

Declassified E.O. 12356 Section 3.3/NND No. 785017

ACC

10000/109/195

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

785017

10000/109/195

PORT OF NAPLES, MILITARY USE
OCT. 1944 - FEB. 1947

Action taken as per
4, 5 and 6 attached hereto.

2008 3:11

78: Capt. Kinsley - ^{Wg} P.

Capt. Finckley - W
Action taken per folio 8, in
accordance with request.

242 4/2

530

CBS

Page 2 in reply to page 1.

If 24/10
would be meeting in the morning?

Mentioned. See Minutes of COS Meeting 24/10

PR PA & CDS

H. 43

c.s.o. Please see folios 3-7 for info.
Agreements are undated.

24/10

spdt
1/3/41

Declassified E.O. 12356 Section 3.3/NND No. 785017

PA 5203

Q 25/10

SPH
1/3/41

5509

MS. 43
c30. Please see folios 3-7 for info.
Agreements are unaltered.

ALLIED FORCE HEADQUARTERS
ITALIAN MILITARY AFFAIRS SECTION
NAVAL SUB SECTION
APR 794

8
Confidential

DM-S/N/ 1

4 February 1947.

From: Director, Naval Sub-Section, Italian Military Affairs
Section.
To: Allied Force Headquarters, Adjutant General, A.P.O. 512.
Subject: Reclamation of the Port of Naples.
Reference: (a) Allied Force Headquarters ltr. AG 323.31 OPS-O of
21 January 1947.
(b) STCUSA dispatch 281509A of January 1947.

1. The directions contained in references (a) and (b) have been transmitted to the Italian Ministry of Mercantile Marine and the Italian Ministry of Marine. This information was also passed to the Commander U.S. Naval Forces, Mediterranean, and to the Commander-in-Chief, Mediterranean Station.

H. W. ZIROLLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, DIAS.

6 FEB 1947

5588

PA
KJ

Declassified E.O. 12356 Section 3.3/NND No. 785017

S. 13203

NAVAL MESSAGE.

4

For use in
Signal
Department
only

Confidential

Originator's Organization Department or Division Location (City, State, etc.)	Address/Address	No. of Groups
---	-----------------	------------------

TO:

MINISTRY OF MERCHANT MARINE

FROM:
HSC

W R I T E
A L L O S S

EFFECTIVE 1 FEBRUARY 1947 PORT OF NAPLES WILL BE RECLASSIFIED
CLASS "A" PORT AND RETURNED TO ITALIAN CONTROL FOR OPERATION
THAT DATE X US AND BRITISH NAVAL FORCES WILL CONTINUE REQUIRE
BERTHS AND FACILITIES WHICH ARE TO BE MADE AVAILABLE ON A
PRIORITY BASIS UPON PROPER NOTIFICATION BY THE US OR BRITISH
MILITARY OR NAVAL COMMANDERS X REQUEST YOU INFORM APPROPRIATE
ITALIAN AUTHORITIES XXI

5545

Prepared: *LR*

Released:

System	P.L. Code or Cipher	Time of Receipt	Time of Dispatch	Operator	P.O.O.	Date
--------	---------------------	--------------------	---------------------	----------	--------	------

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Ex Com 2

Originator's Reference 0 11302

Date/Time of Origin JAN 28 1509A

Message Centre No. H/9485

Date Time Rec'd JAN 29 1030

Precedence PRIORITY

FROM: MEUSA SIGNED COMMEMED

TO: ALOM

INFO: CMF FOR ATEN LT COLONEL MILMAN

RESTRICTED

RESTRICTED:

Reference Telcom 27th deside Italian civilian authorities be advised Port Naples reclassified class A Port effective 1 February 1947 and returned to their control for operation that date as indicated letter this Headquarters 24 January 1947 subject reclassification of the port of Naples.

AC DIST

ACTION - NY COMB

INFO - CHIEF COMMISSIONER

NAVY

FLOAT

FILE

Declassified E.O. 12356 Section 3.3/NND No. 785017

5564

RESTRICTED:

RESTRICTED

Reference Telcon 27th desire Italian civilian authorities be advised Port Naples reclassified class A Port effective 1 February 1947 and returned to their control for operation that date as indicated letter this Headquarters 24 January 1947 subject reclassification of the port of Naples.

AO DIST

ACTION - EX CMMR

INFO - CHIEF COMMISSIONER

NAVY

FLOAT

WILE

ACTION

RESTRICTED

5564

Cap. K.

