

ACC

AC/24.2/TN6

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801
JUN.

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PORT OF MARINA DI
JUN.-JUL. 1945 CARRARA

16
OPENED : 16 JUNE 1945
{ CLOSED : 15 JULY 1945

PORTS

10000 / 948 / 3637

TWENTY-FOUR

CONTAINING

FROM JUNE - 1945

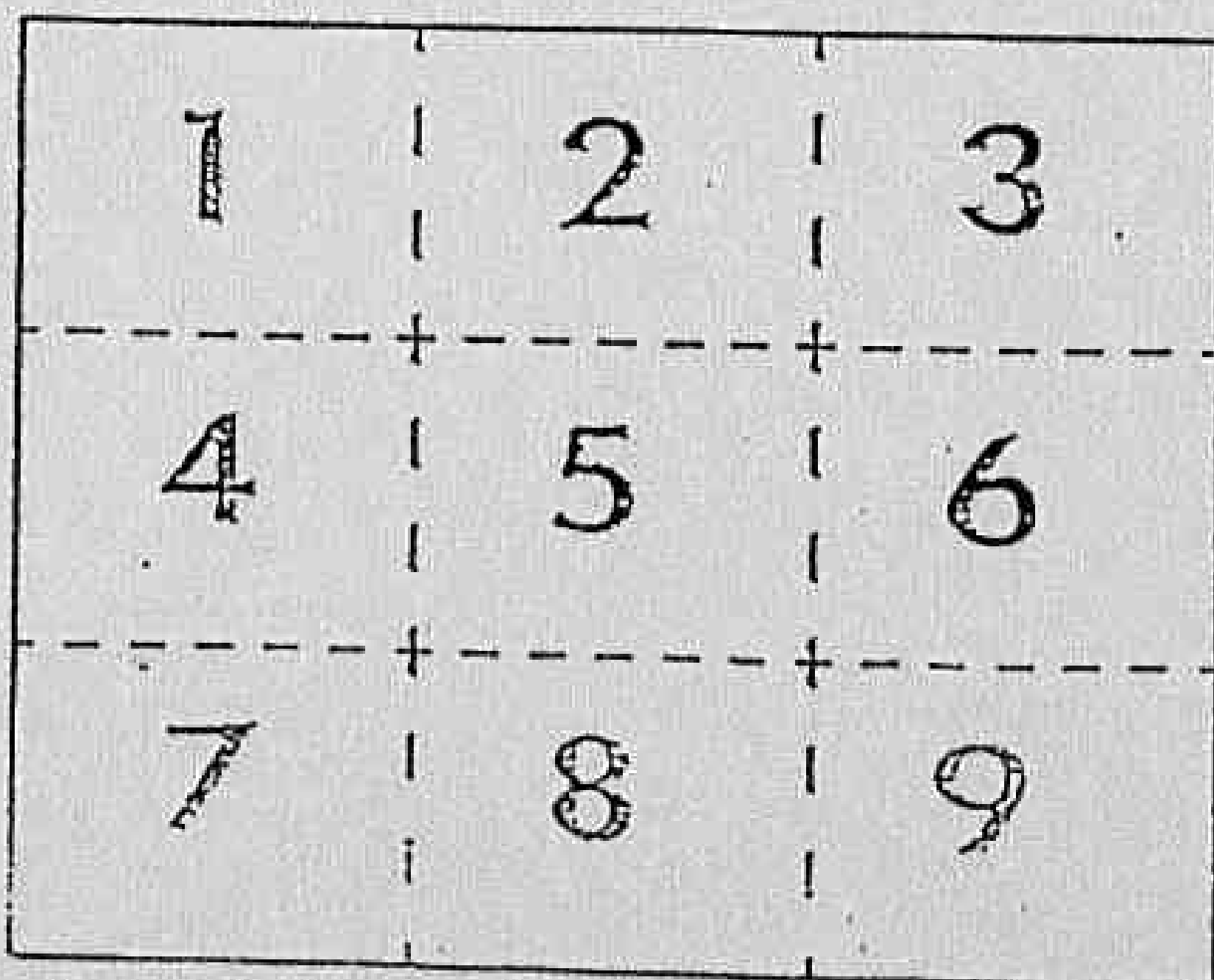
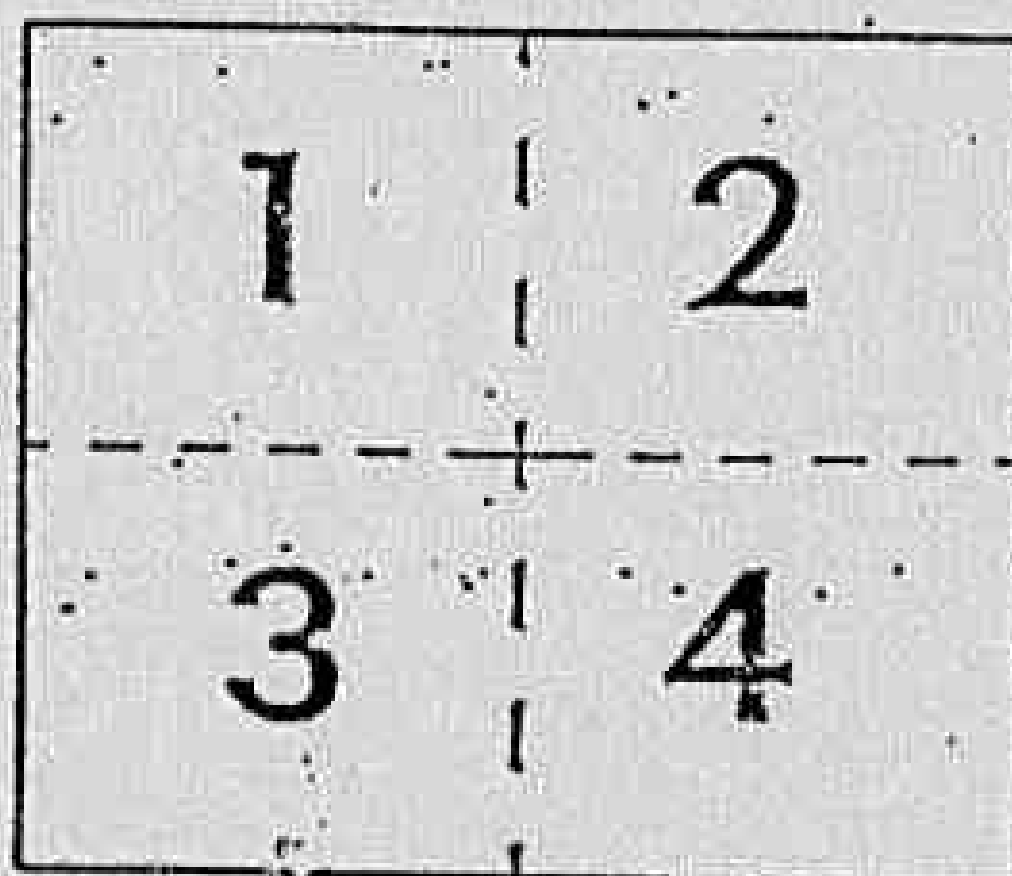
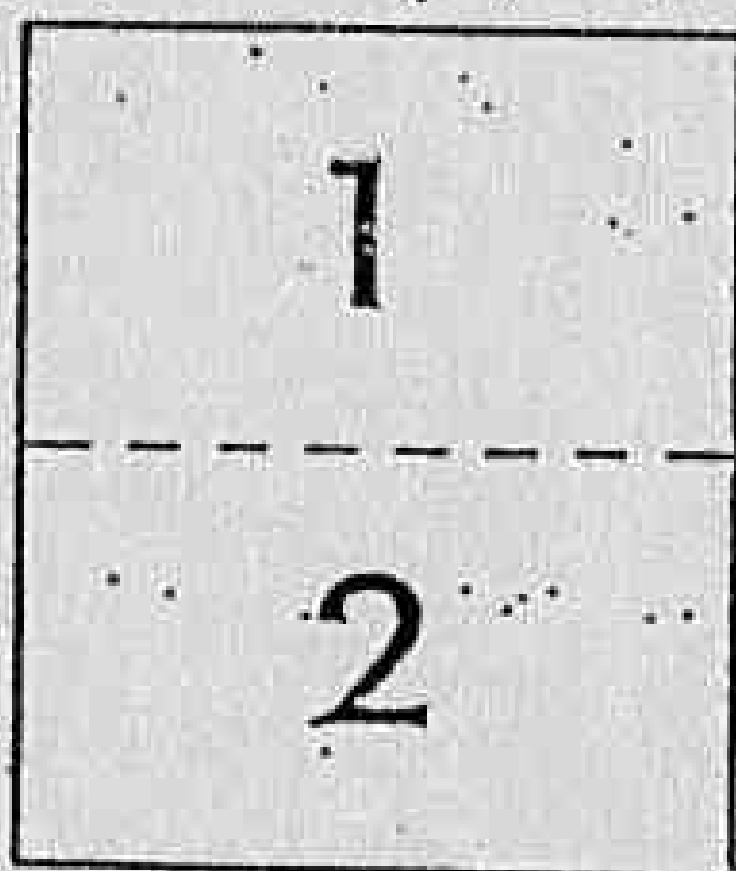
TO JULY - 1945

