

ACC

AC/24.3/TN6

10000/148/3442

POR
OCT. 19

10000/148/3442

PORT OF CAGLIARI

OCT. 1944. MAR. 1946

SARDINIA

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF CAELIARI

{ OPENED : 15 OCT. 1944
CLOSED : 8 FEBR. 1946 }

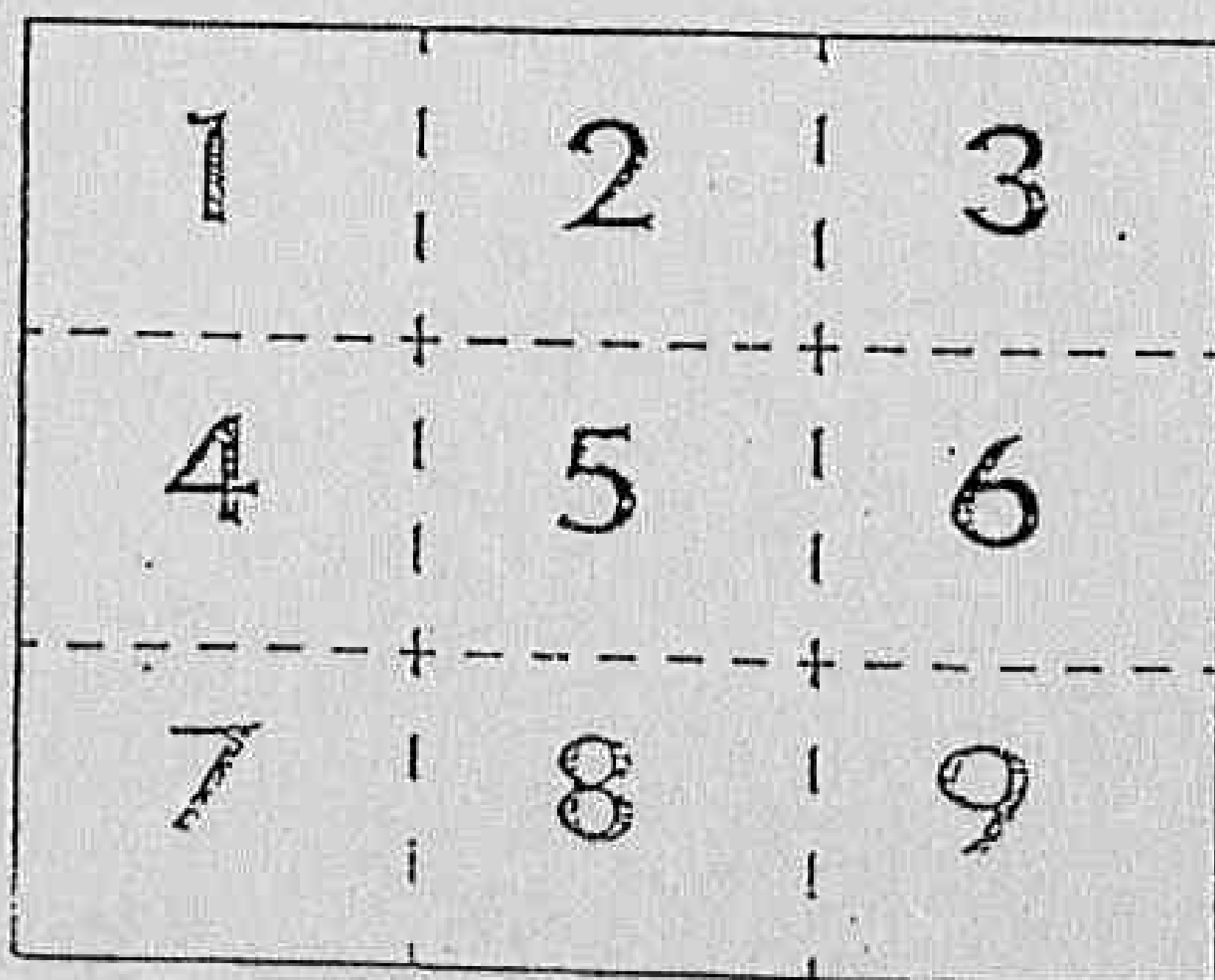
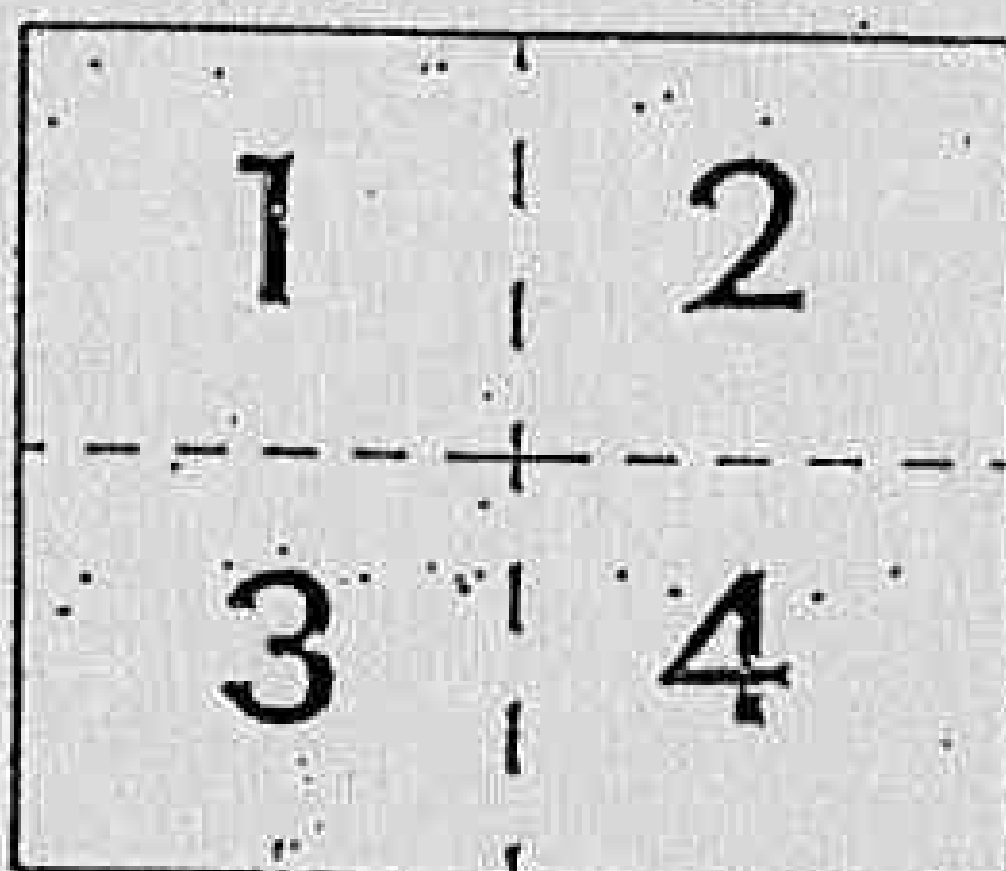
10000 / 148 / 3442

THIS FOLDER
CONTAINS PAPERS
FROM OCT. 44
TO MARC. 46
CATALOGUE-

4

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.

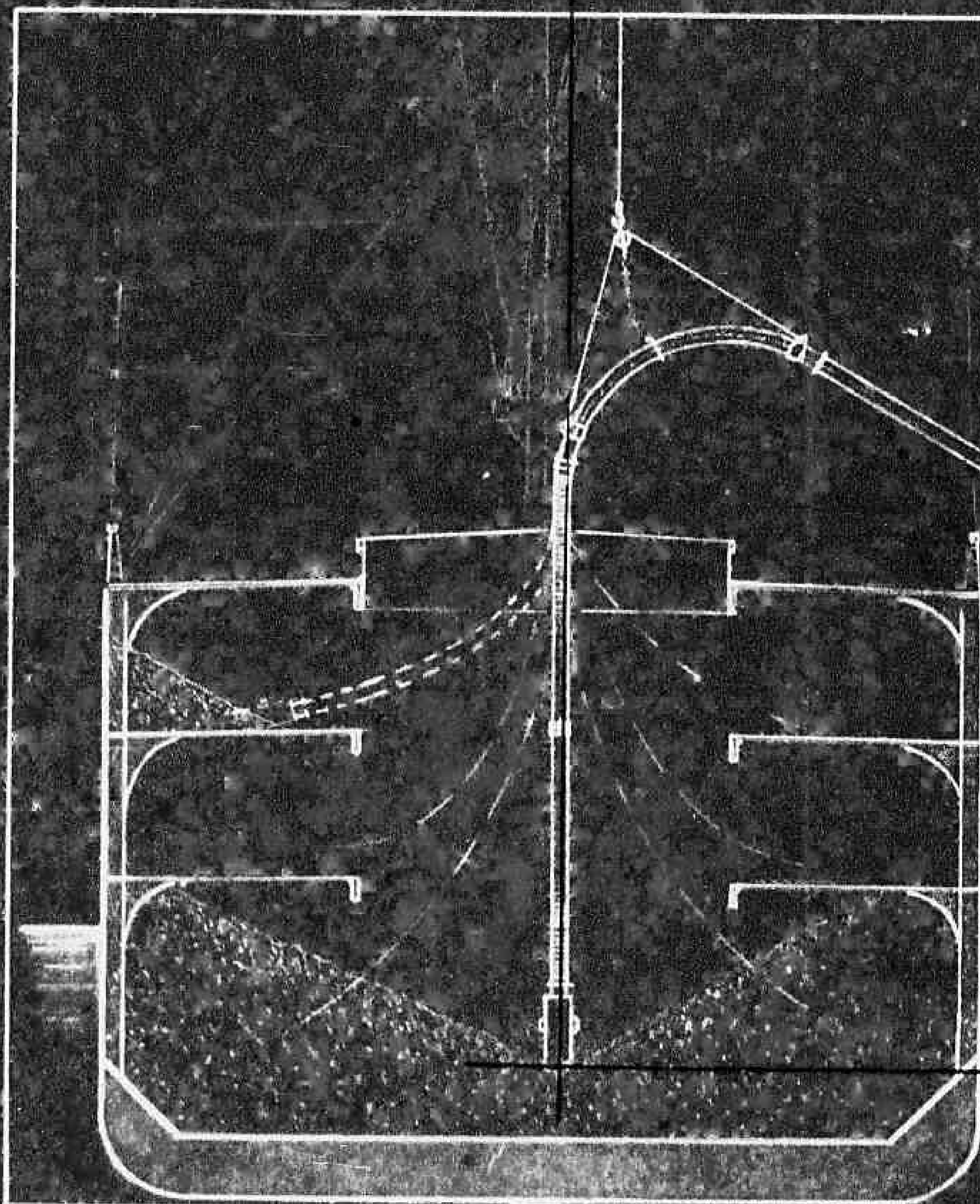
SEE DIAGRAMS BELOW.



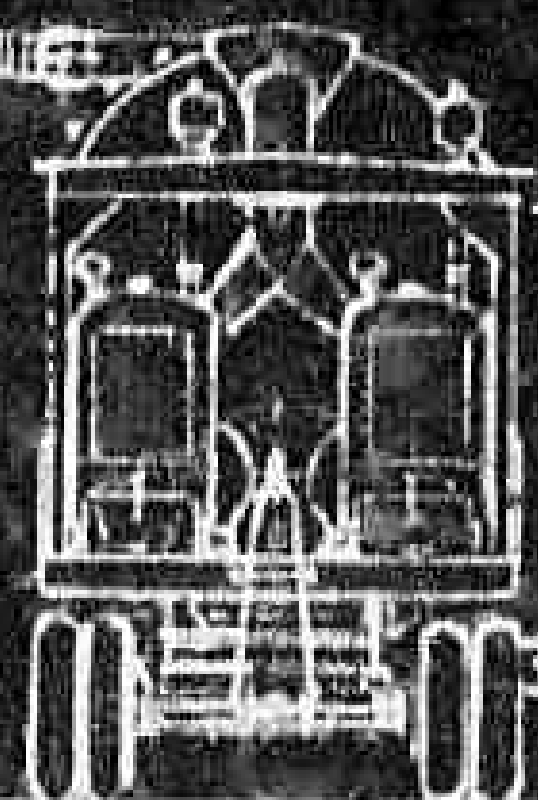
0981

Declassified E.O. 12356 Section 3.37N

No.



OPERATION MAY BE REVERSED
LOADING SHIPS FROM WAREHOUSE



SEE DR
& P
OF A

THIS DRAWING AND
IT CONTAINS ARE
FULLER COMPANY
COPIED OR INTER

FULLER
CATASAUQU

SUN MATERIALS NE

DRAWN	TRACED
PM	
DATE	
1-29-1943	DWG

BE REVERSED FOR
WAREHOUSE OR CARS.

SEE DRAWINGS P-8033-1A
& P-8033-1B FOR DETAILS
OF AIRVEYOR UNITS.

TO WAREHOUSE OR CARS

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FULLER COMPANY
TASAUQUA, PA., U. S. A.

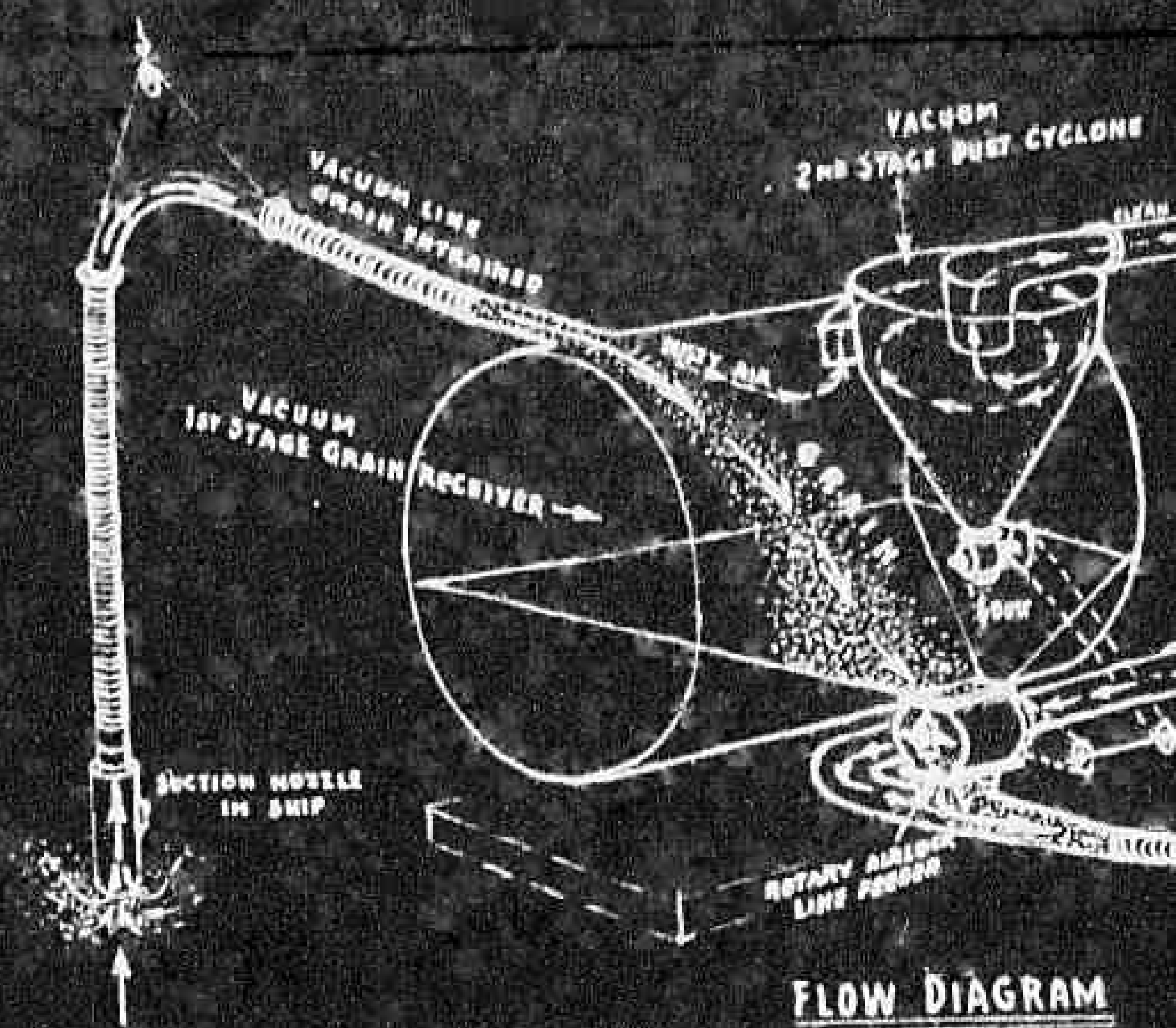
MATERIALS HANDLING AIRVEYOR UNIT

NO.	THROU	ENGINED	APPROVED	SCALE
				1/8" = 1 FT

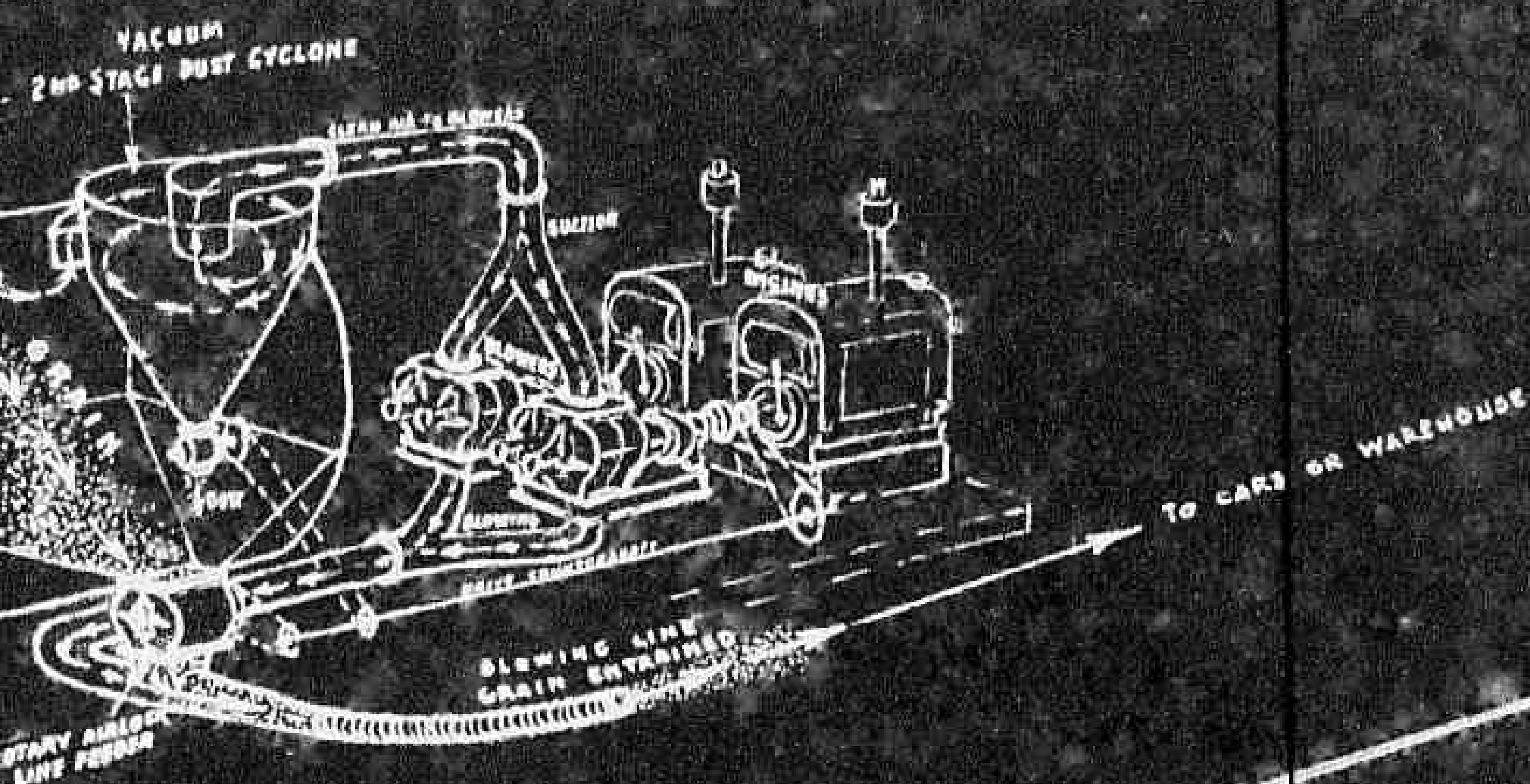
DWG. P-8033-1

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FULLER COMPANY
MATERIALS HANDLING AIRVEYOR UNIT



REVERSED FOR LOADING SHIPS FROM WAREHOUSE



FLOW DIAGRAM

FROM WAREHOUSE OR CARS

ER COMPANY, CATASAUQUA, PA, U. S. A.

