who further expressed the opinion that this type of capstan had no advantage over the present system of men directly pushing the wagons, it was decided not to pursue the matter further but to wait until electrically driven capstans were made available.

139. MOORING OF VESSELS AT COAL PIER AND OTHER BERTHS. Ref.109. Tenente Bordoni informed the committee that anchors with lengths of chain and wire-cable attached, had been placed off-shore at the coal berth and the Sardegna Mole; lines from ships using these berths could in future be attached to the wire cable and this arrangement would act as a check and prevent vessels from continually bumping against the quaysides when strong in-shore winds created this motion.

140. RAILWAYS. Major Goldson asked N.O.I.C. which rail line on the Molo di Riconiere should be given priority in the laying of rail communications to that berth. After consideration was given to the matter, N.O.I.C. expressed the view that the line fronting the new warehouse should be laid first. This was agreed.

141. CO-ORDINATION OF PORT OPERATIONS. Capt. Bowen raised the question of a Naval Officer (Italian), being made available under the jurisdiction of N.O.I.C., to co-ordinate the operations of the port, which duties were at present being done by the Port Liaison Officer (British). N.O.I.C., replied that an officer had arrived and was working for the Capitaneria di Porto and that he would arrange for him to undertake this work.

N.O.I.C.

142. SUPPLEMENTARY FOOD ALLOWANCE. Capt. Moore said that it had been reported to him that workers engaged in the port on re-construction work, were finding it difficult to obtain the supplementary food allowance. He asked N.O.I.C. if he would take the matter up with the Sindaco (Mayor). N.O.I.C. expressed willingness to treat these workers in a similar manner as other dock workers and to supply the supplementary food allowance from sources under his control.

N.O.I.C.

Next Meeting:- Monday 5th March, at 10.00 hrs.

MINISTRY OF WAR TRANSPORT CIVITAVECCHIA PORT

acting-Chairman.

Carried S.O. 12356 Section 3.3/NND No. 782021

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CIVITAVECCHIA PORT CONTROL COMMITTEE

Minutes of Meeting Held 5th February, 1945.

Present:-

Mr. E.V. Taylor, Ministry of War Transport, Acting Chairman,
Capt. J. Bowes, Allied Commission Port Liaison Officer,
Capt. Moore, Allied Commission,
Capitano di Fregata Vocatura, N.O.I.C.,
Maggiore Guarino, Il Maggiore di Porto Comandt.,
Capitano Abriani Mario, Co.Ge.Na.,
Signor La Rosa Alberto, M.W.T. Agents,
Signor Retti Marsani Sergio, W.S.A. Agents.

Min. 120.) Minutes of Last Meeting. ACTION BY

Ref.114. BERTH FOR ANIMAL DISCHARGE. N.O.I.C. said that the water troughs would be ready in three days time but it would take longer to lay a water pipe-line to them. In the meantime, water could be carried in buckets from the hydrants to the troughs.

Ref.115. SECURITY. N.O.I.C. informed the committee that he had approached the Ministry of Justice regarding the establishment of a special magisterial court. Whilst the suggestion was received sympathetically, no magistrate could be spared. It was suggested that the Pretore at Allumiere be asked to visit Civitavecchia each week. N.O.I.C. said this was possible and he would impart to the Pretore the views of the committee. Maggiore di Porto said no meeting had yet been held between the stevedoring contractors and the Caribinieri but he was arranging a meeting for the 6th February. N.O.I.C. Mgr.di PORTO.

Ref.116. CONDITION OF ROADS IN PORT. Capt. Bowes said a steam-roller had arrived and would be used first on the road to the Tarquinia Road Railhead (Crater), and afterwards on the roads in the port area. N.O.I.C. stated the steamroller which had been undergoing extensive repairs would be ready within the next week and would also be used for road repairs in the port.

Ref. 117. SOAP RATION FOR COAL WORKERS. Capt. Bowes said that his efforts to obtain the basic ration had not, up to date, met with success. N.O.I.C. stated he had already issued the supplementary ration for January.

Ref.119. LIGHTING AT CRATER RAIL YARD. Chairman said he had approached the cement works regarding supply of electric current and they expressed willingness to assist and would supply current up to 400 WATTS. This was regarded as in-adequate and as the sub-station in the port was now almost complete, the help which the cement works were willing to give, whilst appreciated, would not be necessary.

Ref.120. PORT LABOUR - WORKING OF NIGHT SHIFTS. Chairman again raised the

Minutes of Last Meeting.

ACTION BY

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Mgr.di PORTO.

Ref.116. CONDITION OF ROADS IN PORT. Capt. Bowes said a steam-roller had arrived and would be used first on the road to the Tarquinia Road Railhead (Crater), and afterwards on the roads in the port area. N.C.I.C. stated the steamroller which had been undergoing extensive repairs would be ready within the next week and would also be used for road repairs in the port.

Ref. 117. SOAP RATION FOR COAL WORKERS. Capt. Bowes said that his efforts to obtain the basic ration had not, up to date, met with success. N.C.I.C. stated he had already issued the supplementary ration for January.

Ref.119. LIGHTING AT CRATER RAIL YARD. Chairman said he had approached the cement works regarding supply of electric current and they expressed willingness to assist and would supply current up to 400 WATTS. This was regarded as in-adequate and as the sub-station in the port was now almost complete, the help which the cement works were willing to give, whilst appreciated, would not be necessary.

121.) PORT LABOUR - WORKING OF THREE SHIFTS. Chairman again raised the question of working three shifts on coal ships (Ref.Min.99), stating that three shifts had recently been employed to discharge salt from the "EMPIRE LIONEL". He asked Maggiore di Porto how many dock workers were now available. Maggiore di Porto informed the committee that there were at present 750 registered labourers and an additional 100 if necessary. In view of this information, chairman asked for definite arrangements to be made to work three shifts. After a discussion which followed, which embraced such matters as, feeding arrangements and an adequate supply of rail waggons, it was agreed that three shifts should be worked on the next coal ship to arrive and Maggiore di Porto undertook to make the necessary arrangements.

MAGR. DI PORTO.

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122.) FACING OF BERTH NO.1. Chairman referred to the jagged state of the facing of No.1 berth. Capt. Bowen said the Engineer Officer-in-Charge had informed him that work of a temporary nature was about to be effected, to protect vessels using the berth.

123.) HARBOUR CRAFT. The chairman informed the committee that the MINCA barges which were to have been allocated to Civitavecchia, (Ref.Min.105) had been withdrawn, but it was intended to send a suitable type of steel barge as an alternative. Chairman asked N.O.I.C. for information regarding the management of the barge "CICERONE", stating that a member of the crew had complained he had received no pay for a considerable time. N.O.I.C. said that the barge had been sent for the use of the Royal Navy and he had written F.O.N.A.W. on two occasions for guidance on the future use of this craft but had received no reply. In the meantime a tariff rate, for the use of the "CICERONE", to facilitate the discharge of ships, had been agreed upon between himself and the Capitanerin di Porto and was being collected. He undertook to enquire into the reason for non-payment of crew's wages.

N.O.I.C.

Ref. Minute 112. FOOD FOR SCHOONERS. Maggiore di Porto informed the committee that a small amount of stores had arrived.

Next Meeting:- Monday, 12th February, 1945, at 10.00 hrs.

E. V. Taylor

Acting Chairman.

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