CATALOGUE

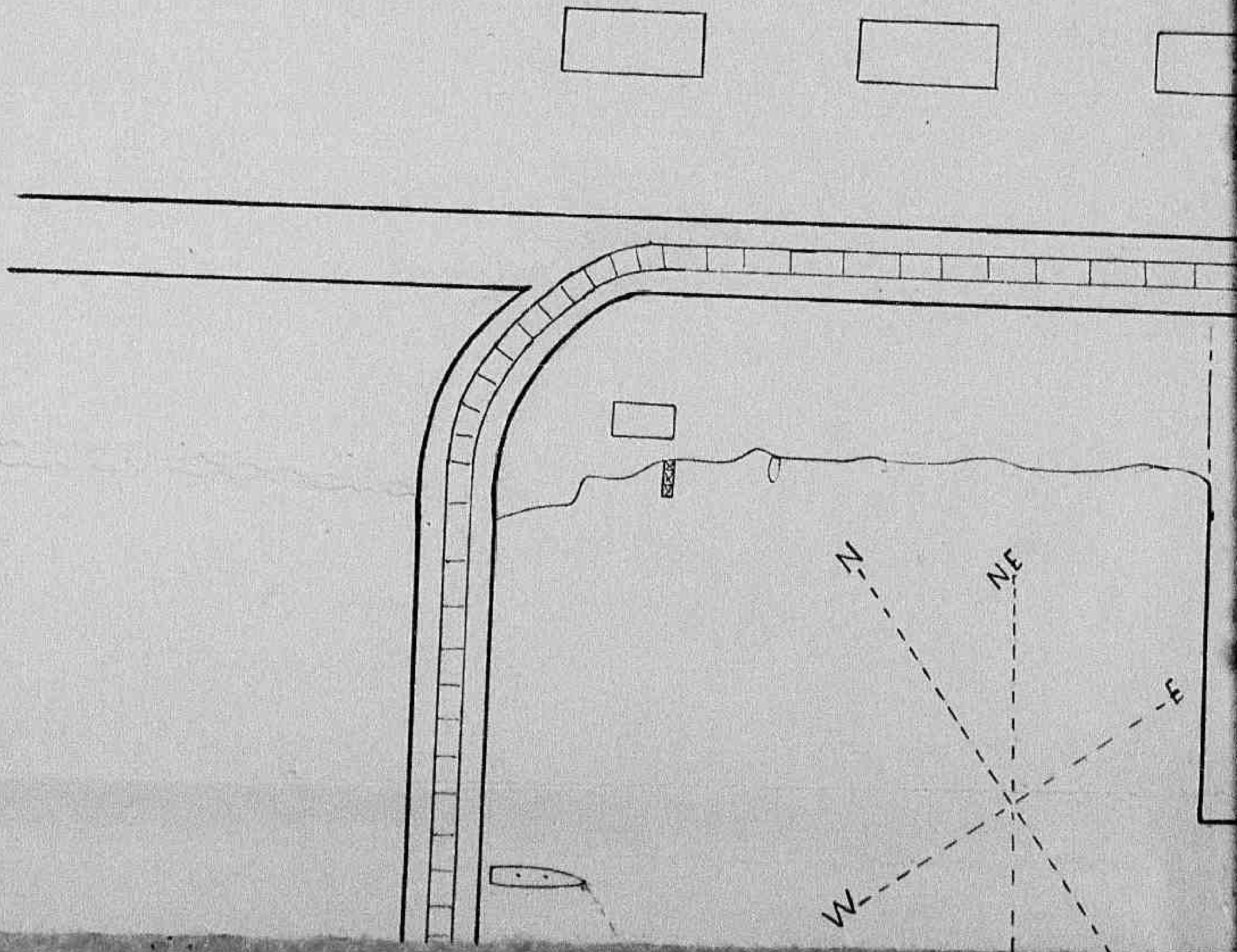
PORTS AND WAREHOUSE DIVISION

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

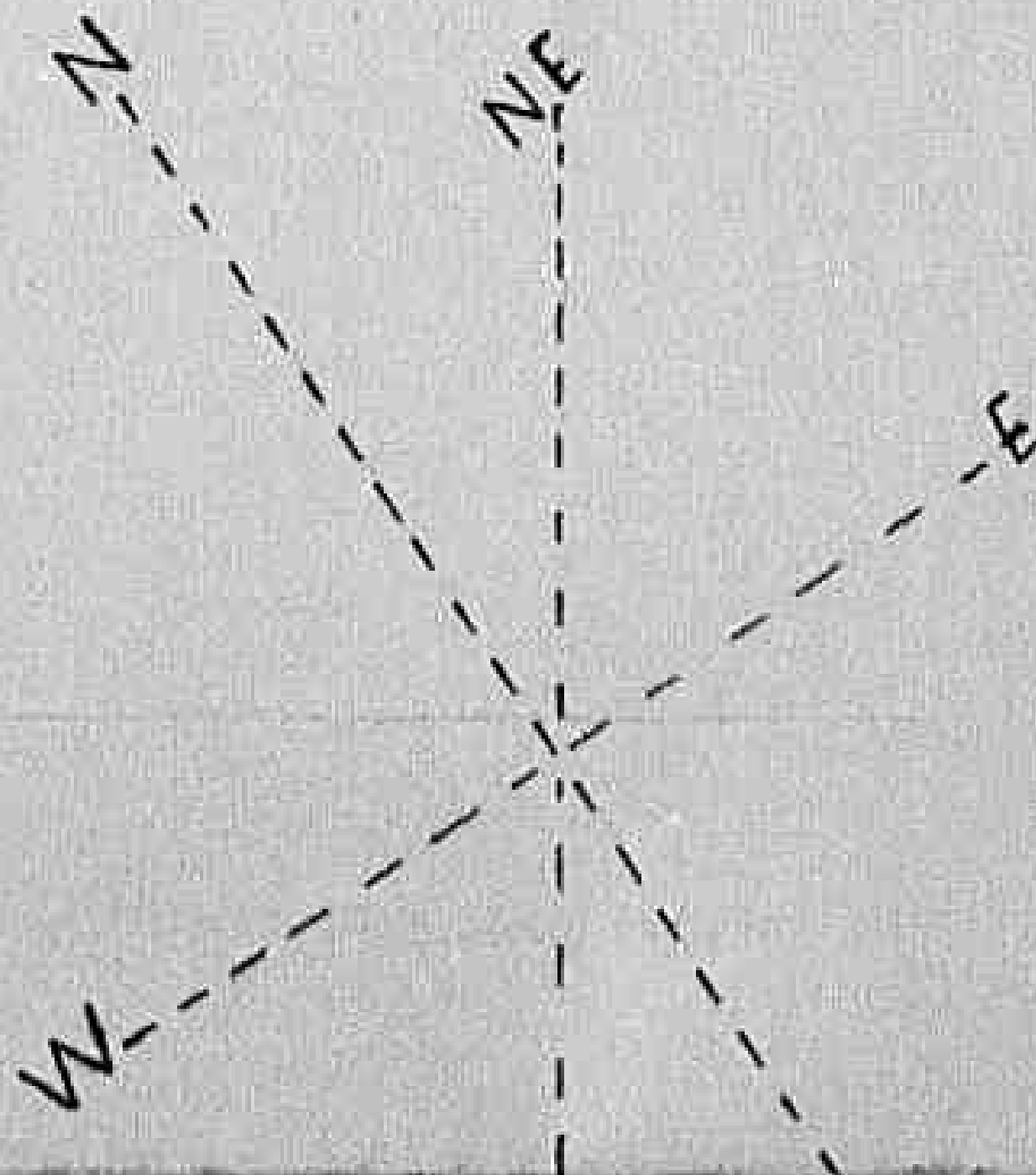
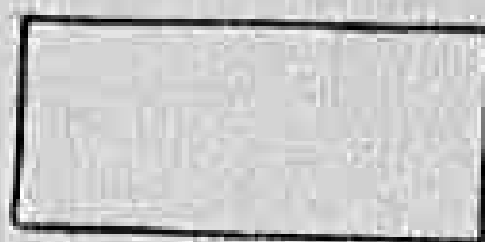
SEE DIAGRAMS BELOW.