ENGINEERING DEPARTMENT

DRAWN	TRACED	CHECKED	APPROVED	SCALE
1-25-1949				1/8" = 1'-0"
DATE	DWG. P-8033-1			

HEADQUARTERS ALLIED COMMISSION
ART 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 247
Ref : 35/24.2/1946/Ind

343/19
6 February 1946

SUBJECT: Port of Cagliari - Dredging Operations.

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti - Roma
(attn: Col. E. Lauricella)

1. Reference conversation (Col. Lauricella/Br. Gaillard) on 21 December 1945 on the possibility of diverting the bucket dredger "SAB SICHEL" from Palermo to Cagliari a reply has now been received from Commander-in-Chief Mediterranean Station to the effect that it is considered that weather conditions render the transfer of the dredger to Cagliari too hazardous until April or May.

2. Furthermore escort cannot be provided by the Royal Navy and would be required to be made available by your Ministry to whom, we understand, the dredger is on charter.

3. It is therefore suggested that the "SAB SICHEL" be employed meanwhile on work at Palermo and necessary arrangements be made by your Ministry.

4. Your early advice will be appreciated.

For the Director:

G. C. CHUCK, Chief
Ports & Harbours Division

Copy to :

Commander-in-Chief Mediterranean Station
FOIL - AS.
Navy Sub-Commission
COMNAVST - Palermo

592

C IN C MED (R) COMNOB PALERMO NOIC NAPLES AREA SNOESY NSC A
FROM...FOIL (2)

UNCLASSIFIED IMPORTANT

MEDITERRANEAN LETTER NO. 45/1089/3/2 OF 4th OCTOBER 1945 TO
NSC A.C. ONLY AND C IN C MED's 091646A DECEMBER. ITALIAN
MINISTRY OF MARINE REPORT THAT STEAM DREDGER SAN MICHELE IS
READY FOR EMPLOYMENT AND REQUEST THAT UNLESS URGENTLY REQUIRED
AT LICATA, SHE MAY BE USED BY MINISTRY OF PUBLIC WORKS FOR
DREDGING BETWEEN THE QUATTRO VENTI FERROVIARIO AND SANTA LUCIA
MOLES AT PALERMO.

2. IF HOWEVER THE DREDGING WORK AT LICATA IS OF HIGHER
PRIORITY, IT IS REQUESTED THAT COMNOB PALERMO MAY BE ASKED
TO SAIL HER ACCORDINGLY.

3. NOIC NAPLES PASS TO FLEET CIVIL ENGINEER ON ARRIVAL.

-----160939A DECEMBER-----

591

47/DM71. 11/44. 25,000m. O.B.A.S. Ltd. 01.0349.

S. 1320d.
(Established—May, 1950)
(Revised—June, 1964)

3

O IN C MED (R) POIL

O IN C MED (NAPLES)

UNCLASSIFIED

REF POIL 160939 AND O IN C MED 171456. ALCOM NON VERBALLY INFORMS
POE THAT DREDGING AT IICATA NOT (R) REQUIRED BUT MINISTRY OF
MARINE WISH SAN MICHELE TO PROCEED TO MAGLIARI FOR MORE URGENT
DREDGING WORK THAN VALEMO. ALCOM WILL SIGNAL C IN C MED ACCORDINGLY

.....211531A DREDGER.....

REF...EMPLOYMENT OF DREDGERS SAN MICHELE

DIST...1 2 13 23 27 REG (4) REG.

T/P

P/L

FOR...2022

NOB

21/12

*Boats & Warehouses S.B. Dis
for action on last container.*

5:0

AC/37

ACTPT HQ ALCOM

211200 DEC 45

③

(1)C IN C MED

(2) FOIL (3) NOIC NAPLES (4) AFHQ (5) COMNAV PALERMO

9554

UNCLASIFIED

PARA ONE PD REFERENCE YOUR SIGNAL DATED ONE SEVEN DECEMBER SUBJECT
 SELF PROPELLED HUGGET DREDGER SAN MICHELE PD DIRECTORATE GENERAL
 MERCHANT MARINE ROME STATE DREDGING LICATE AT PRESENT NOT IMPERATIVE
 PD ALTHOUGH PALERMO DESIRABLE IT IS CONSIDERED DREDGING OF CAGLIARI
 MORE IMPORTANT AND URGENT VIEW FACILITATE AND IMPROVE HEAVY SALT
 LOADING PROGRAMME PD IT IS REQUESTED MATTER BE GIVEN YOUR EARLY
 CONSIDERATION PD

Copy to : Navy SG
 Nav Div. (Shipping Br.)

ROUTINE

TRANSPORTATION AND SHIPPING SUB COM

589

347

G.J. LEON
 CWO. U.S.A.
 ASST. ADJUTANT

(3)

G/5884

DEC. 171456A

DEC. 191015

ROUTINE

C IN C MED

HQ ALCOM INFO: FOIL-NOIG NAPLES-AFHQ-SUB COMM-COMNOB PALERMO-

UNCLASSIFIED.

SELF-PROPELLED AND SELF-CONTAINED BUCKET DREDGER SAN MICHELE AND CREW ARE AVAILABLE PALERMO AND WILL BE SAILED TO LICATA TO CARRY OUT WORK IN TRANSPORTATION SUB-COMMISSION LETTER AC/549/6/TN3 OF 29 MARCH 45 TO G4 (MOV AND TN) AFHQ ON RECEIPT OF CONFIRMATION THAT

(A) DREDGING AT LICATA IS STILL REQUIRED AND CONSIDERED OF HIGHER PRIORITY THAN THAT AT PALERMO IN FOIL 160939 DEC TO C IN C MED (H) NSC

(B) SATISFACTORY ARRANGEMENTS EXIST FOR SITE SUPERVISION AND FOR SUPPLY OF FUEL AND ANY OTHER REQUIREMENTS AT LICATA

2. YOUR EARLY REPORTS ON THE ABOVE ARE REQUESTED.

AC DIST

ACTION & TN SC 2
INFO : CHIEF COMMISSIONER
ECON SEC 2
NAVY SC
FILE 2
FLOAT

19 DEC 1945

588

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: 23 JAN 1946

Message Centre No: 6/7986

Date Time Rec'd: 24 JAN 1946

Precedence: ROUTINE

FROM: FOIL FOR NSC BUREAUDET BALERO

TO : HQ ALOOM

3

UNCLASSIFIED.

REFERENCE ACT. FTR ALOOM 221446 DECEMBER. IT IS CONSIDERED THAT WHETHER CONDITIONS SENDER HENDER THE TRANSFER OF DREDGER SAN MICHELLE THE FROM BALERO TO CAGELLANT TOO HAZARDOUS UNTIL APRIL OR MAY. (2) ESCORT WILL NOT (3) NOT BE PROVIDED FROM RN SOURCES AND WILL REQUIRE TO BE MADE AVAILABLE BY MINISTRY OF MARINE TO WHOM DREDGER IS IN CHARGE. (3) SUGGEST SAN MICHELLE BE EMPLOYED MEANTHILE ON WORK AT BALERO AS IN PARA 1 OF FOIL 160999 DECEMBER AND THAT MINISTRY OF MAINTENANCE ACCORDINGLY.

AC DIST

NOTE: TFM S/C (2)

INFO: CHIEF COMMISSIONER

FROM SEC 2

IT. MIN OF MARINE (TH S/C)

NAVY S/C

FILE 2

FOAT

ACTION

HEADQUARTERS

25 JAN 1946

587

TO : HQ ALCON

3

UNCLASSIFIED.

REFERENCE ACT. FILE ALCON 221446 DECEMBER. IT IS CONSIDERED THAT WHETHER CONDITIONS SUFFERER UNDER THE TRANSFER OF DREDGER SAN MICHAEL FROM PALERMO TO CAGLIARI TOO HAZARDOUS UNTIL APRIL OR MAY. (2) ESCORT WILL NOT (3) NOT BE PROVIDED FROM HIS SOURCES AND WILL REQUIRE TO BE MADE AVAILABLE BY MINISTRY OF MARINE TO WHOM DREDGER IS ON CHARTER. (3) SUGGEST SAN MICHAEL BE EMPLOYED MEANWHILE ON WORK AT PALERMO AS IN PARA 1 OF FOIL 160939 DECEMBER AND THAT MINISTRY OF MARINE ARRANGE ACCORDINGLY.

AC DIST

ACTN: TREN S/C (2)
INFO: CHIEF COMMISSIONER
EDON SEC 2
IT. MIN OF MARINE (TH S/C)
NAVY S/C
FILE 2
BLOAT

ACTION

HEADQUARTERS

25 JAN 1946

C

587

Colm
2/2/46

ACT-T HQ ALCOM

211200 DEC 45

(1) C in C MED

(2) FOIL (3) NOIC NALES (4) AFHQ (5) COMNOB PALERMO

9554

UNCLASSIFIED

PARA ONE PD REFERENCE YOUR SIGNAL DATED ONE SEVEN DECEMBER
SUBJECT SELF PROPELLED BUCKET DREDGER SAN MICHELE PD DIRECTORATE
GENERAL MERCHANT MARINE ROME STATE DREDGING LICATA AT PRESENT NOT
IMPERATIVE PD ALTHOUGH PALERMO DESIRABLE IT IS CONSIDERED
DREDGING OF CAGLIARI MORE IMPORTANT AND URGENT VIEW FACILITATE
AND IMPROVE HEAVY SALT LOADING PROGRAMME PD IT IS REQUESTED MATTER
BE GIVEN YOUR EARLY CONSIDERATION PD

Copy to : Navy SC
Mov. Div. (Shipping Div)

ROUTINE

TRANSPORTATION AND SHIPPING SUB COMM

347

G.J. LEONE
CWO. U.S.A.
ASST. ADJUTANT

586

C in C Med (R) FOIL

C in C MED (NAPLES)

UNCLASSIFIED

Ref FOIL 160939 AND C IN C MED 171456. ALCOM NON VERBALLY INFORMS
FCE THAT DREDGING AT LICATA NON (R) NOT REQUIRED BUT MINISTRY OF
MARINE WISH SAN MICHELE TO PROCEED TO CAGLIARI FOR MORE URGENT
DREDGING WORK THAN PALERMO. ALCOM WILL SIGNAL C IN C MED
ACCORDINGLY

.....211531A DECEMBER.....

REF ...EMPLOYMENT OF DREDGERS SAN MICHELE
DIST...1 2 13 25 27 NSC (4) LOG.

T/F

P/L

TOR...2022

RCB

21/12

G/384

DEC . 171456A

DEC. 191015

C in C MED

ROUTINE

HQ ALCOM INFO: FOIL-NOIC NAPLES-AFHQ-SUB COMM-COMNOB PALERMO.

UNCLASSIFIED

SELF-PROPELLED AND SELF-CONTAINED BUCKET DREDGER SAN MICHELE AND CREW ARE AVAILABLE PALERMO AND WILL BE SAILED TO LICATA TO CARRY OUT WORK IN TRANSPORTATION SUB COMMISSION LETTER AC/549/6/Tn3 OF 29 MARCH 45 TO G4 (MOV AND TN) AFHQ ON RECEIPT OF CONFIRMATION THAT

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 - (B) SATISFACTORY ARRANGEMENTS EXIST FOR SITE SUPERVISION AND FOR SUPPLY OF FUEL AND ANY OTHER REQUIREMENTS AT LICATA
2. YOUR EARLY REPORTS ON THE ABOVE ARE REQUESTED.

AC LIST

ACTION : TN SC 2

INFO : CHIEF COMMISSIONER
ECON SEC 2
NAVY SC
FILE 2
FLOAT

584

G/7986

23 JAN1511A

24 JAN1215

ROUTINE

FOIL FOR NSC COMNAVDET PALERMO
HQ ALCOM

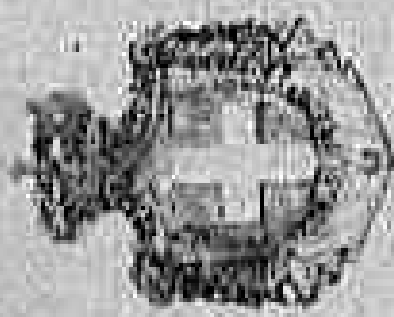
UNCLASSIFIED

REFERENCE ACT. 1THQ ALCOM 221446 DECEMBER. IT IS CONSIDERED THAT WHETHER CONDITIONS SENDER RENDER THE TRANSFER OF DREDGER SAN MICHELE EEE FROM PALERMO TO CAGLIARI TOO HAZARDOUS UNTIL APRIL OR MAY. (2) ESCORT WILL NOT (R) NOT BE PROVIDED FROM RN SOURCES AND WILL REQUIRE TO BE MADE AVAILABLE BY MINISTRY OF MARINE TO WHOM DREDGER IS ON CHARTER. (3) SUGGEST SAN MICHELE EEE EMPLOYED MEANWHILE ON WORK AT PALERMO AS IN PARA ONE OF FOIL 160939 DECEMBER AND THAT MINISTRY OF MARINE ARRANGE ACCORDINGLY.

AC DIST

ACTN ; T/TN S/C (2)
INFO ; CHIEF COMMISSIONER
ECON SEC 2
IT.MINISTRY OF MARINE (TN S/C)
Navy S/C
FILE 2
FLOAT

183



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPettorato Funzionamento Porti

Divisione

Prot. N. 509/C/IV Allegati

Roma, 5 Marzo

1946

U.S.A.C. Transportation and
Shipping Sub Commission
(Attn Mr GILLIARDI)

R O M A

*Risposta al Foglio del
Dir. Soc. N. 2*

OGGETTO Porto di Cagliari - Operazioni di dragaggio

Con riferimento a quanto comunicato con la nota AC/243/108/Tn6 dell'8 febbraio scorso, circa le difficoltà di trasferire la draga "San Michele" a Cagliari, poste le circostanze accennate, si rimane nell'intesa che la draga predetta rimanga per il momento a Palermo per essere utilizzata in quel porto.

Laurella

ENRICO LAURICELLA
Colonnello di porto
Ispettore

X-Cagliari-Part-X 582

ISPettorato Funzionamento Porti

Divisione

Prot. N. 509/3/IV - Alghero

(Atto Mr. CHIDARDI)

ROMA

Risposta al foglio del
Dir. Sr. N.

OGGETTO Porto di Cagliari - Operazioni di dragaggio

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AG/243/108/Tn6 dell'8 febbraio scorso, circa le difficoltà di trasferire la draga "San Michele" a Cagliari, poste le circostanze accennate, si rimane nell'intesa che la draga predetta rimanga per il momento a Palermo per essere utilizzata in quel porto.



ENRICO LAURICELLA
Colonnello di porto
Ispettore

x Cagliari - Port - 582

Hu/2413/Tub

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MPL/lmr

AC/657/138/Tn.3

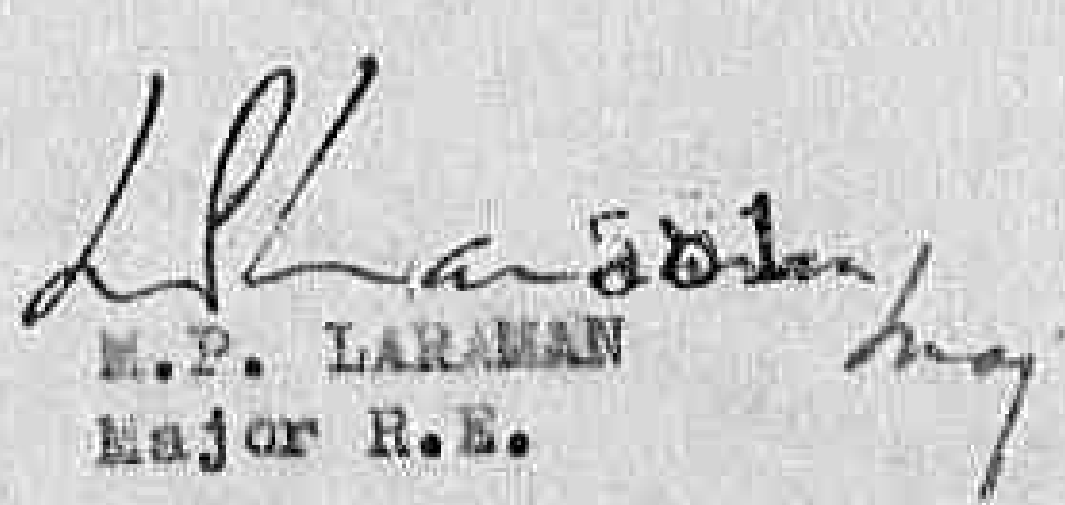
11 January 1946

SUBJECT : Shipment of salt from Cagliari.

TO : Industry Department.

1. Reference your AC/5610/Ind of 3 January 1946.
2. Instructions have been given for priority to be given to loading of 700 tons for each trip of "Abbezia" and "Campidoglio". One of these vessels will be in Cagliari loading salt every 10 days, since the schedule has been speeded up.
3. Port and Warehouse Division have requested C in C Med that a special priority be given to the dredging of Cagliari. A reply is now awaited to recent signal asking for movement of dredger from Sicily to Sardinia, but this voyage during winter months may not be approved.
4. 7-80 ton barges are now at Civitavecchia waiting to be shipped to Cagliari. Suitable shipping cannot at present be furnished and it may be necessary to tow them to Sardinia, in which case weather conditions will prevent shipment in the immediate future.
5. The need for improving loading conditions, by dredging and provision of additional barges in Cagliari, is appreciated by all concerned and every effort is being made to ship barges and commence dredging operations.

For the Director :


M.P. LARAMAN
Major R.E.

Copy to :

Port & Whse Div. ✓
UMA Zone 3 Committee, Naples
Ministry of Marine

AC/24.3

BG/



ALTO COMMISSARIATO PER LA SARDEGNA
CAGLIARI

Mod. A. C. N. 1

Cagliari, li 15 GEN 1946

LA COMMISSIONE ALLEATA
Sottocommissione Trasporti

Prot. N 38265 Div. II/TR

Risposta a foglio N.

del

Allegato N.

ROMA

OGGETTO: Carico del sale nel porto di Cagliari.-

(4)

Con riferimento al foglio 34498 del I.12. 1945 inviato per conoscenza a codesta Sottocommissione, si comunica che il Provveditorato alle Opere Pubbliche, ha comunicato che la draga Sassari prima di poter essere riportata a Cagliari, dovrà provvedere al dragaggio del Porto di S. Antio- co.-

Si farà seguito circa la data dell'ulti- mazione dei lavori a S. Antio- co e conseguente spo- stamento della draga a Cagliari.-

L'ALTO COMMISSARIO PER LA SARDEGNA
(Gen. Squadra Aerea Pietro Pinna)

Mr. Ghisardi
at

Translation handed to
May. Karaman
Capt. Tasi
24/1/46

AC/24.3

ALTO COMMISSARIATO PER LA SARDEGNA
CAGLIARI

Prot: 38265 Div. II/TR

15 January 1946

TO : Allied Commission Transportation S/C
ROME

SUBJECT: Loading of Salt in port of Cagliari.

Ref. Letter 34498 of 1 st. Dec. 1945 copy of which was sent to Tn. S/C I beg to inform you that the Provveditorato alle Opere Pubbliche states that the Dredger Sassari before proceeding to Cagliari will have to carry out dredging in the port of S. Antioco.

Further information concerning the expected date of completion of dredging operations at S. Antioco and consequent diversion of the dredger to Cagliari will be communicated to you in due course.

(Sd.) THE HIGH COMMISSIONER FOR SARDINIA
Gen. PIETRO PINNA

TRANSLATION

AS/fl

Ref: 7668/B

Rome 22 Dec. 45

Subject : Dredging of the Port of Cagliari
To : Transportation S/C.
Ports & Warehouse Div.

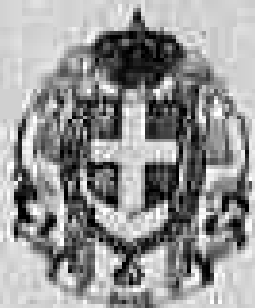
Regard note A C/ 24,3/96/Tn6 of 6 Dec. 45.

We assure we have urged the concerned Ministry of Public Works for the dredging of the Canal in the Port of Cagliari.

Il Colonnello di Porto
Ispettore
sgd Enrico Lauricella.

578

AC/24.3



Roma 22 Dicembre 1945

Ministero della **MARINA**
~~DELLA MARINA~~
DIREZIONE GENERALE
DELLA MARINA MERCANTILE
ISPETTORATO FUNZIONAMENTO PORTI

M **H. Q. A. C.**
Transportation and Shipping
Ports & Warehouse Division
R O M A

Divisione
Rel. N° 7668/B

Leg.
Allegati

Risposta al f. del
In *Leg.* *N°*

OGGETTO Dragaggio nel porto di Cagliari.