514 5150
~~RESTRICTED~~

ALLIED FORCE HEADQUARTERS
APO 512

AG 323.31 GDS -0

24 January 1947

SUBJECT: Re-classification of the Port of NAPLES

TO : Chief Commissioner
Allied Commission
APO 794

1. Effective 1 February 1947, the port of Naples will be re-classified as a Category "A" Port, i.e., it will be returned to the Italian civil authorities for operation.

2. There will, however, remain an occasional Allied Military commitment for shipment through Naples. The United States and British Naval Forces will also continue to require berths and facilities. The re-classification of the Port of Naples is made with the understanding that the necessary berths and facilities will be made available by the Italian civil authorities on a priority basis upon the proper notification by the United States or British Military or Naval Commanders.

BY COMMAND OF GENERAL MORGAN:

Ralph C. Tilley - Kinsley
RALPH C. TILLEY
Colonel, AGD
Adjutant General
Spoke

See 72

*Hold till
Cabinet instructions
are received
Abb*

5563

RESTRICTED

514 40

6.05 1

CONFIDENTIAL

Ex. Comm.

ALLIED PORTS HEADQUARTERS

10V 3 TH

Nov 1/6 1/12B

19 Feb 46

FEB 28 1946

SUBJECT : Port of Naples

Minutes of a meeting held on 11 Feb 46 to consider the future operation of the port.

TO : Distribution below.

Private

Brig A. V. de BIE PHILIPS
 Col D. A. WALLACE
 Capt R. L. STRACHAN, MC
 Col S. E. COLEMAN
 Col L. L. W. LADRIE
 Col A. G. WOOLFE
 Cmdr C. J. DAVIS, RNR
 Cmdr S. A. KENTON, RNVR
 Lt Col H. B. JONES
 Lt Col J. C. LINDSAY
 Lt Col M. C. PHILLIPS
 Lt Col G. JAMES
 Lt Col J. KNOWLES
 Lt Cmdr I. F. LACER, RNVR
 Maj W. F. KENNEDY
 Maj G. F. JENNINGS
 Maj A. F. OSMITH
 Maj M. L. RAY
 Maj A. GUNSON
 Capt DOYLE
 Lt (JP) Le M. L. LESTER
 Capt F. S. HANCOCK
 Mr G. CHILLARD
 Capt L. R. SMITH
 Mr HART

DAC(M) Army } Joint
 CO US PORT NAPLES } Chairman
 NOSC NAPLES
 CO PMS Southern District
 DA & JEF HQ 3 District
 No. 2HQ CMF
 SSGO NAPLES
 CSO to 2570 AMP
 G-4 MCHUSA (In French)
 G-4 MCHUSA
 AGU, HQ 3 District
 (Nov) HQ CMF
 (Nov) HQ CMF
 Port Canal (Unit) NAPLES
 AA & 2nd NAPLES area
 Run COMBINED
 Regt No 1 Det, 10th Port
 Sgt Water Div, No 1 Det 10th
 Port
 Docks Superintendent (Unit),
 NAPLES
 DAPMS, NAPLES area
 HQ Movements, NAPLES
 Regt, NAPLES area
 US Navy, NAPLES
 Allied Commission, ITALY
 Allied Commission, ITALY
 (In Sub-Commission)

5562

DAH(4) 2203
NS NS POPS NAPLES
Joint
Chairman

NSC NAPLES
NSC Southern District
NSC 3rd District

NSC 12th Dist
NSC NAPLES

NSC 10th Dist (in branch)

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

NSC 12th Dist

Continued/... A meeting was held

Brig A.V. de Suez Philadel
Col C.W. WALLACE

Col H.C. STEPHENS, JR

Col E.P. WILSON

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

Col E.L. B. LAMAR

5562

2/23/45

4/1/45

(100)

- 41
1. A meeting was held at 1500 hrs on Monday, 14 Feb 66 in the Conference Room, 4th FFW Southern District, to discuss the future operation of H.M.F.S. port as a result of the planned US withdrawal. The following is a record of the major points stated and the decisions agreed at the meeting.

2. Future Commitments through the port

- (a) US Military

Col HALLIDAY stated the main US requirement was to ship out 10,000 tons of lumber; it was estimated that the overall US throughput would not exceed 15,000 tons per month. The requirement for personnel movement would not be more than one ship every two weeks.