Marina di



Marina di Carrara

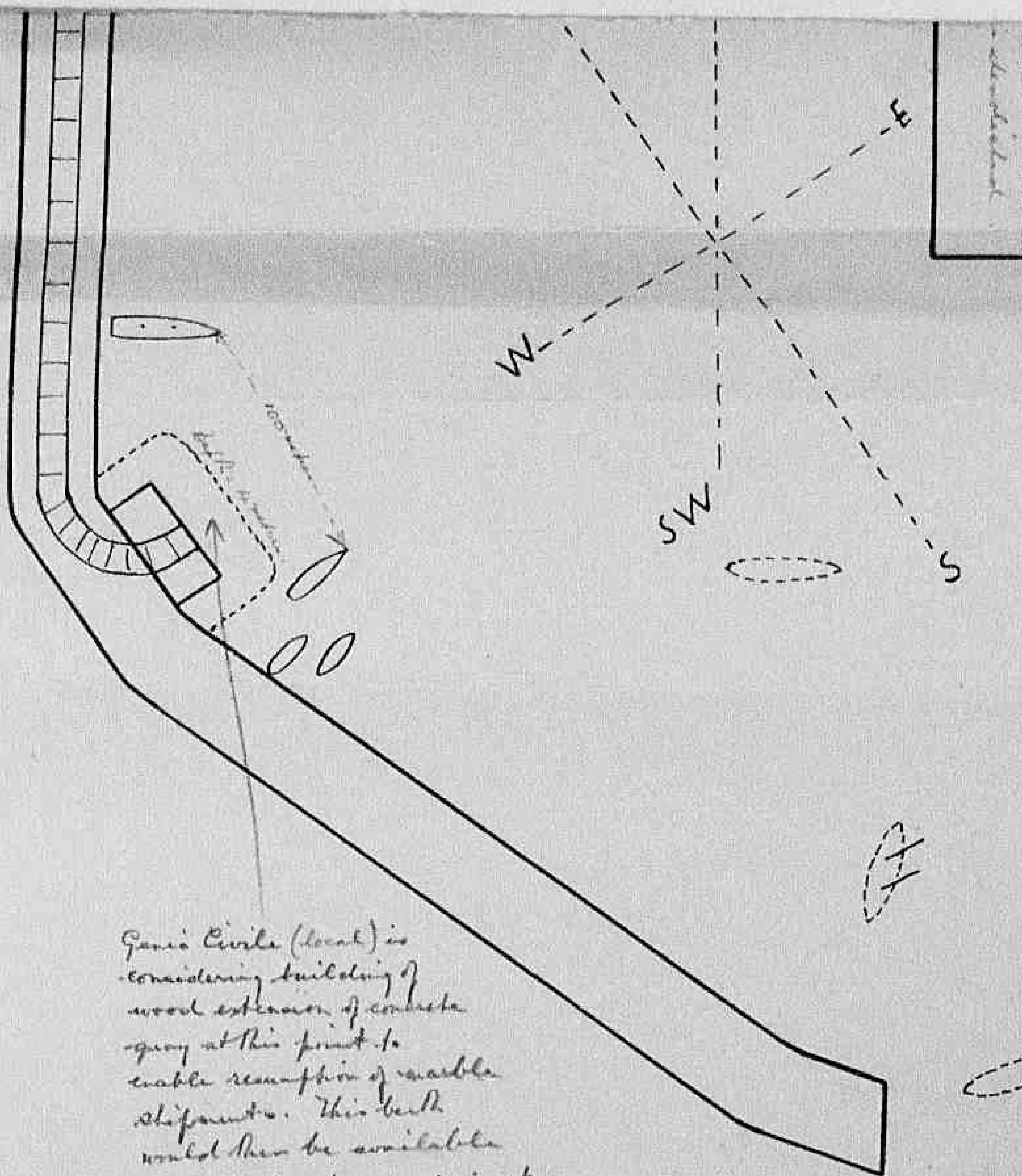


Marina di Carrara



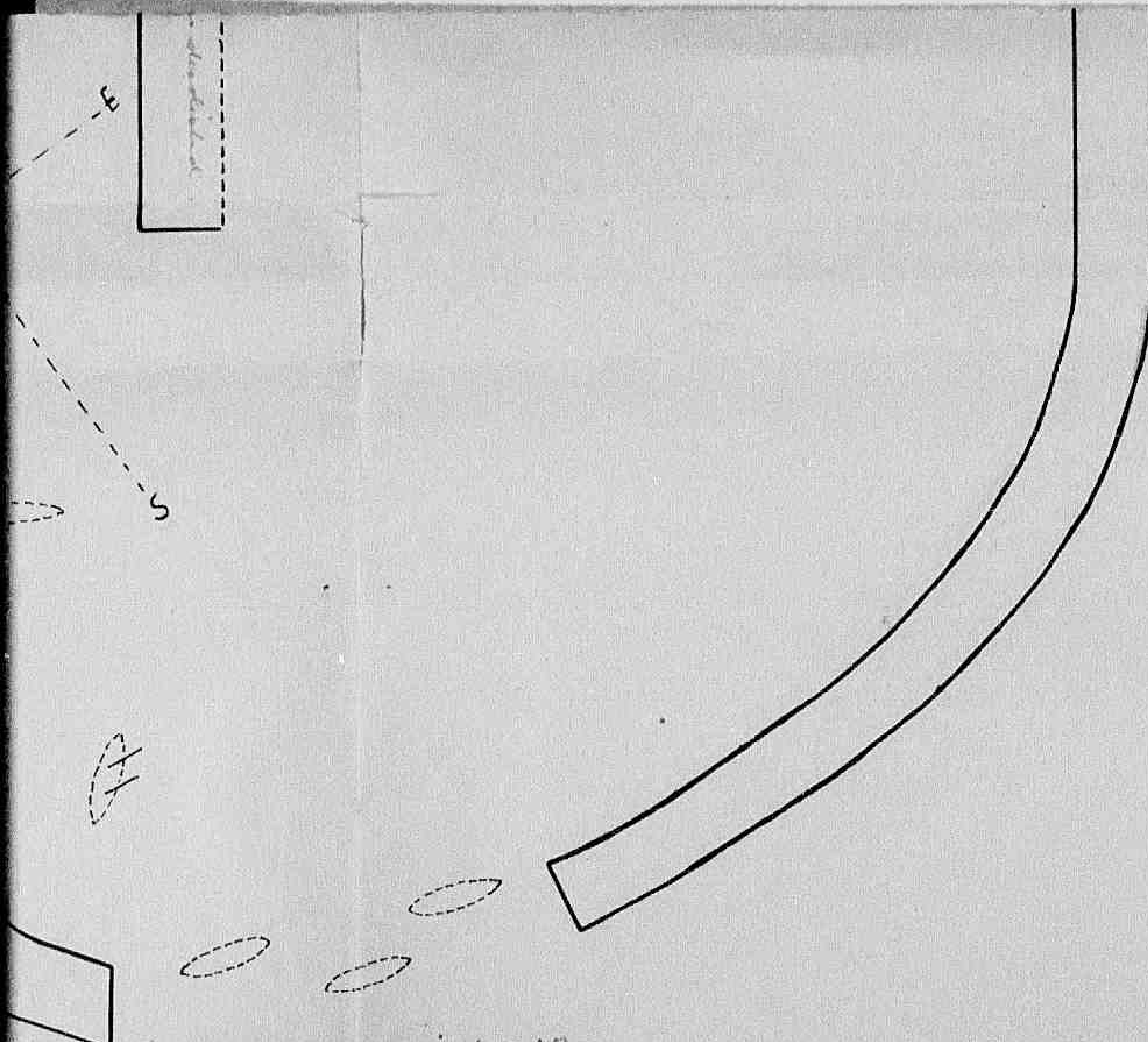
Avenzo

Narrow gauge railway to Avenzo (at 50-100 km for 2nd)



Garcia Civile (local) is considering building of wood extension of concrete quay at this point to enable resumption of variable shipments. This berth would then be available for ship of coke now lying at Avenga using narrow gauge railway.

N.B. There is sufficient depth of water over the sunken vessels here shown to allow entrance of craft (sector drawing not more than 9 (see Report dated 28th June 45 Compagnie Transatlantique))



N.B. There is sufficient depth
 of water over the sunken
 vessels here shown to allow
 of extrusion of craft (astern)
 drawing not more than 9' 9"
 (see Report dated 28th Jan 45 by
 Compagnie Maritime)

ATTACHED COMMISSION

TRANSPORTATION SUB-COMMISSION

Piombino

15 July, 1945

Subject: Marina di Carrara

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

Reference is made to the two reports on Marina di Carrara, copies of which you handed the writer before he left Rome. The general points covered in these reports are correct:

The north mole has been badly damaged by war action, but can still be used as a pier for the loading of coke and small pieces of marble. A narrow gauge railway leads from the port on to this mole and extends approximately one-half the distance to the suggested coal quay. There is plenty of spare rail track laying around the port area which could be used for this rail line extension. At the coal quay there is a mast and boom; damaged but not difficult to repair, which could be used for loading.