In relazione al foglio AC/24.3/96
Tn.6 del 6 corrente.

Si assicura di aver sollecitato
il competente Ministero dei Lavori
Pubblici per la esecuzione del dra-
gaggio nel porto e nei canali di Ca-
gliari.-

IL COLONNELLO DI PORTO
ISPETTORE
(Enrico Lauricella)

Lauricella



Roma, 7 Dicembre 1951

Ministero delle ~~Trasporti~~
MARINA
DIREZIONE GENERALE
DELLA MARINA MERCANTILE

H.Q.A.C.
TRANSPORTATION SUB-COMMISSION
Ports & Warehouse Division
ROMA
CIVITAVECCHIA

ISPETTORATO FUNZIONAMENTO PORTI - p.c. COMPAMARE

Divisione
Prot. N° 4609/D.V. Allegato

Responsabile dell'

OGGETTO Trasferimento di galleggianti.-

In relazione alle intese verbali e vista l'urgenza di trasferire a Cagliari alcuni galleggianti in ferro necessari per la caricazione del sale, nulla osta da parte di questo ufficio che vengano trasferite a Cagliari le steel-barges attualmente in consegna alla Capitaneria di porto di Civitavecchia.-

IL COLONNELLO DI PORTO
ISPETTORE
(Enrico Lauricella)

Lauricella

X Salt Loading at Cagliari X

AC/24.3

576

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 347
Ref : AC/L4.3/96/Tn6

UAG/lp
6 December 1945

SUBJECT: Improvement in loading of salt
in Sardinia (Port of Cagliari)

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti
ROME
(attn: Col. E. Lauricella)

1. Reference conversation of date (Col. Lauricella/
Mr. Chilardi on the above subject.
2. Information is requested on the following points:
 - a) Progress, if any, with proposal to dredge the
Bassina del Sale.
 - b) When is the proposed dredging of Canale delle
Saline Contivecchi likely to commence?
3. In view of the urgent need to improve the salt
loading facilities at Cagliari, your prompt attention and advi-
ces would be appreciated.

For the Chief:

U.A. CHILARDI
Operations Branch
Ports & Warehouse Division

MFL/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

23 November 1945

Tele : Ext. 534

AC/657/111/Tn.3.

SUBJECT : Improvement in loading of salt in Sardinia

TO : Ports & Warehouse Division

1. Reference is made to the report Capt. Tosi furnished upon his return from Cagliari.

2. Owing to the exceptionally large tonnages of salt which it is planned to load from Cagliari in the future, information regarding progress made in improving loading facilities should be provided at intervals.

3. Information is needed on points 1 - 5 in the conclusion (page 3) of report :

- (a) Progress, if any, with proposal to dredge the "Darsena del Sale". Ministry of Marine should be able to give up to date information on this subject.
- (b) Have Ports & Warehouse Division been able to obtain all the material requested and has it been delivered?
- (c) Can the 3 LCTs requested be transferred from Italian ports where they are not being used to Sardinia.
- (d) Can the 3 barges requested by the Contivecchi Firm be provided?
- (e) When is the proposed dredging of "Canale delle Saline Contivecchi" likely to commence?

When it is realised that bids have been made for shipment of 37,600 tons of salt from Sardinia during November and December, the need for speedy loading of Coasters on Italian Coastwise trade is understood, and especially so when the present monthly programmes are about 15 days late in delivery.

For the Director

R. P. J. J. J.
R. P. J. J. J.
Major R.E.

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For the Director

K. P. Jaraman
K. P. JARAMAN,
Major R.E.

574

/12

HEADQUARTERS ALLIED COMMISSION

APQ 394

Transportation Sub-Commission

Movements-Shipping

Alla : Commissione Alleata - Trans. Sub-Commission
(Attn. Maj. Larsen)

Oggetto : Visita a Cagliari.

Secondo istruzioni ricevute, sono partito da Roma e messo di mare il 1° Novembre, giungendo a Cagliari verso mezzogiorno.

Ho subito preso contatto con l'Alto Commissario per la Sardegna, con il Comandante del Porto e con le altre autorità ed enti locali onde assolvere la mia missione. Mi sono anche recato alle Saline per rendermi meglio conto dei problemi e delle difficoltà esistenti.

PARTI 1.2 : CARICAZIONE E TRASPORTO SALE

a) Saline del Monopoli dello Stato - Queste saline sono situate a circa 7 chilometri dalla città in direzione NE - Il sale ivi prodotto viene usato principalmente per uso alimentare. Prima della guerra la produzione per esportazioni si aggirava sulle 150.000 tonnellate annue oltre al consumo necessario all'isola.

Bei piccoli caselli il sale viene caricato su chiatte strette e lunghe della portata di 20/30 tonna. Queste chiatte vengono trascinate a mezzo di trattori elettrici che corrono lungo le sponde dei canali e vengono portate fino al punto (chiamato "palafitta") ove il canale sfocia nella "darsena del Sale", porticciolo situato a circa 3 Km. di distanza dal porto principale.

In questa darsena prima della guerra si effettuava tutta la caricazione del sale prodotto dalle Saline del Monopoli. Vi ormeggiavano piroscafi fino alle 6/7.000 tonnellate essendo la darsena dotata di ottimi fondali. Piccoli rimorchiatori portavano le chiatte sotto-bordo.

Negli ultimi anni in seguito ad effetti di correnti marine e per mancanza di dragaggio, una vasta zona che corre dalla bon alle testate dei due moli ha subito un insabbiamento e conseguente formazione di banchi che permettono il passaggio di navi con pescaggio massimo di piedi 16", essendo una profondità di 16'6" nel centro dell'interno delle darsene vi è tuttora una profondità di 16'6" di pescaggio massimo. Gli ultimi rimorchiatori sono stati sostituiti da piroscafi.

Secondo istruzioni ricevute, sono partito da Roma a mezzogiorno il 1° novembre, giungendo a Cagliari verso mezzogiorno. Ho subito preso contatto con l'Alto Commissario per la Sardegna, con il comandante del Porto e con le altre autorità ed enti locali onde assolvere la mia missione. Mi sono anche recato alle Saline per rendermi conto dei problemi e delle difficoltà esistenti.

PARTI I. A : CARICAZIONE E TRASPORTO SALE

a) Saline del Monopoli dello Stato - Queste saline sono situate a circa 7 chilometri dalla città in direzione SE. Il sale ivi prodotto viene usato principalmente per uso alimentare. Prima della guerra la produzione per esportazioni si aggirava sulle 150.000 tonnellate annue oltre al consumo necessario all'isola.

Dai piccoli cumoli di sale viene caricato su chiatte strette e lunghe della portata di 20/30 tonn. Queste chiatte vengono traccinate a mezzo di trattori elettrici che corrono lungo le sponde dei canali e vengono portate fino al punto (chiamato "palafitta") ove il canale sfocia nella "Darsena del Sale", portuale situato a circa 3 Km. di distanza dal porto principale.

In questa darsena prima della guerra si effettuava tutta la caricazione del sale prodotto dalle Saline del Monopoli. Vi ormeggiavano piroscafi fino alle 6/7.000 tonnellate essendo la darsena dotata di ottimi fondali. Piccoli rimorchiatori portavano le chiatte sotto-bordo.

Negli ultimi anni in seguito ad effetti di correnti marine e per mancanza di dragaggio, una vasta zona che corre dalla bon alle testate dei due moli ha subito un inasprimento e conseguente formazione di banchi che permettono il passaggio di navi con pescaggio massimo di piedi 16", essendovi una profondità di 16'6" nel ventre nell'interno delle darsene vi è tuttora una profondità che si aggira sui 26/29 piedi. Di conseguenza oggi i piccoli piroscafi entrano nella darsena e caricano sale fino a raggiungere il pescaggio di 16' quindi si trasferiscono nel porto principale ove completano la caricazione delle chiatte ivi trasportate a mezzo di rimorchiatori. Il trasporto delle chiatte dalla darsena al porto è però soggetto a frequenti interruzioni prodotte dal cattivo tempo, dal mare e dal vento che agiscono di traverso sulle piccole unità che transitano per una zona di mare aperto.

I piroscafi di maggior tonnellaggio scoppiano invece le operazioni completamente in porto.

Il non poter trasportare il sale in quantità sufficiente entro il porto è la ragione principale della lente esecuzione. Non è possibile fare un altro deposito in banchina (ne esiste già uno per le saline Contivecchi) per mancanza di spazio che deve rimanere libero per le merci varie.

Lavorando esclusivamente nella darsena, prima della guerra, si raggiungevano medie giornaliere di 900/1000 tonn. in due turni, su piroscafi di medio tonnellaggio e forniti di 4/5 boccaporti. Un rendimento di 900 tonn. giornaliero potrà essere ottenuto non appena verrà drizzato l'ingresso alla darsena, e quando perverranno i materiali vari richiesti (bottassi, cavi, redanne, ecc.) già segnalati dall'Autorità competente per cui gli enti interessati stanno provvedendo.

Nel porto di Cagliari non esistono draghe adatte allo scopo. A S. Antioco trovano attualmente in draga ed elezione Sassari con capacità di estrazione di 100 metri cubi in 15 ore e della possibilità di dragaggio fino a metri 7,50 (24'7") ciò che permetterebbe di aprire un passaggio per navi da 3.000 tonn. e più. Se non che tale draga si sta ora attrezzando per iniziare i lavori di dragaggio nel porto di S. Antioco ove si sono pure fermati ben 40 di sabbia che impedirebbero la partenza dei piroscafi carboniferi e pieno carico.

Risulterebbe che a la Maddalena o ad Olbia esiste un'altra draga delle quale localmente non si conoscevano, al momento, le caratteristiche esatte. Nel corso di una riunione tenuta presso l'Alto Commissariato il 2 Novembre E.S. il Comandante del Porto è stato da me interessato di raccogliere subito le informazioni richieste e, in accordo con il Genio Civile, provvedere, se riscontrata adatta allo scopo, al suo trasferimento a Cagliari. Qualora ciò non fosse possibile, il Comandante del Porto è stato pregato di seguire il lavoro della draga Sassari e richiedere il trasferimento a Cagliari non appena ultimati i lavori più necessari a S. Antioco.

Allo scopo di accelerare il trasporto delle chieste al porto, è stato recentemente creato un deposito di circa 2000 tonn. di sale (smentabile) nella località: "Telefitta".

Le saline del monoglio dispongono di tre ricche: uno talmente vecchio e leggero da considerarsi fuori uso ed altri due, pure assai vecchi, che si alternano essendo sovente in avaria e quindi sottoposti a frequenti lavori di riparazione. Comunque con il dragaggio dell'entrata della Darsena, il problema dei rimorchiatori cadrebbe, perché, seppure in condizioni precarie potrebbe essere sufficiente per il limitato lavoro

era.) già segnalati dall'Autorità competente per cui gli enti interessati stanno provvedendo.

Nel porto di Cagliari non esistono draghe adatte allo scopo. A S. Antioco trovasi attualmente la draga ad elezione Cassari con capacità di estrazione di 300 metri cubi in 15 ore e della possibilità di dragaggio fino a metri 7,50 (24,75) ciò che permetterebbe di aprire un passaggio per navi da 3.000 tonn. e più. Se non che tale draga si sta ora attrezzando per iniziare i lavori di dragaggio nel porto di S. Antioco ove si sono pure formati banchi di sabbia che impediscono la partenza dei piroscafi carboniferi a pieno carico.

Risulterebbe che a La Maddalena o ad Olbia esiste un'altra draga della quale localmente non si conoscevano, al momento, le caratteristiche esatte. Nel corso di una riunione tenuta presso l'Alto Commissariato il 2 Novembre U.S. il Comandante del Porto è stato da se interessato di raccogliere subito le informazioni richieste e, in accordo con il Genio Civile, provvedere, se riscontrata adatta allo scopo, al suo trasferimento a Cagliari. Qualora ciò non fosse possibile, il Comandante del Porto è stato pregato di seguire il lavoro delle draghe Cassari e richiedere il trasferimento a Cagliari non appena ultimati i lavori più necessari a S. Antioco.

Allo scopo di accelerare il trasporto delle chiatte al porto, è stato recentemente creato un deposito di circa 2000 tonn. di sale (sumentabile) nella località: "Talafitea".

Le saline del Monopoli dispongono di tre rimorchietti: uno talmente vecchio e leggero da considerarsi fuori uso ed altri due, pure assai vecchi, che si alternano essendo sovente in avaria e quindi sottoposti a frequenti lavori di riparazione. Comunque con il dragaggio dell'entrata della Darsena, il problema dei rimorchietti cadrebbe, perché, seppure in condizioni precarie potrebbe essere sufficiente per il limitato lavoro entro la darsena.

b) Saline Ing. Luigi Contivecchi - Queste saline sono situate a circa 10 km. dalla città in direzione NW. Il sale ivi prodotto è sempre stato in linea di massima destinato ad esportazione per uso industriale, salvo un piccolo quantitativo di sale a grani arrotondati che veniva esportato all'estero per salagione di pesci. Prima della guerra la produzione era di circa 170/190.000 tonn. annue i sale industriali.

Nei piccoli cusodi il sale viene caricato su vagoncini decanville trasportati a mezzo di trattori Messel fino ai canali ove il sale viene rovesciato nelle chiatte la cui capacità varia dalle 135 alle 300 tonn. Le chiatte vengono quindi rimorchiate, una e due alla volta, fino al porto, solo 90-100 metri, dove possono attraccare navi con pescaggio fino a oltre 28 piedi, cioè di circa 9.000 tonnellate. Se vi sono navi sotto carico, le chiatte vengono efficientate al piroscalo, dal lato della banchina ed a mezzo di due benne, sistemate a terra, il sale viene caricato a bordo. In mancanza di regolare afflusso con le chiatte, il sale viene prelevato dal cusodo di banchina che si aggira sulle 1.700 tonn. Spesso le benne sono in avaria perché i danni arrecati dai bombardamenti furono riparati alle meglio ed allora si continua la caricazione con i mezzi di bordo. Una caricazione contemporanea da terra e da bordo sarebbe attuale ma non piccola qualora si potesse aumentare l'afflusso del sale al porto.

Questa doppia operazione non è possibile per la insufficienza di chiatte, sia perché il canale, da tempo inutilizzato, manca di dragaggio da vari anni ed è quindi ridotto ad un tirante di soli metri 1,40 che permette solo la caricazione parziale delle chiatte più grandi (le chiatte da 300 tonn. vengono caricate al massimo a 220 tonn.).

La Mita Contivecchi possiede una draga elettrica (la stessa che ha costruito il canale) in avaria nelle parti elettriche. Il materiale potrebbe essere fornito dal Continente.

La Mita Contivecchi potrebbe provvedere essa stessa al dragaggio, da conversazioni avute con i dirigenti ho avuto l'impressione che essi non provvedano alle esigenze a causa delle forti spese che dovrebbero essere apportate.

Sarebbe anche un'altra draga, più piccola, pure elettrica di proprietà della 'Perrebeton' attualmente impegnata in lavori di bonifica a non molta distanza da Cagliari. In occasione della riunione tenuta presso l'Alto Commissariato il 2 novembre u.s. il Comandante del Porto è stato invitato ad interessarsi al sia presso la Contivecchi, che presso il Genio Civile per far sì che il dragaggio possa aver luogo al più presto possibile. Nella migliore delle ipotesi, cioè se venisse utilizzata la draga della 'Perrebeton' prima di iniziare i lavori trascorrerebbero alcune settimane necessarie per la sistemazione delle condutture elettriche e delle tubazioni di scarico.

Sarebbe inoltre necessario fornire alla Contivecchi alcune tra chiatte della portata di 135/200 tonn. 2

che i danni arrecati dai bombardamenti furono riparatissimi alla meglio ed allora si continuò la caricazione con i mezzi di bordo. Una caricazione contemporanea da terra e da bordo sarebbe attuabile su navi non piccole qualora si potesse aumentare l'afflusso del sale al porto.

Questa doppia operazione non è possibile per la insufficienza di chiatte, sia perché il canale, da tempo inutilizzato, manca di dragaggio da vari anni ed è quindi ridotto ad un tirante di soli metri 1,40 che permette solo la caricazione parziale delle chiatte più grandi (le chiatte da 300 tonn. vengono caricate al massimo a 220 tonn.)

La Ditta Contivacchi possiede una draga elettrica (la stessa che ha costruito il canale) in averia nelle parti elettriche. Il materiale potrebbe essere fornito dal continente.

La Ditta Contivacchi potrebbe provvedere essa stessa al dragaggio, da conversazioni avute con i dirigenti ho avuto l'impressione che essi non provvedano alla bisogna a causa delle forti spese che dovrebbero essere sopportate.

Esiste anche un'altra draga, più piccola, pure elettrica di proprietà della 'Ferroboton' attualmente impegnata in lavori di bonifica a non molta distanza da Cagliari. In occasione della riunione tenuta presso l'Alto Consolato il 2 novembre u.s. il Comandante del Porto è stato invitato ad interessarsi al sia presso la Contivacchi, che presso il Genio Civile per far sì che il dragaggio possa aver luogo al più presto possibile. Nella migliore delle ipotesi, cioè se venisse utilizzata la draga della 'Ferroboton' prima di iniziare i lavori trascorrerebbero alcune settimane necessarie per la sistemazione delle condutture elettriche e delle tubazioni di scarico.

Sarebbe inoltre necessario fornire alla Contivacchi almeno tre chiatte della portata di 150/200 tonn. o meglio ancora 3 motoscafiere (L.C.F.) da 120 tonn. che potrebbero trasportare sale e nello stesso tempo ricaricare chiatte. Motoscafiere di maggiore portata non sarebbero adatte per la loro larghezza che non consentirebbe in traffico nel canale. Si porterebbe così un ausilio anche ai rimorchiatori uno dei quali in precarie condizioni (La ditta ne possiede complessivamente tre).

CONCLUSIONE: Le seguenti misure da adottarsi in linea di massima sono state approvate nella riunione da me indetta presso l'Alto

- 4 -

Comissariato per la Sardegna il 1 Novembre u.s. presenti le autorità e gli altri interessati:

- 1)- Prevedere al più presto possibile il dragaggio dell'ingresso alla "Baia del Sale". Il Comandante del Porto è stato invitato ad interessarsi di questa questione.
- 2)- Fornire i materiali già richiesti ed esistenti nella lettera indicata dall'Alto Commissariato a questo Ufficio in data 2 Ottobre ed esecuzione dei rimorchiatori, non risultando disponibili. (I presenti alla riunione sono stati da me informati delle richieste già trasmesse agli enti competenti della Transportation Sub-Commission Porto e Sardinia).
- 3)- Fornire 3 motoscafi da 120 tonn. circa da affidarsi alla Capitaneria di Porto che ne regolerebbe la migliore utilizzazione.
- 4)- Detare di 3 eliche da 130/400 tonn. la Ditta Contivocchi.
- 5)- Provvedere al dragaggio del canale delle saline Contivocchi. Il Comandante del Porto è stato invitato ad interessarsi di ciò.
- 6)- Acquistare il carico di sale sui fidi "Abbasia" e "Campidoglio" avendo cura di prima disporre per un più sollecito sbarco dello stesso nel Porto di Napoli e Castellammare (I Capitani dei due piroscafi avrebbero fatto questa osservazione).
- 7)- Usare in modo categorico la carica di sale, anche sopra coperta, sui piroscafi destinati al trasporto del sale. (Il fido "Campidoglio" recentemente partito da Cagliari, ha caricato la coperta tonn. 18, vino in più - tonn 78 sughero presso - tonn. 6.975 butel - le salate). La nave è partita al Free-board di staggione, lasciando quindi piccoli vuoti di stiva.

Si allegano alla presente relazione:

- 1°- Il piano delle Saline del R. Canopolio
- 2°- Il piano ed un opuscolo sulle saline Ing. L. Contivocchi.

PARTI SECONDA

PROBLEMI VARI INCONTRI IL TRASPORTO SALE DA ATER IL CONTINENTE.

Durante la riunione presso l'Alto Commissariato per la Sardegna il 1 Nov. u.s. i presenti mi hanno vivamente pregato di informare la Commissione Allente della necessità di provvedere con maggiore larghezza di mezzi ai trasporti fra l'isola ed il continente. La Sardegna è rimasta durante gli ultimi anni praticamente paralizzata nelle sue industrie e nei suoi commerci per la grande carenza di collegamenti marittimi ed ha ora una necessità imperiosa di disporre di mezzi più adeguati al trasporto delle merci sia in uscita che in entrata allo scopo di evitare il prolungarsi e l'ostacolo della disoccupazione con le inevitabili ripercussioni politiche.