- (b) British Military

Lt Col KING stated that estimated Brit throughput requirements were as follows:

	Mar	Apr	May	June
Personnel	27,000	17,000	10,000	3,500
Yehs	1,500	1,200	1,150	1,100
Stores	56,000	54,000	45,500	42,500

Personnel estimates include Italian VHA being repatriated in Sea Transport ships.

- (c) Civil

Capt DUNNARD stated that the USMA logist programme through NAMPAC had entitled amounts to 70,000 tons per month; there were also some outloadings on USMA account to the B.M.F.S. Col SACHIL stated that apart from the USMA programme, civil requirements were for the import of 40,000 tons per month of coal, of which about 15,000 tons could be handled through BARNOLL; also for the distribution of Italian repatriates and the handling of small craft working locally between the island and NAMPAC.

- (d) Summary

Brig PHILLIPS summarized that the total requirement only amounted to the equivalent of 6000 - 7000 tons, which was well within the capacity of the port.

	Mar	Apr	May	June
Personnel	27,000	17,000	12,000	1,500
Vessels	1,500	1,200	1,100	1,100
Stores	10,000	54,000	48,000	42,000

Personnel estimate includes Italian PWs being repatriated in San transport ships.

(c) OVER

Capt. LINDHART stated that the USMC Import program through MARINE had facilities amounting to 70,000 tons per month; there were also some outloadings on LSTs amounting to the 30,000 tons. Col. SASSI stated that apart from the USMC program, civil requirements were for the import of 45,000 tons per month of food, of which about 15,000 tons could be handled through MARINE; also for the transportation of Italian repatriates and the handling of mail and working locally between the island and MARINE.

(d) SUMMARY

Brig. PHILLIPS summarized that the total requirement only amounted to the equivalent of 6000 - 7000 tons, which was well within the capacity of the port.

1. Control of the port

Brig. PHILLIPS explained that at present the port was under US military control on the Landward side. 5501

Col. WILKINSON said that the US Army did not wish to continue this overall control but only to retain control of the area which they wished to use and to have representation on the Port Control Committee.

Capt. SMITH stated that previously all his staff on the naval side will be Italian, but that Capt. WED had ruled that he should retain his present position as NOIC MARINE area until further orders and therefore should continue as Chairman of the Port Control Committee; his view was that MARINE for the present should remain a military controlled port.

Major CHURCH considered that the military commitment was still too large for the port to revert to civil control.

Capt. SMITH said there was a choice in the type of cargo being handled by MARINE and he considered that in view of the importance of commercial cargoes, the port should revert to civil control.

Continued... Brig. PHILLIPS

5
Brig Phillips considered that in view of the large military tonnage WAFS should remain a Category C port it present, ie, an Allied military port maintaining a civil operated area - but this should be subject to review in two or three months.

It was agreed that WAFS should continue for the present as a Category C port, but that the British military authorities should retain the US authority in overall control of the port. The date for this transfer should be agreed in the Port Control Committee and confirmed by JFA.

4. Sub-division of the Port

Brig Phillips queried whether in future the port should be treated as a single unit and ships berthing as best suitable or whether separate areas should be allocated to users on the present basis.

Mr Hunt said as regards WSA ships he preferred that separate areas should be allocated to civil and military users.

Brig Phillips said though he considered the present system right, it was the most convenient way of handling the military requirement.

It was agreed that the port should continue to be sub-divided into separate areas for civil and military users.

5. Allocation of areas in the port

(a) US area

Col Williams stated that the US requirement was for the unrestricted use of berths 3, 5 and 7, on pier 1 and adjacent rail tracks; the use of the pier tunnel, adjacent storage space and No 1 Gate; and the use of the basin at pier 4 for the LARV ferry and small craft. These berths could be allotted to other users if not required for US requirements.

It was agreed that subject to detailed confirmation by the Port Control Committee, berths 3, 5 and 7 should be allocated to the US area.

(b) British area

Col Williams stated that the first requirement was for the present civil area (berths between 17 and 55) plus the use of three berths on pier 4 for personnel ships, berth 15 for hospital ships and berth 72 (in the Italian area) for small personnel ships.

Col Hunt requested that pier 4 be allocated to civil use, because it contained warehouses, which were presently required for

Declassified E.O. 12356 Section 3.3/NND No. 785017

and WILLIAMS said though he considered the present system ideal, it was the most convenient way of handling the military equipment.