The two piers mentioned in the former report have been badly damaged by mines. It will be necessary to repair these piers before large slabs of marble can be transported. Small slabs of marble could be moved on the narrow gauge railway for loading at the coal quay on the north mole.

Many sunken vessels are laying in the port, and the writer is attaching hereto a rough sketch showing only those that are visible.

The harbour entrance is said to be obstructed by sunken barges, but it is understood that vessels of light draft can use same. It is understood that there are a number of mines still in and around the harbour.

Many cranes for lifting heavy mable have been damaged, but the writer observed several cranes, of approximately five hundred tons, still intact in the town. It is possible that

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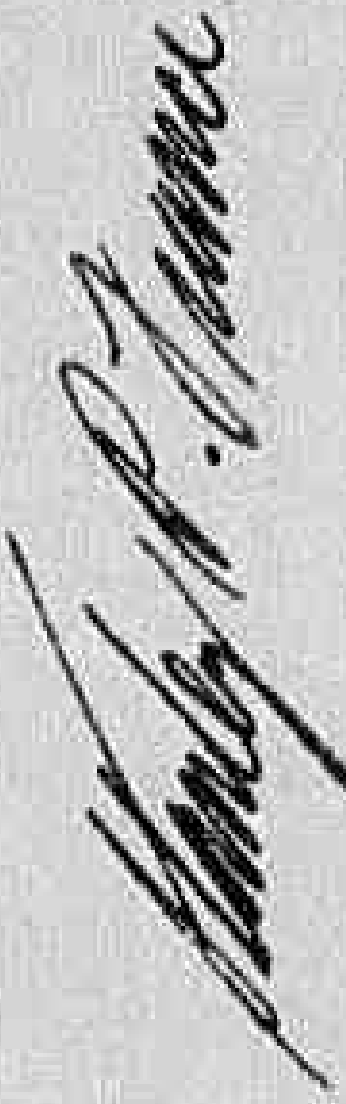
Many cranes for lifting heavy ~~maple~~ have been damaged, but the writer observed several cranes, of approximately five ton capacity, still intact in the town. It is possible that these could be used at the port for loading of marble.

I suggest that the Italian Govt. be requested to comply with the following:

1. Remove stones from alongside coal quay at north mole, or build extension thereover.
2. Sweep mines from harbour and remove such sunken vessels as impede navigation.
3. Extend narrow gauge rail track along north mole to suggested coal quay, also salvage and obtain rail trucks (some of these trucks are laying around the harbour).