In Sardegna vi sono prodotti per essere esportati, prodotti

5).- Provvedere al dragaggio del canale delle saline Contivaccini, il comandante del Porto è stato invitato ad interessarsi di ciò.

6).- Aumentare il carico di sale sui T.T. "Abbazia" e "Campidoglio" avendo cura di prima disporre per un più sollecito sbarco dello stesso nel porto di Napoli e Castellonare (i capitani dei due piroscafi avrebbero fatto questa osservazione).

7).- Escludere in sede categorica la caricazione di cerei, anche sopra coperta, sui piroscafi destinati al trasporto del sale. (Il T.T. "Cappo Verde" recentemente partito da Cagliari, ha caricato in esporta 184 mine in pani - Tonn. 73 mughero grosso - Tonn. 6.275 budelle salate). La nave è partita al Free-board di stagione, lasciando quindi piccoli vuoti di stiva.

Si allegano alla presente relazione:

- 1°- Il piano delle Saline del S. Bonopolo
- 2°- Il piano ed un opuscolo sulle saline Ing. L. Contivaccini.

PARTI SECONDA

PROBLEMI VARI INERENTI IL TRASPORTO SALEI DA E PER IL CONTINENTE.

Durante la riunione presso l'Alto Commissariato per la Sardegna il 2 Nov. u.v. i presenti mi hanno vivamente pregato di informare la Commissione Alleata della necessità di provvedere con maggiore larghezza di mezzi ai trasporti fra l'isola ed il continente. La Sardegna è rimasta durante gli ultimi anni praticamente paralizzata nelle industrie e nei suoi commerci per la grande carenza di collegamenti marittimi ed ha ora una necessità impellente di disporre di mezzi più adeguati al trasporto delle cerei sia in uscita che in entrata allo scopo di evitare il prolungarsi e l'attendere della disoccupazione con le inevitabili ripercussioni politiche.

In Sardegna vi sono pronti per essere caricati notevoli quantitativi di minerali e di altri prodotti del suolo destinati principalmente al sostentimento dell'Italia e cioè: minerali di sodio-silicio in pani-antimonio, casiline-ovine-sughero-amandorie-lana-pelli-argilla materiali refrattari ecc.

Tengo richiesto di permettere la caricazione la coperta sui piroscafi salinieri ottenendo così un graduale e continuo deflusso di cerei necessari; data la necessità di intensificare al massimo il trasporto del sale il cui peso specifico ed il facile viaggio permettono sempre la caricazione massima consentita dai regolamenti di sicurezza della navigazione, non rimane possibilità alcuna di caricare altro cerei se non a detrimento del sale. Per cui in sede di riunione venne convenuto che, specializzato durante la stagione invernale, e finché permans la necessità di trasporti intensivi di

sale, deve essere categoricamente proibito il carico di altre merci sui piroscafi edibili al sale. (vedi paragrafo 7) della conclusione della prima parte di questa relazione).

È stato segnalato che i piroscafi provenienti da Genova e diretti in Sardegna partono, vuoti del mentre in tale porto vi sono molte merci in attesa di imbarco che non vengono caricate, sembrerebbe a causa di limitazioni imposte dall'A.C.S. locale.

La S.A.S.A.O. che produce nazioni refrattari di cui vi è molta richiesta tanto nel nord che nel sud dell'Italia ha forti quantitativi in attesa di imbarco e dovrà fra poco molto compensare la produzione se non sarà possibile prevedere il trasporto in continente dei quantitativi accumulati. Trattasi di vetro fragile che non può essere trasportato in piccoli quantitativi ed assieme alla merce generale. La spedizione effettuata qualche tempo fa a mezzo del pfo. "Abbasia" da Cagliari a Napoli, è giunta a destino con un'avaria di circa l'80 %.

Ne comunico all'interventista, lasciandone copia, le ultime informazioni emanate dall'Intere-Jones in data 30-10-43 invitando gli azionisti ad attendervi attentamente.

Vi è stato segnalato il caso di una partita di carburante di calcolo di circa 30 Tonn. che dovrebbe essere caricata a Venezia per Cagliari. Un motorellero assegnato dall'Intere per tale bisogna non sarebbe ancora giunto al porto di caricazione.

Vi è la Sardegna una grande necessità di tale prodotto, è stata esaurita ogni scorta ed il carburante è urgentemente richiesto sia dalle ferrovie che da altre industrie di pubblica utilità per operazioni urgenti ai macchinari.

Venne inoltre richiesto di prospettare alla Commissione allente la opportunità di assegnare piroscafi costieri per trasporto di merci varie facendo scalo in più porti dell'isola. È stata fatta insistenza nei riguardi dei piroscafi costieri, in quanto i motorelleri, specialmente se di piccolo tonnellaggio, si adatterebbero nel volentieri al trasporto di merci generalmente povere perché hanno tariffe assai basse.

Venne infine segnalato che le comunicazioni telefoniche con l'isola la lasciano ancora molto a desiderare con conseguenti ripercussioni sulla caricazione delle merci, accade sovente che la segnalazione di arrivo di un piroscafo giunge dopo un giorno o due che la nave è in porto.

È stato proposto, per i casi di particolare urgenza, di far seguire alla segnalazione telefonica una comunicazione telefonica.

La seconda parte della relazione (testo di 300 righe) non può essere pubblicata in quanto tanto la S.A.S.A.O. che la S.A.S.A.O. di Cagliari non

La spedizione effettuata qualche tempo fa a mezzo del fto. "Abbaudina" da Cagliari a Napoli, è giunta a destino con un'avaria di circa 2,50 %.

Ho comunicato all'intervenenti, lasciandone copia, le ultime istruzioni emanate dall'Ente-Cogema in data 30-10-45 invitando gli stessi ad attenersivi strettamente.

Si è stato segnalato il caso di una partita di carbone di cuiolo di circa 60 Tonn. che dovrebbe essere caricata a Venezia per Cagliari. Un motoveliero assegnato dall'Iltare per tale bisogna non sarebbe ancora giunto al porto di carloazione.

Vi è in Sardegna una grande necessità di tale prodotto, è stata esaurita ogni scorta ed il carburante è urgentemente richiesto sia dalle Ferrovie che da altre industrie di pubblica utilità per riparazioni urgenti ai macchinari.

Venne inoltre richiesto di prospettare alla Commissione Alleata la opportunità di assegnare piroscafi costieri per trasporto di aerei varie facendo scalo in più porti dell'isola. Si è stata fatta incidenza nei riguardi dei piroscafi costieri, in quanto i motovelieri, specialmente se di piccolo tonnellaggio, si adatterebbero nei velentieri al trasporto di aerei generalmente povere perché hanno tariffe assai basse.

Venne infine segnalato che le comunicazioni telegrafiche con l'isola lasciano ancora molto a desiderare con conseguenti ripercussioni sulla caricazione delle navi, accade sovente che la segnalazione di arrivo di un piroscafo giunge dopo un giorno o due che la nave è in porto.

Si è stato proposto, per i casi di particolare urgenza, di far seguire alla segnalazione telegrafica una comunicazione telefonica.

La seconda parte della mia missione (porto di Napoli) non potrei esaurirla in questo tanto la R.A.N. e la R.A.I.A. di Cagliari non ritirano il "Travel Order" rilasciato dalla A.C. R.A. sufficiente per autorizzarmi ad effettuare il viaggio in aereo Cagliari-Napoli sugli apparecchi della R.A.N. stessa. Per conseguenza approfitterei di una corsa straordinaria di un apparecchio militare italiano per rientrare a Roma sabato stesso 1 novembre.

Armando Tosi

Cap. di Porto d'Ufficio, di Colleg.
di Marittimo presso l'A.C. R.A.

Copia al Alto Comisariado per la Sardegna - Cagliari
Direzione Generale Marina Mercantile - Roma -
Ispettorato Funzionamento Porti - Roma
Idem - Cagliari - Roma

Traduzione Inglese al Porto a Barcellona - In Sub-Com.
Food Sub-Commission
Commerce Sub-Commission - Coal Divis.
Industry Sub-Commission

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

/es

Nov 6. 1945

Report on the visit to Cagliari

TO : Ports & Warehouse Div. ✓
Food Sub-Commission
Commerce Sub-Commission
Industry Sub-Commission

Translation of the entire report will follow.

W. Tosi

Capt. TOSI
Liaison Officer
Transportation Sub-Comm.

567

EXTRACT OF THE REPORT ON THE VISIT TO CAGLIARI

CONCLUSION : The following measures, to be adopted in a general sense, have been approved at the meeting summoned by me on November the 2nd, at the High Commissioner's Office for Sardinia in the presence of the concerned Authorities :-

- 1)- To dredge at the earliest the "Darsena del Sale". The Commander of the Port has been asked to take care of this matter.
- 2)- To supply, with the exception of the tugs which are not disposable, the material requested and listed in the note sent on October 2 by the High Commissioner to the A.C. Transportation S/C (I informed the members of the meeting of the request already sent by the Port and Warehouse Div. Transportation S/C to the concerned offices).
- 3)- To supply 3 landing crafts (L.C.T.) of 120 tons capacity to the Port Authorities (Capitaneria di Porto) who would make the best use of them
- 4)- To supply 3 barges of 150/200 tons capacity to the Contivecchi Firm.
- 5)- To dredge the "Canale delle Saline Contivecchi". The Commander of the Port has been asked to take care of this matter.
- 6)- To increase the load of salt on S/S "Abbazia" and S/S "Campidoglio" prior arrangements about it's prompt disembarking at the Ports of Naples and Castellammare, (It seems, the Captains of said vessels have made these remarks)
- 7)- By no means to load other commodities other than salt, even on deck, on ships carrying salt, (the S/S "Cape Mele" which has recently left Cagliari loaded on deck 38 tons of zinc ingots (loaves) 7 tons of raw cork - 6,975 tons of salted guts). The ships sailed at season free-board, leaving therefore small empty spaces in her holds.

A. Tosi
 (A. TOSI)

Capt. R.I.N.R.
 Liaison Officer
 Tr. Sub-Comm.

6/11/45

R.C.L. =
 Self-propelling

566

HEADQUARTER ALLIED COMMISSION
APC 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 347
Ref : AC/SA.3/95/Tn8

UAG/lp
6 December 1945

SUBJECT: Discharge of Salt.

TO : Major M.P. Laraman
Shipping Branch.

1. Reference your letter AC/657/104/Tn8 of 14 November 1945., on the above subject.

2. Col. Lauricella, who has just returned from Naples, informs us that he went into the question of salt discharge at Naples with the Italian Port Commandant, Col. Sarti.

3. It seems that the cause of slowness of discharge is due to lack of shore transport and the impossibility of back-piling salt.

4. Col. Lauricella states that he has now arranged that, whenever possible, the steamers "Abbazia" and "Caspiaoglio" will be berthed at Berth 59 which is equipped with a warehouse in which salt can be stored while awaiting shore transport and in this way, it is hoped to avoid delay in the discharge of ships.

For the Chief :

G.A. GRILLARDI
Operations Branch
Ports & Warehouse Div.

Copy to :
Food & Agriculture S/C
Ministry of Marine
Direzione Generale Marina Mercantile, ROME
(attn: Col. Lauricella)

565

Tel. 534

HEADQUARTERS ALLIED COMMISSION

MPL/lmr

APO 394

Transportation and Shipping Sub-Commission

AC/657/104/Tn.3

14 November 1945

SUBJECT : Discharge of salt.

TO : Ports and Warehouse Division.

1. As you are aware, there is a heavy programme for salt from Sardinia for all Italian ports. When Capt. Tosi was in Cagliari on his recent visit, it was reported that the Captains of the "Abbazia" and "Campidoglio" had complained of slow discharge at Naples and Castellammare.

2. These vessels are capable of loading 1000 tons per voyage but, due to the slow rate of discharge, the maximum tonnages have not been loaded during recent weeks.

3. Please investigate this question in order to discover whether it is correct and if an improvement can be immediately put into operation. The need for salt is important and full advantage must be taken of all available space in these vessels.

4. Further information is now awaited.

For the Director ;

M.P. Laraman
M.P. LARAMAN
Major R.E.

Copy to :

Food and Agriculture S/C
Direzione Generale della Marina Mercantile
Ministero Marina

AC/24.3

*Phoned Col. Bennett
and requested him
to get Col. Laraman
to go into the question of his
discharge of salt at his
arrival at Naples.
Col. Laraman
requested to be
informed to
morning.*

16/11/45

564

TEL. 478420

KJC/ig

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

70-20/137/Food

16 November 1945.

SUBJECT : Provision of tug for Cagliari harbour.

TO : ~~Amministrazione dei Monopoli di Stato,~~
(Direzione Generale, Roma).

1. Please refer to your letter reference 9/2058 dated 25th September.

2. The Transportation Sub-Commission advises us that there is no likelihood at the present moment of allocating a tug to the port of Cagliari because of the acute shortage of that type of craft.

3. We are enclosing an extract of the decisions that were taken regarding Cagliari harbour at a recent meeting at the High Commissioner's for Sardinia office. The extract will give you some idea of the measures proposed to be taken.

J. M. Merritt
JAMES M. MERRITT,
Director

Enclosures

Extract of decisions regarding Cagliari.

Distribution

HQ. A.C. Tn. & Shipping S/O.

563

AC/243

C O P Y

EXTRACT OF THE REPORT ON THE VISIT TO CAGLIARI

CONCLUSION :- The following measures, to be adopted in a general sense, have been approved at the meeting summoned by me on November the 2nd, at the High Commissioner's Office for Sardinia in the presence of the concerned Authorities :-

- 1)- To dredge at the earliest the "Darsena del Sale". The Commander of the Port has been asked to take care of this matter.
- 2)- To supply, with the exception of the tugs which are not disposable, the material requested and listed in the note sent on October 2 by the High Commissioner to the A.G. Transportation S/O (I informed the members of the meeting of the request already sent by the Port and Warehouse Div. Transportation S/O to the concerned offices).
- 3)- To supply 3 landing crafts (L.C.T.) of 120 tons capacity to the Port Authorities (Capitaneria di Porto) who would make the best use of them.
- 4)- To supply 3 barges of 150/200 tons capacity to the Contivecchi Firm.
- 5)- To dredge the "Canale delle Saline Contivecchi". The Commander of the Port has been asked to take care of this matter.
- 6)- To increase the load of salt on S/S "Abbazia" and S/S "Campidoglio" prior arrangements about it's prompt disembarking at the Ports of Naples and Castellammare. (It seems, the Captains of said vessels have made these remarks).
- 7)- By no means to load other commodities other than salt, even on dock, on ships carrying salt. (the S/S "Cape Mele" which has recently left Cagliari loaded on deck 38 tons of zinc slabs 7 tons of raw cork - 6,795 tons of salted guts. The ships sailed at season free-board, leaving therefore no empty spaces in her holds.

(A. TOBI)
Capt. R.I.N.R.
Liaison Officer
Tn. Sub-Comm.

TRANSLATION

TO : H.Q. - A.C. - Transport Sub-Commission - Movements Shipping
(Attention Major Larman)

SUBJECT : Visit to Cagliari.

Following your instruction I left Rome by plane on November 1st arriving at Cagliari the same day.

I immediately contacted the High Commissioner for Sardinia, the Captain of the Port and all other Authorities and organizations in order to collect all information required. I also visited the salt pans in order to get a better picture of the various problems involved.

PART I. - Loading and movement of salt.

a) Monopoli di stato salt pans - These salt pans are located at about 4 miles from Cagliari, the salt here produced is generally used for food purposes.

Before the war the output was about 150,000 tons per year and was exported to the continent - and plus the amount necessary for the island inhabitants.

From small dunes the salt is loaded on 20/30 ton barges, narrow and long in shape. Barges are moved by electric tractors running alongside the canal as far as "Darsena del Sale" where the canal meets the sea, in a locality called "Palafratte" one and half mile distance from the harbour.

Before the war ships up to 6/7000 tons were loading to capacity salt from Saline Monopoli in said Darsena. Small tugs were moving barges from the canal to the ships.

During the last years, due to marine currents and lack of dredging several sand banks were accumulated at the entrance of "Darsena del Sale" with the result that now only ships with a maximum draft of 16' can enter whereas within the Darsena the draft is still around 26/29 feet.

Therefore small coasters are now loading up to 16' draft and then move to the port of Cagliari to complete loading from barges. Larger sized vessels load entirely in the harbour.

Movement of barges from Darsena to the Port is often covered by weather conditions.

The impossibility to ensure a continuous flowing of salt

Copy for : Port & Warehouse Dept.
Mr. Crocker
1st 886

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From small dumps the salt is loaded on 20/30 ton barges, narrow and long in shape. Barges are moved by electric tractors running alongside the canal as far as "Darsena del Sale" where the canal meets the sea, in a locality called "Palafitta" one and half mile distance from the harbour.

Before the war ships up to 6/7000 tons were loading to capacity salt from Saline Monopoli in said Darsena. Small tugs were moving barges from the canal to the ships.

During the last years, due to marine currents and lack of dredging several sand banks were accumulated at the entrance of "Darsena del Sale" with the result that now only ships with a maximum draft of 15' can enter whereas within the Darsena the draft is till around 26/29 feet.

Therefore small coasters are now loading up to 15' draft and then move to the port of Cagliari to complete loading from barges. Larger sized vessels load entirely in the harbour.

Movement of barges from Darsena to the Port is often covered by weather conditions.

The impossibility to ensure a continuous flowing of salt to the port is the main reason for slow loading. Backpiling in port is not possible on a larger scale than already done by the Contivecchi Salt Pans on account of lack of space.

Before thatwar, ships with 4 or 5 hatches loading in the "Darsena" managed to take as much as 900/1000 tons per day. An output of 900 tons per day might be reached as soon as the Darsena entrance be dredged and various gear (barrels, ropes, shackles, etc.) already applied for, be supplied.

In the port of Cagliari there is no dredger available for the purpose.

40/24.3

- 2 -

At S. Antioce there is the suction dredger "Sassari" having an output of 300 cubic meters per 15 hrs and capable to dredge up 24' 7" which allow vessels of about 5000 tons to enter the Darsena. Said dredger is now getting ready to start dredging S. Antioce harbour ^{entrance} where newly formed sand banks do not allow sailing of fully loaded ^{ships} colliers.

It has been reported by Capitaneria di Porto Cagliari that at La Maddalena or Olbia there is another dredger, but at that moment it could not be ascertained.

During a meeting held at the High Commissioner's, the Captain of the Port has been requested to investigate and collect all information and, if practicable, to arrange together with GenionCivile for the transfer of said dredger to Cagliari.

In case this cannot be done, the dredger now in S. Antioce should be transferred to Cagliari as soon as necessary works have been completed.

In order to improve loading as far as possible, nearly 2000 tons of salt have been backpiled at Palafitts.

Monopoli salt pans own 3 tugs, one of which is obsolete and the other two very old and in bad repair alternate each other in towing barges to the port.

44 - ING. LUIGI CONTI SALT PANS, are located at about 6 miles on the opposite side of Cagliari. Salt here produced has been used generally for industrial purposes except a small amount which was exported abroad for fish packing.

Before the war from 170,000 to 180,000 tons of industrial salt were exported yearly to the continent.

From the salt pans salt is loaded on small decauville wagons moved by Diesel driven tractors as far as the canal where salt is delivered into barges of 135/300 tons capacity. Barges are towed one or two at a time as far as Molo Sabauda in the Port of Cagliari where ships with a draft of 28' can berth.

When there is a ship loading, barges are placed between the ship and the quay and the salt is lifted on board by means of two grab cranes stationed on the pier. In case there is no loaded barge available, the grabs pick up salt from the pier where salt is backpiled (about 1700 tons). Grab cranes are often out of order on account of damages suffered by war action, when this happens loading continues with ships gear.

Simultaneous loading with cranes and ship's gear might be possible on larger coasters if salt could flow more rapidly to the port. This is not possible at present due to insufficient number of barges and to lack of dredging in the canal which has at present a draft of only 1,40 meters. Under this condition 200 tons

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The Firma Contivecochi is the owner of an electric suction dredger (the same used in building the canal) in state of repair. The electrical material requested could be supplied from the continent.

The Contivecochi Firma could take care of dredging, but during some conversations I have received the impression that it is not

500

prepared to do so on account of the heavy expenses to be met.

There exists also a smaller dredger, also electric, owned by "Terrobeton" now engaged in reclamation works not far from Cagliari.

During the meeting held at the High Commissariat for Sardinia the Captain of the Port has been requested to approach Contivecchi and Genio Civile in order that dredging may start at the earliest.

It is pointed out that in the best of the cases, i.e. if the "Terrobeton" dredger could be used, several weeks would be required to fix power and pipe lines.