It was agreed that the port should continue to be multi-located into separate areas for civil and military users.

5. Reallocation of areas in the port

(a) US area

Col Luffield stated that the US requirement was for the unrestricted use of berths 5, 5 and 7, on pier 1 and 101 out of all trucks, the use of the 1017 tunnel, adjacent storage space and the 1010; and the use of the basin at pier 3 for the Capital ferry and small craft. These berths could be allotted to other users if not required for US requirements.

It was agreed that subject to detailed examination by the Port Control Committee, berths 5, 5 and 7 should be allocated to the US area.

(b) British area

It Col Luffield stated that the US requirement was for the present first area (berths between 57 and 55) plus the use of three berths on pier 4 for personnel ships, berth 15 for hospital ships and berth 72 (in the Italian area) for small personnel ships.

Col Luffield requested that pier 5 be allocated to civil use, because it contained warehouses, which were urgently required for civil purposes and also that there were damaged warehouses no. 5580 fully utilized which should be repaired as soon as possible. Mr Luffield supported this request. Maj GRASCHER and Capt DAVIS stated that pier 5 was the only site in the British area for military and sea, to support vehicles and stores. Col Luffield said that it was not possible to erect new British military installations and that the port use would have to be made of existing buildings and works.

It was agreed that pier 5 would remain in the British area and that the British would continue to occupy the buildings they now have, but that they would move over off it to other areas on this pier as soon as possible. It was also agreed that the Italian authorities should be allowed to make take immediately numbers of berths 17 and 34 and on the damaged buildings of the pier, subject to the port being agreed through the Port Control Committee.

Col Luffield also requested that berths 54 and 55 on pier 11 should be allotted to civil use, as there was no other quay in the port for backpiling coal. Maj GRASCHER said that the berths on pier 11 were the best in the British area and their use would be about

Continued/....prevalent in the

provided if the Italians were discharging coal at berths 54 and 55. The possibility of using pier 3 for discharging coal was dismissed.

It was agreed that the British military should retain under present arrangements, with the exception as referred to in the above, also that personnel should be allocated to most suitable berths or moored by the Port Control Committee.

(c) Italian Army

Col SMITH requested that pier 3 should be allocated for civil use and also 100 metres on the side of RIVAPULGO for a small personnel ship from the islands.

It was agreed that pier 3 (berths 23 - 26) should be allocated to the Italians and that the Port Control Committee should allocate the allocation of berths 9 - 14 to the Italian authorities.

(d) British Royal Navy

Capt SIFFERTSMA stated that he will hold the right to berth Royal Naval vessels as convenient when they arrive at RIVAPULGO, subject to the consideration of priority agreement shipping requirements.

(e) US Navy

US Navy requested the use of both sides of berth 18 and the operational use of berth 19 for naval craft. Capt SIFFERTSMA said this detailed allocation was a subject for the Port Control Committee.

(f) General

Capt SIFFERTSMA stressed that in the light of the policy decisions agreed above, the Port Control Committee would have to make a detailed allocation of space in the port.

6. Transfer of Port Equipment

Capt SIFFERTSMA proposed that after US withdrawal the Indian Government should take over the necessary equipment for mooring the port with the assistance of USNAC, who might be able to provide dollars.

It was agreed that it was not possible to loan this equipment and that its disposal would have to be arranged through the Foreign Affairs Commission.

Capt STANFORD stated that he will hold the right to berth Royal Naval vessels as convenient when they arrive at MARS, subject to the consideration of priority port requirements.

(a) US Navy

US Navy requested the use of both sides of berth in and the occasional use of berth 19 for naval craft. Capt STANFORD said this detailed allocation was subject for the Port Control Committee.

(f) General

FRIG. HILLIS stressed that in the light of the policy decisions agreed above, the Port Control Committee would have to make a detailed allocation of areas in the port.

6. Transfer of Port Equipment

Capt STANFORD proposed that after US withdrawal the Italian Government should take over the necessary equipment for operating the port with the assistance of USNA, who might be able to provide details.

Lt Col BROWNE said that it was not practicable to leave the right and that the equipment would have to be arranged through the Port Administration Commission.

Mr GORDON said that a floating crane, 2 barges and 2 cranes were essential for the working of British military ships. Lt Col BROWNE confirmed that this requirement had been referred to G-4, AFHQ.