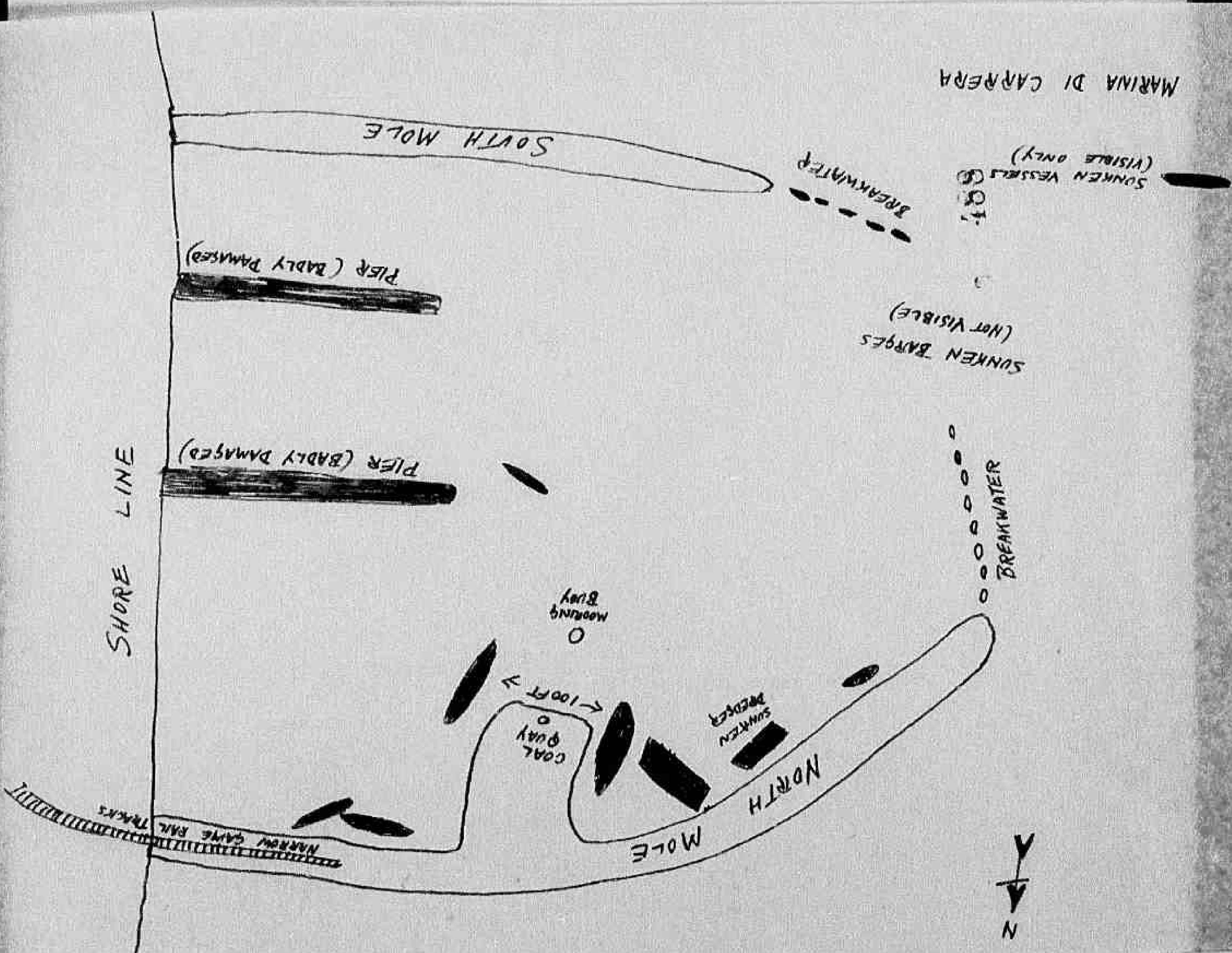
- 2 -

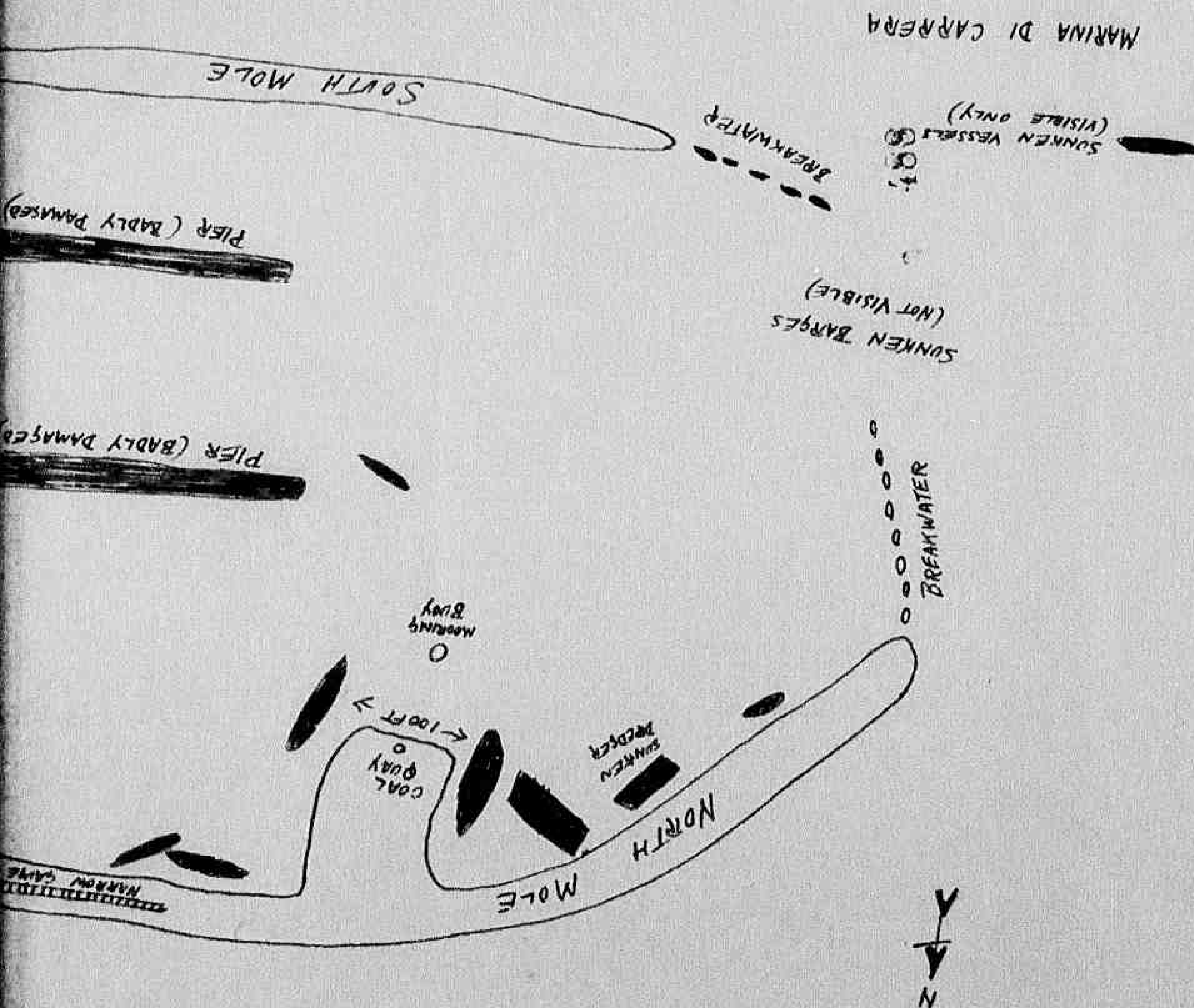
4. Repair two damaged piers with a view to restoring heavy marble transportation.
5. Install a port captain.