It would also be necessary to supply Contivecchi Firm with 3, 150/200 ton barges or even better 3, 120 ton I.C.T.S. Landing crafts of larger size could not be used because they are too wide for the canals. Landing crafts could be used for movements of salt as well as for towing barges.

CONCLUSION : The following measures, to be adopted in a general sense, have been approved at the meeting summoned by me on November the 2nd, at the High Commissioner's Office for Sardinia in the presence of the concerned Authorities :-

1)- To dredge at the earliest the "Darsena del Sale". The Commander of the Port has been asked to take care of this matter.

2)-To supply, with the exception of the bags which are non-disposable, the material requested and listed in the note sent on October 2nd by the High Commissioner to the A.C. Transportation S/O (I informed the members of the meeting of the request already sent by the Port and Warehouse Div. Transportation S/O to the concerned offices).

3- To supply 3 landing crafts (I.C.T.) of 120 tons capacity to the Port Authorities (Capitaneria di Porto) who would make the best use of them.

4)-To supply 3 barges of 150/200 tons capacity to the Contivecchi Firm.

5-To dredge the "Canale delle Saline Contivecchi". The Commander of the Port has been asked to take care of this matter.

6-To increase the load of salt on S/S "Abbasia" and S/S "Campidoglio" prior arrangements about it's prompt disembarking at the Ports of Naples and Castellammare, (It seems, the Captains of said vessels have made these remarks).

7- By no means to load other commodities other than salt, even

required to fix power and pipe lines.

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- Enclosures :- plan of Monopolio Salt Pans.
; " " Contivecchi Salt Pans.

PART IIVARIOUS PROBLEMS REGARDING MOVEMENTS OF GOODS FROM AND TO THE CONTINENT

During the meeting held on Nov. 2nd at the High Commissioner's parties present have requested me to inform the Allied Commission of the necessity to improve transportation facilities with Sardinia.

Industries and commercial intercourses in this island have been paralyzed for several years during the war for lack of sea transportation which even now they are far from being sufficient to the needs of the inhabitants many of which are still unemployed on account of that.

Large quantities of mineral and other products are ready for shipment and in particular: zinc, antimony, coal, vegetable matter, cork, dried fruit, wool, hides, clay etc.

The request to continue to load some general cargo on salt ships has been turned down on account of the necessity to use at the utmost the shipping space available for salt movements.

I have been informed that ships arrive from Genoa empty whereas it is claimed that cargoes are available in such port for Sardinia. Alleged A.A.G. restriction would be one of the reasons for the above.

The S.A.N.A.C. which is producing refractory bricks requested both in North and South Italy, will be compelled to shut down soon if at least part of the goods ready for shipment are not carried away. This cargo is very fragile and cannot be loaded together with other commodities. The shipment made with S.S. Abbazia some time ago has brought a breakage of 80%.

I have notified to all present the latest instruction issued by COCOMA-LEMANE on the 10th October 1945 and invited the same to comply with them.

My attention has been called to a cargo of 80 tons calcium carbide awaiting ~~loading~~ in Venice for shipment to Cagliari. A schooner allocated for this purpose has never shown up at Venice. It is essential that said cargo is moved urgently because all reserves have been extinguished in Sardinia, and it is needed for railroad and other public utility industries.

Allocation of coasters calling at several ports of the island to pick up cargoes for the continent have been asked at the meeting. The experts from the island consist mainly of poor cargoes paying low freight and therefore schooners would avoid allocations for such commodities on account of the low tariffs in force.

Finally I have been informed that telegraphic and telephone communications with the island are still bad with result of

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I have notified to all present the latest instruction issued by COMNAV-ITALIA on the 30th October 1945 and invited the same to comply with them.

My attention has been called to a cargo of 80 tons calcium carbide awaiting *loading* in Venice for shipment to Cagliari. A schooner allocated for this purpose has never shown up at Venice. It is essential that said cargo is moved urgently because all reserves have been extinguished in Sardinia, and it is needed for railroad and other public utility industries.

Allocation of coasters calling at several ports of the island to pick up cargoes for the continent have been asked at the meeting. The exports from the island consist mainly of poor cargoes paying low freight and therefore schooners would avoid allocations for such commodities on account of the low tariffs in force.

Finally I have been informed that telegraphic and telephonic communications with the island are still bad with result of delay in ship's operations. It happens often that a signal arrives one or two days after the ship is in port.

It has been suggested that in urgent cases a telephone message should accompany the signal sent through the ordinary channels.

The second part of my mission could not be carried out because R.A.P. and M.M.I.A. in Cagliari did not consider my travel orders good enough to allow me to travel to Naples on a R.A.P. plane.

I therefore took the opportunity of an unscheduled Italian plane to return to Rome on November the 1st.

sgd.

ARMANDO TONI
Capitano di Porto R.I.N.R.
Maison Officer

COPY TO : Ports & Warehouse - In. Sub-Commission ✓
Food Sub-Commission
Industry Sub-Commission
Commerce Sub-Commission

copy of the report in Italian already delivered to :-
Ministry of Marine
High Commissioner Sardinia
Captain of the Port - Cagliari
ITRAME - COSENZA

HIGH COMMISSARIAT FOR SARDINIA.
CAGLIARI

Cagliari, 2 October 45

Ref.: N°28601 div.11°

SUBJECT: Salt loading operations.

TO : Mn. Sub-Commission A.C.,
Rome

Copy to: Ministry of Navy
Undersecretary for Merchant Service
Rome

*Copy handed to
M. Laganaro
12/10/45*

①

1. Following your investigations about the slowness for loading salt into ships at Cagliari harbour, we promoted a meeting on Sept. 21, 1945 in the harbour Office. The participants were:

Col. SPEZIALETTI, Commander of the harbour Office.
Capt. SASSO and SALARI of the harbour Office.
Maj. FLORES, of the naval Control Office.
Mr. PIROLA, of CO.CE.MA of Cagliari.
The Director of the Royal Salt-Pits.
Ing. Minio PALUELLO, of "Contivecchi C°".
Mr. FADDA, Consul for the harbour Company.
A representative of DMATR.
Doct. Aldo LUCHI, representative of this High Commissariat.

2. Salt-Pits now in operation and which have an interest for loading operations in Cagliari are: The Royal Salt-Pits of the State Monopoly located in S. Bartolomeo-Poetto, and the salt-pits of the "Contivecchi di Macchiaradu C°".

Presently the loading operations for the alimentary salt produced by the Royal Salt-Pits, are being carried out at the mouth of the S. Bartolomeo channel, near Sonaria, where the salt is being carried under board by lighters towed by steam tug-boats. Thence the ship is using her own loading means, being no quay equipment available there.

"Contivecchi" C°, who is producing dirty salt for industrial use, is on the contrary loading in the port itself, where she owns a depot along "Molo Sabauda" which is being continuously furnished with new loadings.

Loading operation in this sector are being carried out more rapidly being now possible to use the existing cranes.

Therefore, the meeting examined the situation of the Royal Salt-Pits first and subordinatedly the one of Contivecchi C°.

3. Following reasons are forbidding a greater swiftness in loading operations:

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The Director of the Royal Salt-Pits.
Ing. MINIO PALUELLO, of "Contivecchi Co."
Mr. FADDA, Consul for the Harbour Company.
A representative of DEMETER.
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Presently the loading operations for the alimentary salt produced by the Royal Salt-Pits, are being carried out at the mouth of the S. Bartolomeo channel, near Bonaria, where the salt is being carried under board by lighters towed by steam tug-boats. Thence the ship is using her own loading means, being no quay equipment available there.

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3. Following reasons are forbidding a greater swiftness in loading operations:

- a) The ships now used for salt movements have all a small tonnage and they do not consent the full utilization of the men available.
- b) It is not possible to get a depot for the Royal Salt-Pits in the port itself, there being no sufficient room for it along the "Molo Sabauda", where the "Contivecchi Co.", one is located and where there must be room also for unloading wheat. The other quays are under repair and it is not possible to use them as permanent depots.

AC/243

- 2 -

c) Above said snips are also alternately used for other freight, especially cattle and minerals, and therefore their holds must be every time cleaned and disinfected before loading alimentary salt. These operations take usually two or three days.

d) Even if we could make a depot in the port itself, the problem of towing the boats from Bonaria to the port (about 3 km.) would remain unsolved, as the Royal Salt-Pits' tug-boats are only partially efficient. Besides it must also be taken into account the impossibility of towing operations by rough water.

4. In consideration of what above said we agreed to go on loading salt for the Royal Salt-Pits at the Mouth of Boaria channel, and to keep the present system for Contivecchi C^o., who has no other possibilities and can get along pretty well if the ships are of a small tonnage.

Considered that the present system of loading by big iron containers worked by the equipment on board is insufficient and unsafe for the Boarians, we propose to make the loading with the old system, which had to be left for lack of necessary equipment on the ships.

In order to install this system we need the following materials, to be allocated to or to be bought by the Royal Salt-Pits.

- a) 300 mt. of hemp rope (section 30 m/m)
- b) 100 wooden barrels-capacity: 250/300 lt. (barrels formerly used for mineral oil.)
- c) 400 mt. of hemp-rope (sect. 40 m/m) for barrel trimming).
- d) 200 iron "ridancie" for a 40 m/m cable, with a 60 m/m opening.
- e) 30 wooden pulleys with eye opening of 30 m/m besides we need:

a) One tug-boat 100 H.P. for service in the harbour (steam or oil)

b) As the Bonaria little harbour's entrance is partially obstructed and ships loaded with more than 1400 tons cannot pass, it is necessary to dredge such entrance and the only dredging machine is under repair;

c) An allocation of 40 monthly tons of Sulcis-Coal. —

With the above equipment we could load 900 tons of coal ^{per day.} Salt?

Consiglio Provinciale X
Mayor Tugan
Pct. Sect. RMAC.
Consiglio Provinciale X

Isidoro Comandante

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- Commissary Mag. Camp. X*
Mag. Camp. X
Port. Salt. Pits. X
Commissary Mag. Camp. X
- a) 300 mt. of hemp rope (section 30 m/m)
 - b) 100 wooden barrels-capacity: 250/300 lt. (barrels formerly
used for mineral oil.)
 - c) 400 mt. of hemp-rope (sect. 40 m/m) for barrel trimming).
 - d) 200 iron "ridencie" for a 40 m/m cable, with a 60 m/m
opening.

- Industria Com. X*
- e) 30 wooden pulleys with eye opening of 30 m/m
besides we need:

- a) One tug-boat 100 H.P. for service in the harbour (steam
or oil)
- b) As the sonaria little harbour's entrance is partially
obstructed and ships loaded with more than 1400 tons
cannot pass, it is necessary to dredge such entrance and
the only dredging machine is under repair;
- c) An allocation of 40 monthly tons of Sulcis-Coal. —
With the above equipment we could load 900 tons of coal ^{9 Salt?}
per day.

5. As far as "Contivecni Co", is concerned, her representative
has notified that they are able to load with swiftness only small
tonnage ships, while their equipment does not consent the swift
loading of big tonnage ones owing to lack of transportation for
moving the salt from pits to port (10 km) and the workers from home
to pits. Besides, the present allocation of naphta is not sufficient
to meet the needs of their pit tractors.

This Company is therefore in need of:

- 3 -

- a) 1 tug-boat 100 H.P. (steam or oil)
- b) 3 boats - 150 tons possibly iron built and with disassemblable holds.
(if the Company could get the necessary plates and profiled iron, she would manufacture them by herself).
- c) 2 sets of tires 42 x 9 complete, for truck and trailer necessary for movement of workers from Cagliari to Macchiareddu.
- d) A fuel allocation of:
- Kg. 4000 oil
" 3000 petro.

The High Commissioner for Sardinia
sgt.: Pietro PINNA
General of Italian Air Force.

=====

d) A fuel allocation of:

Eg. 4000 oil

" 3000 petro.

The High Commissioner for Sardinia
sgd.: Pietro Pinna
General of Italian Air Force.

=====

554

HIGH COMMISSIONER FOR Sardinia.
C A G L I A R I

Cagliari, 2 October 1945

SUBJECT: Salt loading operations. Ref: A.O. 26001 div. 11a

TO : Mr. S/C Allied Commission
Rome

Copy to : Ministry of Navy
Undersecretary for Merchant Service
Rome

1. Following your investigations about the slowness for loading salt into ships at Cagliari harbor, we promoted a meeting on Sept. 21, 1945 in the Harbour Office. The participants were:

Col. Spezialetti, Commander of the Harbour Office.
Captains Sasso and Salari of the Harbour Office.
Mr. Macrea, of the Naval Control Office.
Mr. Pirella, of CC. 21. NA. of Cagliari.
The Director of the Royal Salt-Pits.
Ing. Minio Palmello, of "Contivecchi C."
Mr. Lausa, Consul for the Harbour Company.
A representative of U.M.I.R.
Doct. Albio Luchi, representative of this High Commissariat.

2. Salt-Pits now in operation and which have an interest for loading operations in Cagliari are: The Royal Salt-Pits of the State Monopoly located in S. Bartolomeo-Poetto, and the salt-pits of the "Contivecchi di Macculeradu C."

Presently the loading operations for the elementary salt produced by the Royal Salt-Pits, are being carried out at the mouth of the S. Bartolomeo channel, near Bonaria, where the salt is being carried under board by lighters towed by steam tug-boats. Hence the ship is using her own loading means, using no quay equipment available there.

"Contivecchi C.", who is producing dirty salt for industrial use, is on the contrary loading in the port itself, where she owns a depot along "Molo Sabauda" which is being continuously furnished with new loadings.

Loading operation in this sector are being carried out more rapidly being there possible to use the existing cranes.

Therefore, the meeting examines the situation of the Royal Salt-Pits first and subalternately the one of Contivecchi C.

2. Following reasons are fortifying a greater swiftness in loading operations:

a) The ships now used for salt movements have all a small tonnage and they do not consent the full utilization of

on Sept. 21, 1945 in the Harbour Office. The participants were:

- Col. Spezzalelli, Commander of the harbour Office.
- Captains Sasso and Salari of the harbour Office.
- Mr. Fiorini, of the Naval Control Office.
- Mr. Piccoli, of CO. 32.000. of Cagliari.
- The director of the royal salt-pits.
- Ing. Minio Palumbo, of "Contivecchi C."
- Mr. Massa, Consul for the Harbour Company.
- A representative of ENOTR.
- Cost, also Luchi, representative of the High Commissariat.

2. Salt-Pits now in operation and which have an interest for loading operations in Cagliari are: The royal salt-pits of the State Monopoly located in S. Bartolomeo-Piccolo, and the salt-pits of the "Contivecchi di Macchiarada C."

Presently the loading operations for the elementary salt produced by the royal salt-pits, are being carried out at the mouth of the S. Bartolomeo channel, near Bonaria, where the salt is being carried under board by lighters towed by steam tug-boats. Hence the ship is using her own loading means, being no quay equipment available there.

"Contivecchi C.", who is producing dirty salt for industrial use, is on the contrary loading in the port itself, where she owns a depot along "Molo Sabaudo" which is being continuously furnished with new loadings.

Loading operation in this sector are being carried out more rapidly being there possible to use the existing cranes. Therefore, the meeting examined the situation of the Royal Salt-Pits first and subsequently the one of Contivecchi C.

3. Following reasons are forbidding a greater swiftness in loading operations:

- a) The ships now used for salt movements have all a small tonnage and they do not consent the full utilization of the men available.
- b) It is not possible to get a depot for the Royal Salt-Pits in the port itself, there being no sufficient room for it along the "Molo Sabaudo", where the "Contivecchi C." one is located and where there must be room also for unloading wheat, and other goods, are under repair and it is not possible to use them as permanent depots.

c) Above said ships are also alternately used for other freight, especially cattle and minerals, and therefore their holds must be every time cleaned and disinfected before loading elementary salt. These operations take usually two or three days.

d) Even if we could make a depot in the port itself, the problem of towing the boats from Bonaria to the port (about 5 km.) would remain unsolved, as the Royal Salt-Pits' tug-boats are only partially efficient. Besides is must also be taken into account the impossibility of towing operations by rough weather.

4. In consideration of what above said we agreed to go on loading salt for the Royal Salt-Pits at the mouth of Bonaria channel, and to keep the present system for Contivecchi C., who has no other possibilities and can get along pretty well if the ship rate of a small tonnage.

Considering that the present system of loading by big iron containers worked by the equipment on board is inefficient and unsafe for the boarders, we propose to make the loading with the old system, which had to be left for lack of necessary equipment on the ships.

In order to install this system we need the following materials, to be allocated to or to be bought by the Royal Salt-Pits.

- a) 300 mt. of hemp rope (section 30 m/m) ✓
- b) 100 wooden barrels-capacity: 250/300 lt. (barrels formerly used for mineral oil)
- c) 400 mt. of hemp-rope (sect. 40 m/m) (for tarrel trimming) ✓
- d) 400 iron "ridance" for a 40 m/m cable, with a 50 m/m opening.
- e) 30 wooden pulleys with eye opening of 30 m/m besides we need:
- a) One tug-boat 100 h.p. for service in the harbour (steam or oil)

b) As the Bonaria little harbour's entrance is partially obstructed and ships loaded with more than 1400 tons cannot pass, it is necessary to dredge such entrance and the only dredging machine is under repair;

c) An allocation of 40 monthly tons of salt for local

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In order to install this system we need the following materials, to be allocated to or to be bought by the Royal Salt-Pits.

- a) 300 mt. of hemp rope (section 30 m/m) ✓
- b) 100 wooden barrels-capacity: 200/300 lt. (barrels formerly used for mineral oil)
- c) 400 mt. of hemp-rope (sect. 40 m/m) (for barrel trimming) ✓
- d) 200 iron "ricancie" for a 40 m/m cable, with a 50 m/m opening.
- e) 30 wooden pulleys with eye opening of 30 m/m besides we need:
- f) One tug-boat 100 H.P. for service in the harbour (steam or oil)
- g) As the Bonaria little harbour's entrance is partially obstructed and ships loaded with more than 1400 tons cannot pass, it is necessary to dredge such entrance and the only dredging machine is under repair;
- h) An allocation of 40 monthly tons of Sulcis-Coal. With the above equipment we could load 900 tons of coal per day.

As far as "Contivecchi G.", is concerned, her representative has notified that they are able to load with swift only small tonnage ships, while their equipment does not permit the swift loading of big tonnage ones owing to lack of transportation for moving the salt from pits to port (10 km.) and the workers from home to pits. Besides, the present allocation of naphta is not sufficient to meet the needs of their pit tractors.

This Company is therefore in need of:

- 3 -

- a) 1 Tug-boat 100 H.P. (steam or oil)
- b) 3 boats - 100 tons possibly iron built and with dislocatable holds.
(if the Company could get the necessary plates and profiled iron, she would manufacture them by herself)
- c) 2 sets of tires 44 x 9 complete, for truck and trailer necessary for movement of workers from Cagliari to Macchiaradu.
- d) A fuel allocation of:
 kg. 4000 oil
 " 3000 petro.

The High Commissioner for Sardinia
 sig.: Pietro Finna
General of Italian Air Force

Tele : 454 HEADQUARTERS ALLIED COMMISSION ATTCC/fd
 APO 394
 Transportation Sub-Commission

Our ref.: AC/528/13/Tn 3 30 June 1945

SUBJECT : Report on visit to Sardinia
 23-26 June '45.

TO : See Distribution

1. LIVESTOCK

(a) A meeting was held in Cagliari on Monday 25 June at which were present the High Commissioner and his Agricultural adviser.

The High Commissioner expressed his regret at the situation which had arisen over the "FANNY BRUNNER", saying that he had to some extent been misinformed on the livestock position, and that when he returned to Sardinia after the meeting held in this office on 9 June, he found that owing to the doubling of the "LANGANO" schedule it would be impossible to make use of the "FANNY BRUNNER". A signal to this effect was sent by him to AC Headquarters on Sunday 24th June.

A further reason given was that during the period of re-fitting of the "FANNY BRUNNER" the situation deteriorated sharply and animals, particularly sheep, got so thin that it was impossible for them to travel in their weak state. The minimum live weight requirement in Rome was stated to be 350 Kilos for cattle and 30 kilos for sheep. This situation should have been visualised before hand.

On the question of price the main trouble was stated to be the cost of transportation. This applies mainly to sheep, for which the cost of transport from Sardinia to Rome, is approximately 1200 lire per head. The selling price of sheep varies with supply and demand, while that of cattle is fixed, and the cost of transportation for the latter is more in proportion. However by the end of July few cattle and probably no sheep, will be available, and it was therefore decided to cancel the schooner SAN ANTONIO (which had been allocated to run between Olbia and Civitavecchia with sheep) as from 30th June. The "LANGANO" will continue

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The question of internal transportation does not constitute a major problem, though in the early days more animals could have been moved if there had been a larger allocation of railway coal. This situation no longer exists. Appendix "A" shows State Railway cars available in Sardinia.