Col HALLIDAY stated that no personnel had yet been trained in the handling of US port equipment to replace US personnel on withdrawal.

It was agreed that USNA should be asked to expedite the clearance of these stores in order to prevent reducing the port's capacity in case withdrawal from services was in order to allow opportunity for the equipment to be returned in the handling of the port.

7. Reclassification of the port of MARS

Col HALLIDAY stated that the only one coal pier was reserved for US traffic at MARS and that otherwise the port had been returned to the jurisdiction of the Italian authorities.

8. Statement for Harbour Draft

Col BOWEN asked what arrangements there would be after the US

Continued... withdrawn

withheld for maintaining British harbour craft at the slipways on pier D, which are now under the control of the US authorities.

Col BARR confirmed that the Italian authorities would make available such facilities as required.

It was agreed that when the requisition had been placed, the British should approach the Italian authorities for the use of slipways as required.

4. Appendix

Capt BARR stressed the importance of making available warehouses for commercial cargoes and requested the military authorities to bear this in mind continually so that when not required might be vacated as early as possible.

C. W. HALLIDAY, Colonel,
Commanding Officer,
Det No 1, 10th Port of embarkation,
for Peninsular Base Section.

F. L. BRADLEY,
Lt Col,
for DPM(A).

DISTRIBUTION

Actual

CD PMS
CD PMS Peninsular Dist
C-11-C IED
COMPTON
1000 ASD
HOLD WAFLES
SSRU WAFLES
HQ 3 Dist
HQ WAFLES Area
HQ Allied Command, Italy

Internal

CAD
G-3
G-5
UNHRA
G-4 MVAIA
G. MVA, CEF
Nov 2/5
Nov 3

5578

Gen. Felt, Colonel,
 Training Officer,
 Det No 1, 10th Port of Submarine,
 for particular also Section.

DISTRIBUTION

Accumulated

CG 1953
 CG 1953 Southern Det
 C-14-5 1953
 COMNAVJAG
 15TH JAG
 1953 142123
 1953 142123
 194 3 Det
 194 142123 area
 194 142123 Commission, 1941
 194 142123, 1941
 194 142123
 194 142123
 194 142123, 1941
 194 142123, 1941

(4)
 (3)
 (3)
 (2)
 (2)
 (3)
 (2)
 (6)
 (2)
 (2)
 (2)
 (2)

Internal

CG 1953
 C-14-5
 C-14-5
 UNHSA
 C-14, 1953, 1953
 C-14, 1953, 1953
 Nov 2/5
 Nov 2/5

5578

T.L. 1953,
 Lt Col,
 for DPH(10).

514 - 7
~~TOP SECRET~~

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

982.
TBJ/jjjr

Confidential
13 October 1944
20 Oct Recd

G-5: 800.2-2

SUBJECT: Port of Naples.

TO : Headquarters, Allied Control Commission
APO 394

1. Reference is made to your 514/1/COS of 5 Oct.
2. Enquiries made here show that the Port of Naples will be required for military use for an indefinite period in the future and that it will be used for re-deployment of U.S. and British troops after hostilities cease. It is not however possible to give more detailed information than this at the present time.

For the Asst. Chief of Staff, G-5:


T. B. JACKMAN
Lt. Colonel.

5577
1 Copy held.

TOP SECRET

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

785017

HEADQUARTERS
ALLIED CONTROL COMMISSION
CSC
Office of the Chief of Staff

TOP SECRET

Confidential

Ref: 514/1/OOS.

5 October 1944.

SUBJECT: Port of NAPLES.

TO : AFHQ, G-5 Section.

1. It has come to the notice of the Regional Commissioner, Southern Region, from unofficial sources that there is a proposal to use the port of NAPLES as a shuttle service port as part of a plan to transfer troops to other theatres.
2. It is not known what date is contemplated for beginning, nor for how long the port will be required. It is also possible that other ports in Southern Italy might be included in such a scheme.
3. The extent to which Naples continues as a port of military importance to the Allies must affect the policy of administration there, especially in relation to the continuation of AMC in the Commune. I should therefore be glad if you could let me know whether there is any truth in the information which has been received, together with any further information which would assist me in arriving at a correct appreciation of the problem.

(Sgd) M.S. LUSH.

Brigadier,
Chief of Staff,
For Acting Chief Commissioner.

Copy to: R.C. Southern Region.

5575

P/A.

1881