Stanley P. France

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref/ AC/24.2/22/Tn6

RHB/mvm
6 July 1945

SUBJECT: Export of Marble from Marina di Carrara
TO : Commerce Sub Commission

1. Reference your letter of 30 June 1945, ref.
AC/5127/51/Commerce, above subject.

2. For your information, attached is copy of survey recently made of the Port of Marina di Carrara. From this report, you will note that considerable work will have to be done before marble exports can be loaded at that port.

W. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 2.

Copy to:
Movements Division (Att. Col. Sieff)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMB/nvm

Tel. 290

6 July 1945

SUBJECT: Report of Survey made of Marina di Carrara - 27 June 1945

1. Harbor

The harbor is badly damaged principally due to demolition by the Germans. There are a number of sunken craft including motor schooners, fishing boats, dredges, tugs and several barges. Some of the craft are only partly submerged, others are visible below water, and still others are sunk in depths varying from 5 to 8 meters, approximately.

2. Entrance

While the entrance to the harbor is blocked with sunken barges, it appears that vessels drawing not more than 3 meters can safely enter. The customary mining was done, but minesweepers have been working and have cleared a few mines in order to make the entrance to the harbor less dangerous.

3. Concrete Platform

There is a concrete platform which, in its present condition, could not be used for docking vessels. However, wooden planking could be used for closing the gaps, thereby broadening the concrete platform and furnishing mooring facilities alongside. We understand that the Genio Civile has been studying this construction. The concrete platform is situated between two sunken vessels about 100 meters apart. Therefore, it should afford ample space for mooring motor schooners.

4. Marble Shipments

The Commerce Sub Commission is interested in the possibility of using this port for the export of marble to USA, UK and Malta. We have also been informed that the Brazilian Government is interested in securing marble for ballast cargo. However, this would be quite difficult, under present conditions, because no cranes are available for lifting heavy cargo and even after the entrance has been cleared, only small vessels could come into the harbor to lift the marble and discharge it on ships at anchorage.

5. Rehabilitation of Port

It would appear that the rehabilitation of the Port of Marina di Carrara would involve considerable work and it would take some time before the port would be in condition to give full service. There is no Port Captain at the port and the matter has been taken up with the Ministry of Marine who have promised to make the necessary appointment in the very near future. We have also asked the

- 2 -

Italian Ministry of Public Works to send their own representative to make a complete survey and to give us a copy of his report.

6. Coke for Vada

At Avenza, situated about 5 kilometres from Marina di Carrara (the nearest port), there are about 1,500 tons of metallurgic coke which is needed by the Solvay Plant at Vada. This coke could be barged once the platform, above mentioned, is constructed. The transportation of the coke from Avenza to Marina di Carrara could be effected by using a narrow track Decauville plant, now available, which would give a direct connection. If this port could be rehabilitated sufficiently enough to handle, at least, the shipment of coke to Vada, it would be very beneficial to the Marina di Carrara section. This would not take as long as it would take to perform the necessary work to facilitate marble shipments.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:

Commerce Sub Commission
Movements Division (Att. Col. Sieff)
Shipping Branch

INTER OFFICE MEMO

Ref. AC/5127/51/Commerce

RBS/mdv

30 June 1945

SUBJECT : Export of marble from Carrara

TO : ☒ Port, Shipment & Warehouse Div., Transportation S/C

1. Foreign Trade Division has requests from U.S.A., U.K. and Malta for export of marble from Carrara.

2. We are informed that there is some difficulty in connection with transportation of the material from quarry to ship.

3. Kindly let us know what steps will be necessary in order to move this material, which is urgently needed in the construction of hospitals and other public buildings.

W. P. Evans
W. P. EVANS
Colonel,
Director
Commerce Sub-Commission

ROME, 3rd. July 1945.

MASSA CARRARA.

The Inspector of Port Works at the Ministry of Public Works, Inspector General Greco, says that at Massa Carrara there are Ing. Fagioni and Geom. Grassi, of the Genio Civile (Govt. Civil Eng. Dept.) who should have been contacted on the spot. However to-morrow, 4th. July, an Inspector of the Ministry is going up to La Spezia, and will stop at Massa and instruct his officials to make a full report on the port works required at Massa Carrara, and will also ask another Office to report on the sunken craft and on craft in course of salvage. He hopes to hand in the report during this week. Anyhow he himself is going up, and will hurry the compilation of said report. Copy will be sent to Transportation Sub-Commission, Ports & Warehouse Division.