(Info:- Mov Rail - Rail Div)

- (b) On Tuesday 25th June a visit was paid to Sassari, where a meeting was held with the High Commissioner and the Chairman of the sheepgrowers' Association, at which the decisions regarding transportation made at the Cagliari meeting were confirmed. Further details of the meeting which was primarily of an agricultural nature, will be given in Major Fromeman's report (Agricultural Sub-Comm.)
- (c) On Wednesday 26th June a visit was made to Olbia by Italian seaplane, with a view to seeing livestock unloaded from trains and loaded into "LANGANO". The cattle were very thin, but generally speaking in not too bad a condition. All the sheep on the other hand were in a very bad state, and Major Fromeman stated that in his opinion they were unfit for human consumption and he considered it a waste of shipping space to export any further sheep.
- (d) The final situation is therefore that the transportation of livestock from Sardinia is from now on confined to the shipment of cattle per "LANGANO" from Olbia to Civitavecchia, and that this is likely to cease at the end of July, after which there will be no further call to ship livestock until the late autumn after there has been some rainfall. For the future, the High Commissioner has been told that no further emergency moves will be considered by A.C. unless a certificate is forthcoming stating a) All prices are agreed, b) no internal transportation problems exist, c) the cargo to be moved is immediately available and that there will be no delays to shipping.

2. COAL

- (a) A meeting was held in Cagliari on Monday 25th June at which were present the High Commissioner, the Head of the State Railways in Sardinia, and his Chief Engineer. They were apparently unaware that the allocation of imported coal for Sardinia was 1900/2000 tons per month, and requested confirmation of this from Coal Section A.C. This has already been given. Stock on hand at 1 January '45 was 1700 tons. 8346 were imported in January, making a total of 10,046 tons, which they understood had to last them until the end of September, which would allow them 1116 tons per month.
- Up to the 25th June they have consumed 7362 tons at an average rate of 1310 tons per month. Appendix "B" shows

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Up to the 25th June they have consumed 7862 tons at an average rate of 1310 tons per month. Appendix "B" shows the consumption of imported coal from March to June '45, during which period the average monthly consumption was 1965 tons.

(Info-Action:- Coal Div. Commerce S/C
Rail Div)

(b) The question was raised whether the production of the Sardinian mines could be increased by increasing the allotment of imported coal for haulage of Sardinian coal.

The answer was in the negative, in view of the fact that the sulcis coal is carried by train to San Antonio where it is loaded into ships for export, with the exception of 15,000 tons per month for the Island, for gas, electricity, etc. This is distributed by trains burning sulcis coal for the most part. (There are approximately 12 locos in service fitted with sulcis-burning fireboxes).

(Info:- Coal Div., Commerce S/C
Rail Div.)

(c) With regard to Seui mine, it is required to move 4000 tons of powdered coal before the anthracite can be reached. 300 tons of additional imported coal would clear this powdered coal from Seui to Arbatax after which about 25 tons of anthracite per day could be produced. This mine is served by a narrow-gauge line on which there are no sulcis-burning locos.

No other difficulties are being experienced with the railways from Seui to the distribution points.

(Info:- Coal Div., Commerce S/C
Rail Div.)

(d) At the present time four cattle trains per week are being run from Macomer to Olbia. These are operating within the present railways allocation of 2000 tons of imported coal per month, and in view of the drought conditions prevailing, with consequent shortage of livestock suitable and available for export, it is recommended that there should be no further increase in the coal allocation on this account.

(Info:- Coal Div., Commerce S/C
Rail Div.)

W. M. McClure
W. M. McCLURE
Major, R.A.

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(Info:- Coal Div., Commerce S/C
Rail Div.)

A.M. McClure
A.M. McCLURE
Major, R.A.

DISTRIBUTION:

Director
Deputy Director
Chief, Movements Div.
Planning Staff
Movements Rail
" Shipping
Rail Division (Tn 4)

550

Ports & Warehouse Div.
Economic Section
Agricultural S/C.
Coal Division, Commerce S/C
Food S/C
Public Relations Branch

APPENDIX "A"

State Railway Cars available in Sardinia

150 - Open and flat (100 of which with damaged floors, and can therefore only be utilized for certain commodities :- hay in bales, timber etc.)

For ordinary requirements of transportation in the Island the following cars are in continuous use :-

200 - Closed cars for cereals - food - cattle for the Island - cement - etc.

40 Closed cars for military transportation.

200 - Open cars with high sides for the transport of coal from Sulcis to Iglesias, coal imported for the consumption of the Island, military transportation etc.

100 - Open Cars with high sides (damaged floors) for military transportation, cork, straw, tiles etc.

COAL CONSUMPTION = MARCH TO JUNE 1945 (IN METRIC TONS)

APPENDIX

MARCH 1945 - Monthly consumption
Weekly average

APRIL 1945 - Monthly consumption
Weekly average

MAY 1945 - Monthly Consumption
Weekly average

JUNE 1945 - Monthly Consumption
Weekly average

TOTAL CONSUMPTION - March
April
May
June

TOTAL.....

Weekly average
Monthly average

STATE RAILWAYS	SOUTHERN RAILWAYS	SUPPLEMEN TARY RAIL	SARDINIAN RAILWAYS	GAS WORKS	M
1364	61	395	222	375	
273	12	79	44	75	
884	100	284	151	300	
221	25	71	38	75	
816	73	288	184	300	
204	18	72	46	75	
880	110	242	154	245	
220	27	60	38	61	
1364	61	395	222	375	
884	100	284	151	300	
816	73	288	184	300	
880	110	242	154	245	
3944	344	1209	711	1220	
232	20	71	42	71	
986	86	302	178	305	

N.B. June figures cover the period up to the 23/6/45, and do not include the last week of estimated consumption for this week equal to preceding averages (408 tons) the total June 2039 and the total monthly average rises from 1.965 to 2.015 tons.

CAGLIARI 25 June 1945

COAL CONSUMPTION - MARCH TO JUNE 1945 (IN METRIC TONS)

APPENDIX "B"

STATE RAILWAYS	SOUTHERN RAILWAYS	SUPPLEMEN. TARY RAIL	SARDINIAN RAILWAYS	GAS WORKS	MISCELL.	TOTAL CONSUMP.
1364	61	395	222	375	294	2711
273	12	79	44	75	58	542
884	100	284	151	300	120	1839
221	25	71	38	75	30	459
816	73	288	184	300	20	1681
204	18	72	46	75	5	420
880	110	242	154	245	=	1631
220	27	60	38	61	=	408
1364	61	395	222	375	294	2711
884	100	284	151	300	120	1839
816	73	288	184	300	20	1681
880	110	242	154	245	=	1631
3944	344	1209	711	1220	434	7862
232	20	71	42	71	25	462
986	86	302	178	305	108	1965

TOTAL.....

average
average

period up to the 23/6/45, and do not include the last week of current month. With an
for this week equal to preceding averages (408 tons) the total June consumption reaches
monthly average rises from 1.965 to 2.015 tons.

Port + hase

JUN 181239B

E/5571
JUN 181600B
PRIORITY

NOIC NAPLES

ENLO CAGLIARI, FOTALI INFO C IN C MED, SNOWIT, VAM, FOTALI (ROME), ALCOM
(AO AND TPT). AMO NAPLES

UNCLASSIFIED.

Intend to sail FLORA at 181400B for CAGLIARI.

2. Speed 12 knots Ets 19177B
3. QBB 237, 39 DEGS 00' N 09 DEGS 35' E thence direct.
4. Italian communications.

DIST

INFO-ACTION: Th 3/3 2
 " " Navy S/C
 INFO: Chief Commissioner
 Econ Sec
 File

13 JUN 1945

548

Bochs + Whse -

PRIORITY

ENID CAGLIARI, FOTALI INFO C IN C MED, SNOWIT, VAM, FOTALI ROME, ALCON
(AC AND TPT) AMG NAPLES

Intend to sail FENICE for CAGLIARI at 171200

2. Speed 13 knots, Ets 180900B.
3. QRB 237, 39 DEGS 00' N 09 DEGS 35' E thence direct.
4. Italian communications.

DLST

TH S/C 2

INFO: Chief Commissioner
Econ Sec
File

547



TRANSLATION of PRO-MEMORIA , dated 25/4/45 of Italian Port Office.

Subject: Lighting of the port of Cagliari.

The lighting plant of the port of Cagliari is heavily damaged and it is necessary to be entirely remade. The Civil Engineering Dept. has been unable to start work through lack of necessary material.

The plan studied by that Dept. would necessitate the employment of the material listed in enclosure No. 1.

In view of the impossibility of realising this plan at the present moment, the Civil Engineering Dept. has studied a plant of a temporary character, limited to the strictly indispensable, taking into account however ~~that~~ the employment of material which should be used for the final plant, and this with a view to avoiding double expenditure.

The indispensable material for this temporary plant is listed in enclosure No. 2.

TRANSLATION

ENCLOSURE N° 1

LIST OF MATERIAL REQUIRED FOR THE FINAL ILLUMINATION PLANT OF THE PORT OF CAGLIARI

		Metres
1. - Reinforced three-phase cable on four copper lines, section sq. mm. 35		1400
2. - ditto - section sq. mm. 25		1850
3. - ditto - section sq. mm. 16		1700
4. - ditto - section sq. mm. 10		500
5. - ditto - section sq. mm. 8		1000
6. - Cable on 2 copper lines, section sq. mm. 5		1800
7. - "SCAC" poles, length mt. 12, Ø base mt. 0.37 Ø, extremity mt. 0.19, complete with brackets, two arms, lamp holders	No. 69 "	26
8. - Ditto, length 10 metres		
9. - Iron poles complete with stirrups for fixing to vertical walls, length metres 5.6, Ø average 8 or 10 cm. complete with hook arms lampholder	" 26 "	125
10. - Shunting muffles for current on two lines		
11. - Street lamps in metallic sheeting, bulb of pris- matic glass, complete with lamp holders	" 138 "	180
12. - Incandescent bulbs, tungsten wiring in inert gas (type 20 lm./Watt) of 500 W - 150 V.	" 70 "	50
13. - ditto of 300 Watts - 150 V		
14. - Ditto of 100 W. - 150 V.		
15. - Reflectors for incandescent lamps of 1500./2000 W - 150 V., mounted on fork with articulation	" 14 "	18
16. - Incandescent bulbs for ditto		
17. - Isolating ribbon (tape) 2 cm. width (estimated)	Metres 2000	
18. - Isolating mixture for shunting muffles (estimated)	Kg. 200	
19. - Three-phase transformer with secondary star con- nections, ratio 5000/260 V of 70/90 Kilovolts amphères	No. 1 "	12
20. - Three-phase knife switches of 150 Amp.	" 36	
21. - Box valves of 70 amp.	" 6	

6. - Cable on 2 copper lines, section sq. mm. 5	1800
7. - "SCAC" poles, length mt. 12, Ø base mt. 0.37 Ø, extremity mt. 0.19, complete with brackets, two arms, lamp holders	No. 69
8. - Ditto, length 10 metres	" 26
9. - Iron poles complete with stirrups for fixing to vertical walls, length metres 5./6. Ø average 8 or 10 cm. complete with hook arms lampholder	" 26
10. - Shunting muffles for current on two lines	" 125
11. - Street lamps in metallic sheeting, bulb of prismatic glass, complete with lamp holders	" 138
12. - Incandescent bulbs, tungsten wiring in inert gas (type 20 lm./Watt) of 500 W - 150 V.	" 180
13. - ditto of 300 Watts - 150 V	" 70
14. - Ditto of 100 W. - 150 V.	" 50
15. - Reflectors for incandescent lamps of 1500./2000 W - 150 V., mounted on fork with articulation	" 14
16. - Incandescent bulbs for ditto	" 13
17. - Isolating ribbon (tape) 2 cm. width (estimated)	metres 2000
18. - Isolating mixture for shunting muffles (estimated)	kg. 200
19. - Three-phase transformer with secondary star connections, ratio 5000/260 V of 70/90 Kilovolts x ampères	No. 1
20. - Three-phase knife switches of 150 Amp.	" 12
21. - Box valves of 70 amp.	" 36
22. - Amperometres for switchboard capacity up to 150 Amp.	" 6
23. - Voltmetres ditto ditto 300 V.	" 3

545

TRANSLATIONEnclosure N°2LIST OF MATERIAL NECESSARY FOR THE TEMPORARY LIGHTING PLANT IN
THE FORT OF CAGLIARI.

- | | |
|---|-------|
| 1. - Three-phase transformer with secondary star connections,
ratio 5000/260 V of 70/90 Kilo x volts x Amperes | No. 1 |
| 2. - Bulbs of 300 Watts 150 Volts with lamp holders | " 30 |
| 3. - Copper conductor ϕ 25 mm. | Kg. 2 |
| 4. - Aluminium conductor ϕ 50 mm. | " 2 |
| 5. - Street lamps | " 15 |
| 6. - Watertight switches | " 20 |
| 7. - Three-phase knife-switches ϕ 250 Amp. | " 10 |
- 544

*Fixed - ONE - 20 tons
FOUR - 142
ONE - 3*

Two Cranes

NEEDFULL MATERIAL FOR ELECTRICAL ELEVATORS OF 4 TONS.

No 2 Electric motors Hp 12 for discontinuous work Volts 500; turns 975
 No 2 Electric motors Hp 12
 No 50 Coal-bronze brushes for electric motors - dimensions :
 height mm. 40; breadth mm. 30; Thickness mm. 20.
 Meters 200 steel wire rope; diameter mm. 30, six strands with 222
 threads.
 Meters 400 steel wire rope; diameter mm. 16, six strands with 222
 threads.
 Meters 200 three phases electric cable rubber packed exercise ten=
 sion 500 Volts - Section mm. 2 20
 Meters 300 of framed three phases electric cable lead, jute and
 steel ribbon packed - dimensions : mm 2 150 fit for tension of 2000
 Volts
 25 kilos of insulating ribbon, rubber and tar packed
 100 Kilos of insulating mixture fit for 30000 Volts.
 No 6 Sphere bearings of dimensions :
 Outside diameter mm. 90; inside diameter mm. 60; Thickness mm. 24
 No 2 Sphere bearings of dimensions 90 x 49,8 x 20 3 4 4
 " " " 90 x 40 x 18
 No 100 screw rings - mm. 20
 No 12 Assorted files
 No 1 Complete set of universal pass female screws from 1 1/4 of inch
 to 1/4 of inch.
 No 50 Stauffer greasers n. 5 and n. 6 size

Two

MATERIAL FOR AMERICAN MOTORS LIFTERS - *Two*

No 8 FULL rubber tires for Clack small motor lifters of which
 n° 4 for pulling wheels and n. 4 for direction wheels.
 No 2 6 Volts accumulators
 No 4 Distributors of current
 No 4 6 Volts bobbins
 No 4 Brushes for distributor
 No 4 Couples of platinum pins for distributor
 No 1 Hydraulic pump for brakes
 No 2 6 Volts interruptors of minimum
 No 4 Ventilator belts
 No 4 Dynamo belts.
 No 4 Friction plates
 No 4 Friction thrust-bearing
 No 4 Rubber joints and motor radiator connection - inferior part
 " " " superior part
 No 12 Piston segments
 No 6 Piston oil scraper segments
 No 2 Carburetors

steel ribbon packed - dimensions : mm 2 150 fit for tension of 2000 Volts

25 kilos of insulating ribbon, rubber and tar packed
100 Kilos of insulating mixture fit for 30000 Volts.
№ 6 Sphere bearings of dimensions :
Outside diameter mm. 90; inside diameter mm. 60; Thickness mm. 24
№ 2 Sphere bearings of dimensions 90 x 49,8 x 20 J 44
" " " " " " " " " " " "
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No 4	Dynamo belts.
No 4	Friction plates
No 4	Friction thrust-bearing
No 4	Rubber joints and motor
No 4	" " " radiator connection - inferior part
No 12	Piston segments
No 6	Piston oil scraper segments
No 2	Carburetors

Materiale occorrente per gli elevatori elettrici da tonn.4

N.2 motori elettrici HP.12 per servizio intermittente volts.500-giri 975
 N.2 motori elettrici HP.25 " " " 1000
 N.50 spazzole bronzo-carbone per motori elettrici delle dimensioni:
 altezza mm.40 = larghezza mm.30 = spessore mm.20
 metri 200 fune di acciaio del diametro di mm.30 a sei trefoli con 222 fili
 metri 400 fune acciaio diametro mm.16 a sei trefoli con 222 fili.
 metri 200 cavo elettrico sotto guaina di gomma trifase tensione esercizio
 di 500 volts. della sezione di mm. quadri 20.
 metri 300 di cavo elettrico armato con rivestimento di piombo, juta e nastro
 di acciaio trifase delle dimensioni di mm. quadri 150 per tensione di 2000
 volts.
 Kg.25 di nastro isolante del tipo sotto gomma e catramato.
 Kg.100 di miscela isolante a 30.000 volts.
 N.6 cuscinetti a sfera delle dimensioni:
 diametro esterno mm.90 = diametro interno mm.60 = spessore mm.24
 N.2 cuscinetti a sfera delle dimensioni: 90 x 49,8 x 20
 N.2 " " 90 x 40 x 18
 N.100 tirafondi da mm.20
 N.12 lime assortite
 N.1 serie completa di madreviti a passo universale delle dimensioni:
 da 1 1/4 di pollice a 1 1/4 di pollice
 N.50 fogli di tela smeriglio 00
 Kg.200 di cascame di cotone
 N.50 ingrassatori stauffer delle misure n.5 e 6.

Materiale per gli autoelevatori americani
 N.8 ruote in gomma piena per autoelevatori CLACK del tipo piccolo
 delle quali n.4 motrici e n.4 direttrici

N.2 accumulatori a 6 volts
 N.4 distributori di corrente
 N.4 bobine a 6 volts
 N.4 spazzole distributrici per spinterogeno
 N.4 coppie puntine platinatate per spinterogeno
 n.1 pompa idraulica per freni
 n.2 interruttori di minima a 6 volts
 n.4 cinghie per ventilatore
 n.4 " per dinamo
 n.4 dischi di frizione
 n.4 cuscinietti reggispinta per frizione
 n.4 manicotti di gomma per unione radiatore-motore parte inferiore
 n.4 " " " parte superiore
 n.12 segmenti per pistone
 n.6 segmenti per pistone raschia olio
 n.2 carburatori.

Kg. 100 di miscela isolante a 30.000 volts.
 N.6 cuscinetti a sfera delle dimensioni:
 diametro esterno mm.90 = diametro interno mm.60 = spessore mm.24
 N.2 cuscinetti a sfera delle dimensioni: 90 x 49,8 x 20
 N.2 " " 90 x 40 x 15
 N.100 tirafondi da mm.20
 N.12 lime assortite
 N.1 serie completa di madreviti a passo universale delle dimensioni:
 da 1 1/4 di pollice a 1/4 di pollice
 N.50 fogli di tela smeriglio 00
 Kg.200 di casceme di cotone
 N.50 ingrassatori staufer delle misure n.5 e 6.

Materiale per gli autoelevatori americani
 N.8 ruote in gomma piena per autoelevatore CLACK del tipo piccolo
 delle quali n.4 laterali e n.4 direttrici

N.2 accumulatori a 6 volts
 N.4 distributori di corrente
 N.4 bobine a 6 volts
 N.4 spazzole distributrici per spinterogeno
 N.4 coppie puntine platinatate per spinterogeno
 n.1 pompa idraulica per freni
 n.2 interruttori di minima a 6 volts
 n.4 cinghie per ventilatore
 n.4 " per dinamo
 n.4 dischi di frizione
 n.4 cuscinetti reggisplinta per frizione
 n.4 manicotti di gomma per unione radiatore-motore parte inferiore
 n.4 " " " parte superiore
 n.12 segmenti per pistone
 n.6 segmenti per pistone raschia olio
 n.2 carburatori.