A. M. Donnell

Report following visit by Captain Apello
of C. Marittima on about 28th June 44



Transportation of coke from Carrara to Vada .

The 15,000 t. of metallurgic coke are presently stored at the Società Anonima Coke Apuania at Avenza. About 5,000 t. of them are " cenere di coke " (small sized coke).

The nearest port is Marina di Carrara, situated about five kilometers from the above works. This harbour is rather badly damaged, mainly on account of the destructions operated there by the Germans before they left the place. Marina di Massa is considerably more distant and has no harbour. In the port of Carrara are sunk quite a number of craft : motorschooners, fishingboats, dredges, tugs and various barges. Some of these craft are only partly submerged, others are well visible below the water, still others are lying at depths varying from 5 to 8 meters.

After the recent liberation and up to now, no harbour authority has been appointed so that it was not possible to obtain official data but only more or less reliable information which we gathered from the apparently best informed elements on the spot.

It seems that the entrance of the harbour to a certain extent can be taken by craft having a draft of not over 3 meters as the Germans have sunk there a few wooden barges in order to obstruct the access.

It is reported that in the course of the last days some mine-sweepers beyond their usual work exploded a few mines in order to improve and render less dangerous the entrance, though we could not ascertain the exact situation as far as mines are concerned.

Apart difficulties eventually arising from this precise reason, a vessel would not meet any obstacle to reach a suitable anchorage for the loading operations. The loading of this coke could be effected in a central part of the mole left practically intact, below the slope of the quay, and where at a distance of a few meters a depth of about 4.50 meters is available.

The flank of this quay is slightly damaged and there is an escarpment towards the water above which appear small blocks of stone which oblige the vessels to moor at a certain distance from the quay which is by no means an impediment to the loading which requires however a specially fitted gangboard. Besides we are informed that in order to allow the export of marble to be loaden on motorschooners the local department of the Genio Civile has now under study the construction of a wooden footboard which would broaden the now existing concrete platform and allow a free mooring alongside.

Such construction should be jutting out about 6 meters on a length of 15/20 meters. It might prove useful to contact the Ministry of Public Works in order to obtain that this work be executed in the shortest possible time which we understand would be about 20 days, after which traffic could be resumed.

On the platform presently existing stands a large coal crane which is damaged and cannot be used but we consider¹⁰¹ that it could be repaired and put in efficiency in a short time. On the same platform is erected a strong iron pole which, most likely, was ~~fitted with~~ used as a lifting apparatus with ~~winch~~ a hand - full. This could also be repaired and put in order.

To the left of this platform, in sea, is the steambarge

3/

"SICILIA" sunk by her crew and with her stern towards land while about one hundred meters to the right is the dredger "STELLA" likewise sunk.

In the space between those two sunken craft it would be possible to motorschooners to moor alongside the quay and to effect the loading.

As regards the land transport of the coke from the present store to the loading quay, it might be effected easily by means of now available there and a narrowtrack Decauville plant which might constitute a direct connection. The work could be done by the Cooperativa dei Lavoratori del Porto who could undertake the daily transportation of a fixed quantity of 50/100 tons.

VADA. We visited the installations in the port of Vada and could ascertain that the unloading plant is now in efficiency. This plant has a ~~crane~~ crane with a swing arm of the lifting power of 3.50 tons ^{and is} fitted with a grip for the unloading of coal and coke; another mobile crane is in the same point and could account for further 1.50 t. A third crane equal to the first, that is of a lifting power of 3.50 t. is now under repairs and it is considered that it will be again in working order in about 15 days.

The draft alongside the unloading plant is rather shallow: the average alongside is about 3.20 meters.

The channel giving access to the harbour, of a length of 1.000 meters has depths varying from 4 to 4.50 meters. The present discharging capacity is 150 tons per day. 150

The Solvay Company disposes of a motorbarge which could be

likewise sunk.

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The Solvay Company disposes of a motorbarge which could be used for eventual lightering. The Company has pilots, personnel for mooring and unloading.

4/

The information regarding the Solvay unloading plant were mainly supplied to us by the Ing. Francesco Perrone belonging to that Company.



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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 9781
Date/Time of Origin: JUN 15 1545BMessage Centre No: E/5243
Date Time Rec'd: JUN 16 0930H
Precedence: PRIORITY

FROM: AMO LIVORNO

TO: ALLIED COMMISSION TRANSPORTATION SUB COMMISSION ROME

RESTRICTED

RESTRICTED.

Have contacted Major SPIRE APUANIA Province. Information available follows.

(Port of MARINA DI CARRARA) has 2 piers. 1 is 920 feet long 30 feet wide 10 feet above water. 1 is 800 feet long 30 feet wide 12 feet above water. Depth of water at piers runs from 11 to 18 feet. Some improvements have been made. Port now being used by very small fishing craft only as sunken barge in harbor prevents entrance of larger ships. Raising of barge must be approved by collector of ports who was appointed by Italian Government some time ago but who has not yet arrived. When barge is removed 1 ship 500 feet long drawing 18 feet of water can be docked. If vessels are smaller more can be accommodated. A few mines remain around the port. Port of MARINA DI MASSA has 1 pier 12 feet above water but is badly damaged and must be repaired before use. When repaired it can accommodate 1 ship 250 feet long drawing 8 feet of water. Port extensively mined and very dangerous. Italian mine clearance companies are expected to start work on both ports soon.

ACTION

DIST

ACTION: Tn 3/C 2
INFO: Chief Commissioner
Econ Sec
File 2
Fleet

RESTRICTED

HEADQUARTERS

16 JUN 1945

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cc/pt/ptb

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