Copione 9 maggio 1945 -

Provenienza per il G.H. Ferris -

Cap. Elvino Palau

Cagliari 14 APRILE 1945 ORR. 17.25

Fell

17 PD CONFIDENTIAL PD SHIPPING SITREP 13 APRIL PD
PAREN TO HQ ALCOM CITE ACTPT RPT AFHQ CITE FHGDM
FHGEG RPT MEDBO SCHOONER CONTROL NAPLES FROM MMIA
LO FOR HIGH COMMISSIONER FOR SARDINIA PAREN PD
ABLE PD CAGLIARI PD BAKER PD LJNGJNO PD EASY PD
LANGANO PD FOX PD CHARLES COUNTANT PD GEORGE PD
NINE ONE FIVE PD HOW PD ONE FIVE EIGHT FOUR PD
KING PD ONE SIX PD FOX PD PERTUSOLA PD HOW PD
ONE FOUR TWO TWO PD ITEM PD TWO SIX ZERO PD KING
PD ONE FIVE PD FOX PD GAETA PD HOW PD SEVEN EIGHT
TWO FOUR PD ITEM PD SIX SEVEN ONE PD KING PD ONE FIVE
PD FOX PD L C T FIVE SIX ZERO PD HOW PD ONE SIX NINE
PD ITEM PD ONE SIX NINE PD KING PD COMPLETED PD
FOX PD L C T SIX THREE THREE PD HOW PD ONE ZERO ZERO
PD ITEM PD ONE ZERO ZERO PD KING PD COMPLETED PD
FOX PD L C T SIX TWO FIVE PD HRX PD ONE SIX FIVE PD
ITEM PD ONE SIX FIVE PD KING PD COMPLETED PD NAN
PD TWO PD PNTER PD ONE FIVE PD ABLE PD S. ANTIOCO PD
CHARLES PD KATINGO H PD ALL OTHER COLUMNS NIL
BOTH PORTS

C
O
P
YINTER OFFICE MEMO

KJC/sl

2 April 1945
*Summary*SECRET

Tel: 466

Ref: 92-2/157/FOOD

SUBJECT: Salt

FROM : Food Sub-Commission

TO : Transportation Sub-Commission, HQ. AC

1. We have been asked by SHAEF whether it would be possible to export about 10,000 tons salt per month to the Allied Armies in France. With our other potential and actual commitments for Italy and elsewhere a movement of about 33,000 tons of salt per month might be required.

2. We have asked the Monopoli del Stato to prepare a plan for the movement of the above quantity per month. Enclosed is a translation of their preliminary report. The Monopoly will not be able to make a definite commitment until the Director of their Cagliari works arrives in Rome.

3. We have enclosed the Monopoly's report to enable you to study it. When the Cagliari Director of the Monopoly is in Rome we will ask you to assist us in exploring the practicality of assuming obligations involving the movement of 33,000 tons of Italian salt per month.

/s/ W. J. Legg

W. J. LEGG
Colonel
Director, Food Sub-Commission

Copy to:

File 70-19/FOOD

SECRET
540

NOTE TO THE GENERAL DIRECTOR OF MONOPOLI DI STATO

Subject: Loading of ships with 33,000 tons of sea salt per month.

The only salt mines capable of producing the salt required for the a.m. loading are those of Margherita di Savoia and Cagliari. In reference to the question asked by you, i.e. how and where can we load 33,000 tons of salt per month, we inform you:

In the first place the loading of salt via sea at saltmine Margherita di Savoia is effected in the bay, with the plant's fittings. There is one drawback, when the sea gets rough, the ship must take refuge in Barletta port, and the loading is delayed until the sea grows calm again.

Some years ago, to reduce delays, the system of transporting salt by land to Barletta quay was adopted, and stocks were built up there, with which ships were loaded. This system is more expensive, and requires a more powerful organization, with the cooperation of State railways, which it is not always possible to obtain in full, as would be necessary to obtain a good result.

It would be convenient to adopt a mixed solution to obtain the greatest economy without slowing down loading operations, and for a continuous and regular work.

Precisely, it would be advisable to transport salt by rail to Barletta quay, so as to always have a stock there.

The ship would be normally loaded in the bay, and when a rough sea would prevent operation, it would take refuge in Barletta port where the operation could continue until it would be possible to work in the bay, by using the stocks.

Saltmine Margherita di Savoia can load about 15,000 T. a month, but, with the first system it can be obliged to reduce this figure, on account of rough sea, with the second system it may be handicapped by necessities of railway services at the moment of loading, with the third system instead, it is probable that the loading can be effected exclusively in the bay, and if this were prevented by rough sea, Barletta stocks can be used, which are made by using railway, but beforehand, and with elasticity when necessary.

The complete informations, one must keep in mind that ship crews, having the choice between loading in the bay or in port, prefer loading in port, and often create difficulties, not to work in the bay. There would be an advantage in giving out prizes to crews operating in the bay, as they would work better, and this service would be facilitated, which is more convenient for Monopoli's Administration.

To come up to the load of 33,000 T. salt from Cagliari saltmine, 18,000 T. per month should be loaded as well as Margherita di Savoia saltmine's salt.

Cagliari saltmines when working to full capacity, could load up to 1000 T. per day. Actually, we don't know if it can manage this figure with the means at its disposal.

The Director of the saltmine, invited to come to Rome, can ~~inform~~ inform if that plant can load the 18,000 T. per month, but if it were impossible, the load could be completed with salt from Conti-Vecchi saltmine, which is near that port.

For CAPOSERVIZIO III

ABSTRACT FROM MONTHLY REPORT (FEBRUARY 1945) to LT. COL. SCOGGINS

Ref. AC/1.1/6/Tn6

8 March 1945

CAGLIARI - Information available discloses the steamer ARBAZIA calling regularly at Cagliari has been carrying only 1,000 tons of cargo, whereas, her full capacity is between 3000/4000 tons. With her present limited cargo she finished discharging in 3 days leaving one working day unused. It is suggested that Cagliari be authorized to increase her tonnage for Torre Annunziata 500 tons thus giving this steamer a load of 1,500 tons per voyage until such a time as her full capacity can be used.

There are about 28 tons of Carbide at Torre Annunziata destined for Cagliari which are badly needed and should be forwarded without further delay. Also, perhaps wine could be shipped on this steamer on her return to Cagliari, thereby, increasing her tonnage for Sardinia.

Commerce and Industry representative inquires if it would be possible to have the M/V Rose Maria, 37 tons registry used to carry cork to Civitavecchia and pick up there general cargo for Cagliari. Tannin from Florence which is badly needed in Sardinia. Also, the M/V Maria Antonietta, 25 tons registry could be used for 2 trips - Palermo/Cagliari to carry carbon bisulphide, also badly needed in Sardinia. Fire clay is also needed.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AG/24/1/Tn6

OWEN/1ml
14 February 1945

SUBJECT : Operation of CAGLIARI Harbor

TO : Navy Sub-Commission
(Attention: Commodore H. W. Zirolli)

1. Reference your letter NCS/1625 dated 5 February 1945.

2. We quote below an extract from the Minutes of the Meeting held at Headquarters A. C. 1600 hours 8 February 1945. Col. Peniquick, (Sardinia) was present at the meeting:

* Referring to A. P. H. Q. authority for issue of 100 vehicles to meet civilian needs, Col. Peniquick said that this number does not allow of any being used for dock clearance. Dock clearance is being carried out with animal drawn vehicles, and he considered this method adequate except when there is particular hurry in clearing a ship and on these occasions arrangements should be made to permit application to be made to the Army. By the end of February 1945, the repair to railways on quays will have been completed. There will then be available 4 rail served quays instead of one now in use. Therefore, the shortage of docks clearing facilities is only temporary."

3. This Sub-Commission is indenting direct on G-4 and G-5 for additional stevedore gear considered necessary for the efficient handling of cargo at the Port of Cagliari.

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

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1625
5 February 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Transportation Sub-Commission, Hq. A.C. ✓
Subject: CACILIARI Harbor, Operation of.
Enclosure: (A) Copy (translation) Ministry of Marine ltr
BS/1929 dated 30 January 1945.

1. Enclosure (A) is forwarded herewith for action. It contains a request by the Ministry of Marine for motor vehicles to be used in the operation of the Port of CACILIARI and indicates that assistance may also be required in obtaining gear for the port that apparently has been already requested from Allied authorities by the Italian Navy Command, CACILIARI.

2. In general, no motor vehicles and no handling gear is available from Allied Naval sources for use in ports that have been returned to Italian Government control. The Navy Sub-Commission will be glad, however, to submit requests for specific equipment to Allied Naval commands in those instances in which such equipment is not available from other sources and which the Transportation Sub-Commission considers to be essential to the operation of the port.

3. It is requested that the Navy Sub-Commission be informed of the action taken in regard to enclosure (A) in order that appropriate reply may be made to the Ministry of Marine.

A. W. Zivoli
Commander, U. S. Navy,
For Chief, Navy Sub-Commission, AC.

Copy to:
Shipping SC.AC.

From: MINISTRY OF MARINE (Maristat)
To : F.O.I.I. - Rome.
Date: 30/1/45
Ref.: SM.1929

Subject: Reorganization of Cagliari Harbour.

Following the return of Cagliari Harbour to Italian Government administration, I.R.M. Command there is rapidly taking measures to organize essential services and the normal movement of port traffic.

The Marina Cagliari Commander, on taking over the duties of M.O.I.C. and the responsibility of the port services, asked Allied Authorities for the necessary M/T, gear, etc. to carry out same.

Allied H.Q. Sardinia was informed an allocation of 50 vehicles would be required to cover port transport needs, but no result has appeared to date.

Due to interruption of the railway service, lack of storage, etc., jetties are becoming congested, occasioning delays and some damage to stores mainly due to the very apparent lack of M/T.

Your Command is requested, therefore, to kindly obtain this allocation of M/T or at least for a number to be assigned temporarily to the port transport services at Cagliari.

for CHIEF OF STAFF.

PORTS

Situated at widely separated points there are three main commercial ports, Cagliari, Olbia and Porto Torres.

(1) Cagliari is the Capital and former chief port of Sardinia. It is situated in the South and had good rail and road connections to all parts of the Islands. The port and town has been subjected to severe aerial attack which resulted in considerable damage.

The harbour consists of three basins, Nuovo Racino di Ponente (New West Basin) Nuovo Racino di Levante (New East Basin), and the inner harbour.

The attached plan gives the layout of the three basins and in conjunction with the attached schedule of quays berths etc., it will be seen that the present accommodations are reduced to No. 3 ships of 450 to 460 ft., No. 3 ships 150 to 200 ft., No. 4 to 5 of smaller craft of 100 ft., and numerous fishing vessels.

Except for the one salt loading gantry on the Molo Sabauda, all the cranes are out of use, but in most cases only electrical repairs of a minor nature are required. All cargoes are at present unloaded by means of the ship's own appliances, either direct into lorries or if transit is by rail, then double handling is necessary. It is estimated that under present conditions it is possible to discharge 1,000 to 1,500 tons per day and at present practically the whole of the traffic is in connection with the American Army needs. Five lighters and two tugs all in good working condition are available for use in the port.

Rail connections from the port are bad. Due to bomb damage at the Terminal Station and the Marshalling yards, on the Italian State Railways, only one through track is in operation between the port and the main line, while on the Ferrovie Complementari System there is no connection whatsoever.

The port never had large warehouses or warehouse accommodation, but of what there was nothing is left for present use.

Former Exports. Salt, charcoal, lead and zinc ores, wine, cereals and livestock.

Former Imports. Coal, railway and mining machinery and foodstuffs. The city itself has sustained considerable damage most of the civilian population evacuated itself, thus making the question of labor difficult. The Italian Army has recently begun the task of clearing up the town and until housing accommodation and feeding arrangements can be made

The attached plan shows the schedule of quays and in conjunction with the attached schedule of quays and berths etc., it will be seen that the present accommodations are reduced to No. 3 ships of 450 to 460 ft., No 3 ships 150 to 200 ft., No 4 to 5 smaller craft of 100 ft., and numerous fishing vessels.

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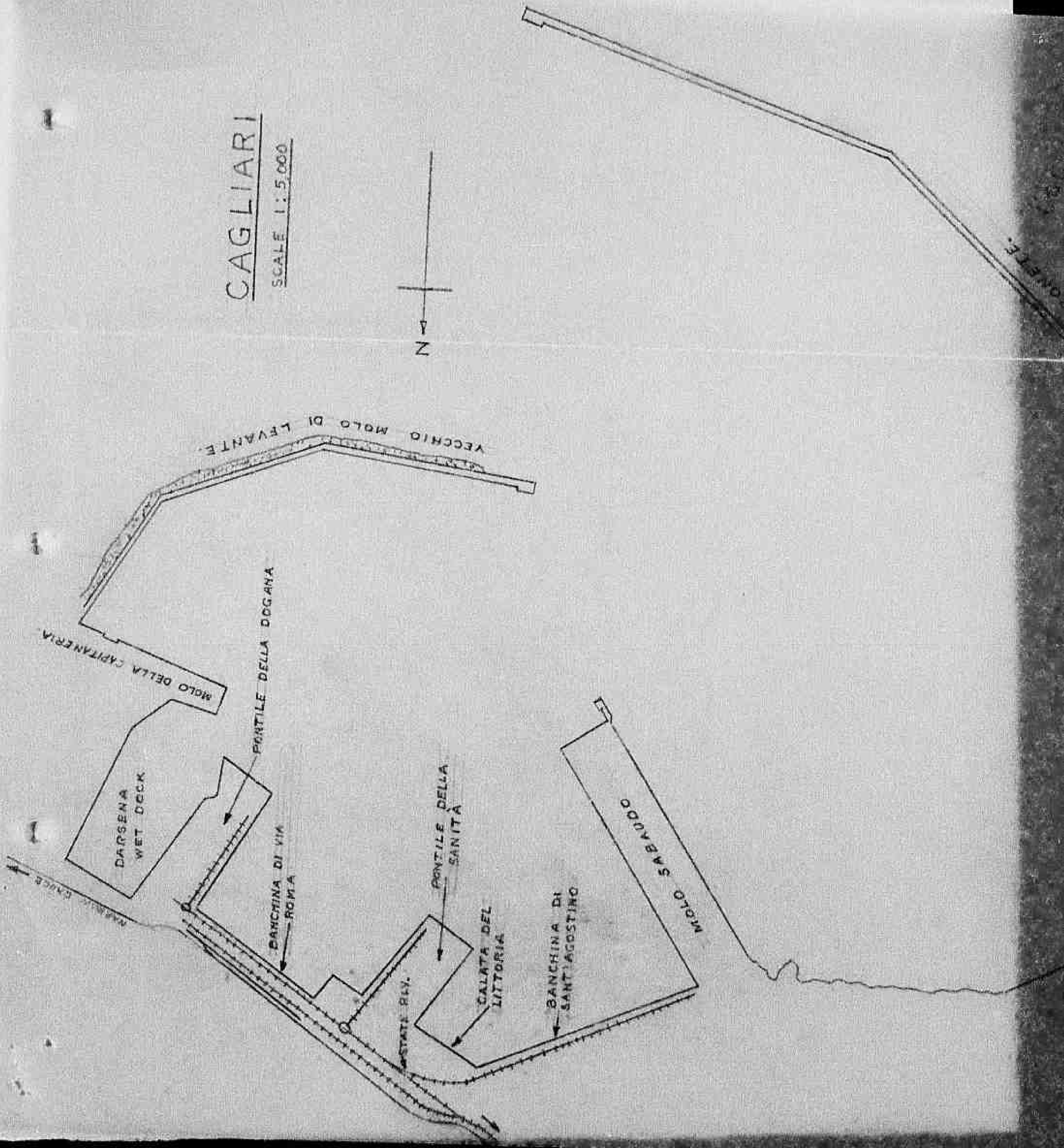
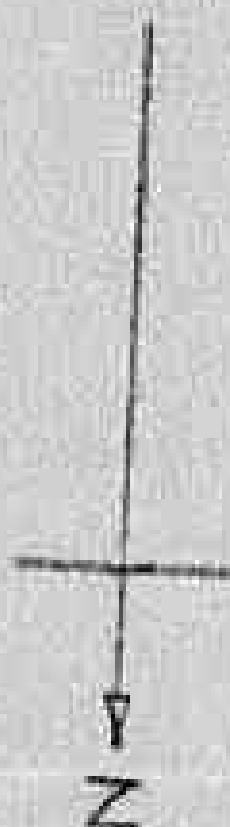
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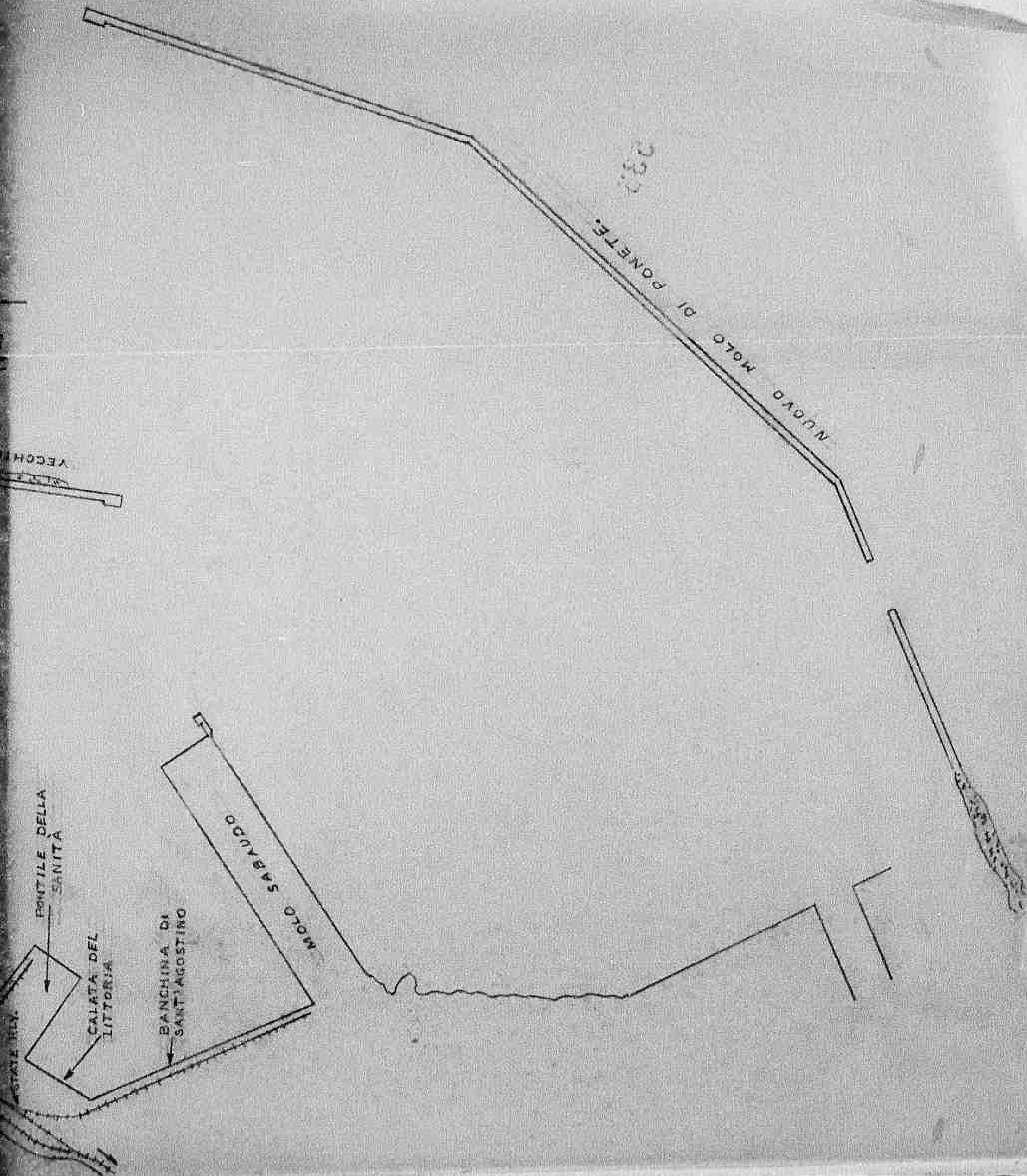
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CAGLIARI

SCALE 1:5,000





HEADQUARTERS
ALLIED COMMISSION FOR SARDINIA
TRADE & INDUSTRY DIVISION

Ref: TPTN/1605
Subject: Port Equipment
To: HQ.A.C., Transportation Sub-Commission

19 DEC 44

Ref. your letter AC/1/B/TN/S dated Dec. 10th on the subject of
Port Equipment at Cagliari.

2. Enclosed please find copy of acceptance of responsibility for
safe-keeping and maintenance from the Port Commander.

3. It will be noted that the M/Launch "Jennina" has been shipped
to the Mainland.

For the Regional Commissioner

J.R.B. TURNER CAPTAIN
TRADE & INDUSTRY OFFICER

File

S/16

COPY

626

COMANDO MARINA CAGLIARI
=====

Prot: N°22370

Cagliari, 17 Dicembre 44.

Da : Comandante, Comando Marina, Cagliari

A : Col. J.A.C. PENNYQUICK, Commissario Regionale e
Comandante la Guarnigione Alleata, Cagliari.

Oggetto: Galleggianti per servizio porto di Cagliari.

1. Si fa riferimento al vostro foglio TPTN/1605 in data
16 Dicembre 1944.

2. Questo Comando ha ricevuto in consegna dalla sezione
Trasporti della Guarnigione Alleata i seguenti galleggianti :

2 Twin Marine Tugs (Chrysler)
8 Minca Berges

3. La M/L "Jennina" non é stata consegnata a questo Comando
perché era stata dalla predetta Sezione Trasporti già imbarcata e
spedita in continente precedentemente.

4. Questo Comando conferma di accettare la responsabilità per
la custodia e manutenzione dei 2 rimorchiatori e delle 8 chiatte
in questione.

IL COMANDANTE
Capitano di Fregata (531 Luigi)

GEW/hl

56

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478704
Our Ref: AG/L/B/Tn/S

19 December 1944

SUBJECT: Port Equipment

TO : Regional Commissioner
A.C. Cagliari

The undermentioned craft was made available
for use at Cagliari:-

- 2 Twin Marine Tugs (Chrysler)
- 1 M/Launch "Jennina"
- 3 Minca Barges

Please confirm that the R.I.N. accept responsibility
for safe keeping and maintenance.

H. H. Taylor
H. H. Taylor
MERRITT H. TAYLOR
Director

SECRET

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

TO: ACTION: ALLIED COMMISSION INFO: ALLIED GARRISON SARDINIA, COMZONE, MFOUSA, ACC
TO STONE FOR ADAMS SIGNAL MESSAGE CENTER No: 13/13
FROM: ARID SIGNED SIGNED CLASSIFICATION:
REFERENCE No: EX 51781 PRECEDENCE: PRIORITY
DATE AND TIME OF ORIGIN: NOV 12/1809 OFFICE OF ORIGIN: CITE: FETPN

ACTION

SECRET.

Port gear to be left at CAGLIARI referred to in message 6227, 9 november, for use of ACC port operation is covered in message SSTPN 2066 SSGDS, LX 51384, 7 November, specifically provides for two sets car hooks, ten cargo nets, four wire rope slings, ten large tarpaulins (minimum), 22 motors, 2 twin marine tugs (Chrysler) plus one launch named JEROME

Dist
Act 14 S/c (2)
inf. Alice
Econ Ser (2)
File

SECRET

DATE and Time of RECEIPT

Distribution:

HEADQUARTERS
529
A. C.

S/1

SECRET
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

TO: ALLIED COMMISSION FOR ADAMS SIGNAL MESSAGE CENTER No: 119/10
FROM: ALLIED COMMISSION SARDINIA CLASSIFICATION: PRIORITY
REFERENCE No: NONE PRECEDENCE: PRIORITY
DATE AND TIME OF ORIGIN: NOV 10/1909 OFFICE OF ORIGIN: CITE: ACC 211

SECRET.

SACRED cable FX 48184 and your 6084 refer. AGSA 769 signed Colonel HARDINE addressed COMZONE for action and SACRED attention COT for info referred re overhauled garrison commanders responsibilities to regional commissioner this region and stated certain recommendations had been made for operation of CAGLIARI port after withdrawal US Forces. These include list ordinary cargo handling gear less forklifts, mobile cranes etc sufficient to work 10 hatches. Also in view large number Italian vehicles to be lifted after departure, recommended 20 tons lift crane be left for that purpose until completed. Finally requested instructions from COMZONE.

Para Two. Signal LX 51384 dated November 7 from COMZONE MTOUSA stated no cranes will be left. Consider essential leave one large crane CAGLIARI

*It is not essential
GMM*

*AC AIST
Ref: TM S/c (2)
Inf: A/EC
KCM Sa
File*

SECRET

DATE and Time of RECEIPT NOVEMBER 11/0845

Distribution:

528
11 NOV 1944
A. C.

S/1

SECRET
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

C/258

TO: HQ AC FOR ADAMS

SIGNAL MESSAGE CENTER No: 82/07

FROM: AC SARDINIA REGION

CLASSIFICATION:

REFERENCE No: -

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: NOV 071721A OFFICE OF ORIGIN: CITE ACC 162

SECRET.

Tackle for Port of CAGLIARI subject. Ref our 24 dated Nov 1st. All tackle mentioned therein urgently required. In addition permission required by AGS to leave one heavy crane and 12 sets gear instead of 6 sets. Reason being MIA will be shipping 2200 tons Italian Military cargo and 1400 trucks. This weight is in addition to the estimated 400 tons daily civilian cargo.

Dist

Action - Tn SC (2)
Info - A/CC
Econ Sec
Land Forces SC
File



ACTION

SECRET

DATE and Time of RECEIPT NOV 072155A

Distribution:

527

S/1

HEADQUARTERS
ALLIED COMMISSION FOR SARDINIA

19 OCT 44
Cagliari

MEMORANDUM

HANDING-OVER OF PORT

1. The Port will be handed over on the 1st November 1944, by the
A G S - G/4 Transportation.
2. The following tonnage is anticipated per month as from Nov. 1st :

EXPORTS

A. R.A.F.
B. D.I.D.
C. M.M.I.A.
D. Food
E. Coal °)
F. Civilian Cargo 4500
G. Mining Division") 500

IMPORTS

50
50
100
5000
1500
500
7000 -

*These will leave total shipments
of 61 - probably not a record
of 1/6 months*

°) It is estimated that the Military will leave approx. 6000 Tons in Port, which represents 4 months supply, and imports will not commence until April 1945.

") This is subject to further investigations on Lt. G. W. L. MARLEY R.A. :
return to Rome.

3. With the exception of the Mining Division, the tonnage can be dealt with by the Italian Port Authorities.

4. The following additional equipment will ensure the smooth running:

(Acting on instructions received from AFHQ, Mr. Thomas has signalled these requirements)

20 Sets Can-hooks
10 Cargo Nets
4 Wire Slings
10 Tarpaullins

The Italian Port Authorities also requested the following:

1. The Port will be handed over on the 1st November 1944, by the A G S - G/4 Transportation.
2. The following tonnage is anticipated per month as from Nov. 1st :

EXPORTSIMPORTS

A. R.A.F.	50
B. D.I.D.	50
C. M.M.I.A.	100
D. Food	5000
E. Coal °)	1500
F. Civilian Cargo	500
G. Mining Division*)	4500
	7000 - <i>These will leave total shipments in Nov. 1st - possibly, not a peak of 8/6 months</i>

°) It is estimated that the Military will leave approx. 6000 Tons in Port, which represents 4 months supply, and imports will not commence until April 1945.

*) This is subject to further investigations on Lt. G.W.E. WARLEY R.A. return to Rome.

3. With the exception of the Mining Division, the tonnage can be dealt with by the Italian Port Authorities.

4. The following additional equipment will ensure the smooth running:

(Acting on instructions received from A.T.H.Q., Mr. Thomas has signalled these requirements)

20 Sets Jan-hooks
10 Cargo Nets
4 Wire Slings
10 Tarpaulins

The Italian Port Authorities also requested the following:

2 Movable Cranes (1 Crane 10 Tons, 1 Crane 35 Tons)
4 Tow-Motors
2 M/Launches

The existing permanent lifting gear is sufficient to handle normal port activities, but in view of the possible heavy and bulky nature of the cargo for the Mining Division it is proposed to ~~leave~~ ^{investigate} the question of cranes until Lt. G.W.E. WARLEY R.A. return to Rome, where the matter will be investigated.

As regard the Tow-motors, whilst it is appreciated that such equipment would be useful to any Port, it is not considered essential at this

S/1

287 Th
 (20)
 (10)

SARDINIA REGION

AGE FROM ADAMS
 4918

PRIORITY

15 OCT 44

TPTH 50

CONFIDENTIAL PD REFERENCE HANDING ^{OVER} ~~THE~~ PORT OF CAGLIARI ON THE FIVE PD
 PAREN TO SARDINIA REGIONAL ~~EXHIBITION~~ COMMISSIONER FROM AGE FROM ADAMS SIGNED
 STONE PAREN LIEUT EARLY TRANSPORTATION SUB COMMISSION AGE WILL ARRIVE
 ONE SEVEN TO CONSULT WITH YOU REQUIREMENTS OF GEAR TO BE LEFT AFTER
 HANDING OVER OF POST PD

Lu. ①-②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿

LIE. MONTANT
 1st Lt ASD
 Adjutant

524

3/1

PORTO OF CAGLIARI

Name of wharves,	Length wharves		Wharf Surface	Depth water MT.	BERTHING		USE OF WHARF	
	Total linear metres	Rly lines metres			Along- side.	Stern on		
East Mole	565	-	3390	8.50	10 anchored or at other moorings Sanità S. Agostino	8	Molo Levante: laid up ships waiting & tankers	TOTAL
Capitaneria Mole	220	-	4455	8.50			Molo Capitaneria: loading cattle.	MECHA
Basin	565	-	5000	7			Darsena: Small vessels	1,5 t
Customs	235	285(1)	7020	8.50			Schooners, pontoons,	25 to
Via Roma	258	258	7900	8.50			Tugs.	S Ago
Sanità	414	335(1)	13500	8.50			Dogana: Mooring of ships of medium tonnage.	2 Swi
S. Agostino	285	225(1)	8100	8.50			Via Roma Mooring of ships of medium tonnage.	hour
Sabaudo Mole	335	-	20100	8.50			Sanità: Ships of medium tonnage	1 F
Littorio (2)	87	87	1300	8.50			S. Agostino: Mooring of large ships	tons
							Molo Sabaudo: mooring two ships of medium tonnages.	(San
							Littorio: Mooring stern on ships wait- ing to sail or to be repaired or of schooners.	2. E
								power
								Ware
								mill
								Cust
								Cust
								Cham
								troy
								Craf
								ty
								spor
								carg
								firm
								Roya
								done
								Roya

- (1) Out of use
(2) Quay greatly damaged
() Repairing work begun.

PORTO OF CAGLIARI

Wharves Rly lines metres	Wharf Surface	Depth water MT.	BERTHING Along- Stern side. on	USE OF WHARF	REMARKS
-	3390	8.50	)	Molo Levante: laid up	TOTAL WATER SURFACE m² 345.000 MECHANICAL MEANS : 4 cranes of 1,5 tons, hourly lifting power 25 tons (1 Via Roma, 1 Sanità 2- S Agostino) 2 Swivel cranes of 3 Tons, hourly lifting power 45 tons (1 S. Agostino 1- Via Roma) 1 Fixed swivel crane of 10/20 tons hourly lifting power 100 Ton (Sanità pier, east side) . 2. Elevators of 4 tons hourly power 62 Tons (Sabaudo mole) Warehouses A grain depôt with mills partially out of use. A Custom warehouse. A shed on the Custom pier belonging to the Chamber of Commerce. Partly destroyed. Crafts : N. 14 of average capacity of 15/40 tons for the transport of coal, livestock, general cargo. They belong to private firms. Tanks belonging to the Royal Navy. <u>Tugs</u> the service is done by the tugs of the It. Royal Navy.
-	4455	8,50	)	ships waiting & tankers	
-	5000	7	)	Molo Capiteneria:	
285(I)	7020	8,50	)	loading cattle.	
250	7900	8,50	)	Darsena: Small vessels	
335(I)	13500	8,50	)	Schooners, pontoons,	
225(I)	8100	8,50	)	Tugs.	
-	20100	8,50	)	Dogana: Mooring of	
87	1300	8,50	)	ships of medium tonnage.	
			)	Via Roma Mooring of	
			)	ships of medium tonnage.	
			)	Sanità : Ships of medium	
			)	tonnage	
			)	S. Agostino: Mooring of	
			)	large ships	
			)	Molo Sabaudo : mooring	
			)	two ships of medium	
			)	tonnages.	
			)	Littorio : Mooring	
			)	stern on ships wait-	
			)	ing to sail or to be	
			)	repaired or of	
			)	schooners.	

Denominazione	Lunghezza		Superficie della calata m ²	PORTO DI CAGLIARI			Destinazione delle banchine	N O T
	banch. ml.	Serv. da binari		Fondeli	Accosti Pianco	Punta		
Molo Levante	565	-	3390	8,50)			Navi in disarmo,	Superficie sc
Molo Capitan.	220	-	4455	8,50)			navi in attesa,	Mezzi meccan
Darsena	565	-	5000	7)			cisterne, imbarco	4 grue girevo
Darsena	235	285(1)	7020	8,50)	8	10	bestiame.	Roma, una sul
Via Roma	258	258	7900	8,50)			Piccole unità,	banchine S.A.
Sanità	414	335(1)	13500	8,50)			motov. pontoni	2 gru girevo
S. Agostino	285	225(1)	8100	8,50)			rimorch. Navi	china S. Agos
Molo Sabaudo	335	-	20100	8,50)			di m.t. e p.t.	Pot or 45 ton
Cal. Littorio(1)	87	87	1300	8,50)			ormeggio	Ormeaggio di
							due navi di m.t.	1 gru fissa
							Ormeaggio di	potm. oraria
							navi di m.t.	lato levante
							Ormeaggio di due	2 elevatori
							navi di m.t. o	Pot or 62 to
							una di grosso	Magazzini: U
							(a) Ormeaggio di	parzialmente
							punte di navi in	doganale - U
							attesa di rip.o	Dogana della
							part.o di motov.	parte effici
							(a) Ormeaggio di	Galleggianti
							di nave di g.t.	tonn. 15/40,
								bestiame, m
								delle priva
								Rimorchisto
								da rimorchi

(1) inutilizzato

(2) Ha la calata gravemente danneggiata
Iniziati i lavori di ripristino

PORTO DI CAGLIARI					
Superficie alla sta	Fondali	Accosti		Destinazione delle banchine	N O T E
		Pianco	Punta		
00	8,50)			Navi in disarmo,	<u>Superficie acquea complessiva</u> 345.000
55	8,50)			navi in attesa,	
00	7)			cisterne, imbarco	<u>Mezzi meccanici:</u> 4 grue girevole da tonn. 1,5 (una in via Roma, una sul pontile Sanità e due sulla banchina S. Agostino) Pot or tonn. 25
00	8,50)			bestiame.	
00	8,50)	8	10	Piccole unità,	2 gru girevoli da tonn. 3 (una alla ben- china S. Agostino e una in via Roma) Pot or 45 tonn.
00	8,50)			motov. pontoni	
00	8,50)			rimorch. Navi	1 gru fissa girevole da 10/20 tonn. potm. oraria tonn. 100 (pontile Sanità lato levante)
00	8,50)			di m.t. e p.t.	
00	8,50)			Ormezzio di	2 elevatori trasbordatori da 4 tonn. Pot or 62 tonn. (Molo Sabaudo)
00	8,50)			due navi di m.t.	
				Ormezzio di	<u>Magazzini:</u> Un deposito granai con mulini parzialmente inutilizzati - Un magazzino doganale - Un capannone sul pontile della Dogana della Camera di Commercio, in parte efficiente e in parte distrutto.
				navi di m.t.	
				Ormezzio di due	<u>Galleggianti:</u> n. 14 della portata media di tonn. 15/40, adatte al trasporto carbone bestiame, merci varie: appartengono a delle private - Cisterne della R. Marina
				navi di m.t. o	
				una di grosso	<u>Rimorchiatori:</u> Il servizio è disimpegnato da rimorchiatori della R. Marina
				(a) Ormezzio di	
				punta di navi in	
				attesa di rip.o	
				part.o di motov.	
				(a) Ormezzio di	
				di nave di g.t.	

C A G L I A R I.

N A M E	Original depth of water.	Present depth of water.	Length.	Original No. Berths.	Present No. Berths.	Cranes.	
<u>Molo Sabando</u> Head.	22ft. (S.W. End) 26ft. (N.E. End)	22 ft.	200ft	1/150ft	1/150ft.	Nil.	Suitable Loading
N.E. Side.	25-30 Ft.	21-28ft.	1,080ft	2/440ft 1/150ft	1/480ft.	No. 2 Electric Gantry Salt Loaders Capacity 700 tons per day. Or of use	
S.W. Side	Unknown.	22 ft.	about 900ft	Nil	-	-	A ver ation order tank
Banchina Di Sant'Agostino.	28-30 ft	23-26ft	900ft	2/440ft	1/500ft	2/1½ Ton Electric Travelling.	Qua by to eat at
Calata del Littoria.	29ft N:W. End. 27ft S.E. End.	Unknown.	310ft	1/200ft	Nil	Nil	Ent sun
Pontile della <u>Santa.</u> N.W. Side.	24-27ft	Unknown	390ft	1/390ft	Nil	Nil	Ent sun bed

C A G L I A R I.					
Present depth of water.	Length.	Original No. Berths.	Present No. Berths.	Cranes.	REMARKS.
22 ft.	200ft	1/150ft	1/150ft.	Nil.	Suitable for heavy cargo. Loading by ships appliances.
21-28ft.	1,080ft	2/440ft 1/150ft	1/480ft.	No.2 Electric Gantry Salt Loaders	A sunk ship limits the use of the N.E. side to 1 berth of 480 to 500 feet. Depth Capacity 700 of water reduced at N.E. End tons perday. One of the two gantries out of use but could be repaired.
22 ft.	about 900ft	Nil	-	-	A very good oil tanker installation exists in good working order. Suitable for 2,000 ton tankers.
23-26ft	900ft	2/440ft	1/500ft	2/1 $\frac{1}{2}$ Ton Electric Travelling.	Quay is road and rail served by a single track. Track damaged but under repair. Berthing limited to 1/500 ft due to sunk ship at each end and the shallow water at west end. t
Unknown.	310ft	1/200ft	Nil	Nil	Entire frontage filled with sunk ships. Also U X B in seabed
Unknown	390ft	1/390ft	Nil	Nil	Entire frontage filled with sunk craft. Also U X B in sea bed.

N A M E.	Original depth of water.	Present depth of water.	Length.	Original No. Berths.	Present No. Berths.	Cranes.
Pontile della Sanita. Head	22.5ft	18ft	200ft	1/200ft	1/200ft	No; 1 10ton fixed electric.
S.E. Side.	23-29.5ft	18ft Unknown	200ft 400ft	1/200ft 1/390 ft	nil	Nil. Org No. 1
Banchia di Via Roma.	16-23ft	Average 20ft.	575ft	1/280ft 1/230ft	1/460ft	No 2 Electric 1 1/2 Ton Travelling ing.
Pontile della Dogana. NoW. Side.	16-19ft	Unknown	520ft	2/230ft	Nil	Nil
Head.	16-21ft	Average 17ft	220ft 220ft	1/150ft Unknown	1/150ft	Nil
S.E. Side.	11ft	Unknown	900ft	-	-	-

Present depth of water.	Length.	Original No. Berths.	Present No. Berths.	Cranes.	REMARKS.
18ft	200ft	1/200ft	1/200ft	No; 1 10ton fixed electric.	Road exit. Single Rail- way track. Turn- table at root of track missing. Electric crane out of use. repairs possible.
18ft Unknown	200ft 400ft	1/200ft 1/390 ft	nil	Nil. Org No. 1	Entire frontage filled w with sunk craft.
Average 20ft.	575ft	1/280ft 1/230ft	1/460ft	No 2 Electric 1 1/2 Ton Travell- ing.	Good road and rail facilities. Cranes out of use, require elect- rical repairs. Seabed silted up at N.E. End. Berthing reduced to 460ft.
Unknown	520ft	2/230ft	Nil	Nil	Frontage unusable due to sunk ships. All former buildings completely demolished.
Average 17ft	220ft 220ft	1/150ft Unknown	1/150ft	Nil	Road exit. Unloading by ships own appliances. Frontage blocked by sunk small craft. Only suitable when salvage is completed for trans-
Unknown	900ft	-	-	-	

NAME.x	Original Depth of Water.	Present Depth of Water.	Length.	Original NO; of berths.	Present No of berths.	Cranes
<u>Darsena Wet Dock</u> N.W.Side.	11-16ft	Average 12ft	650ft	-	-	Nil.
N.E.Side.	11ft	11ft	290ft	+	-	Nil
<u>Molo della Capitaneria.</u> S.W.Side.	16ft alongside 29ft at 25ft off.	Unknown	440ft	1/400ft	Nil	Nil
<u>Vecchio Molo Di Lavante.</u>	Average 13ft	13ft	1980ft	-	-	-

Water.	Present Depth of Water.	Length.	Original NO; of berths.	Present No of berths.	Cranes.	Remarks.
	Average 12ft	650ft	-	-	Nil.	Good road exit. Dock used only by trawlers and small craft. All former buildings blasted or demolished. None in use
	11ft	290ft	+	-	Nil	Former buildings: Large Warehouse and Customs House and large Warehouse at S.E. Corner.
Side ft	Unknown	440ft	1/400ft	Nil	Nil	Unusable due to bomb damage and sunk craft.
	13ft	1980ft	-	-	-	Unusable due to bomb damage to structure. No access by road. Could be used for mooring only.

1093