

0618

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

785017

ACC

10000/109/1012
(VOL. I)

MERCHANT SE
DEC. 1944 - MA

0619

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

785017

10000/109/1012
(VOL. I)

MERCHANT SEAMEN, PORT OF GENOA
DEC. 1944 - MAR. 1946

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

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Had to say whether merchant seamen should still retain
belligerent rights. This matter has been brought to my notice
by the British Consul General at Genoa & I have already
asked the D.C.L.A. for an opinion on the precise legal status
of merchant seamen. Until we have his opinion, we cannot
go much further, but I suspect that nothing less than a
decision at Governmental level will do for the purpose
envisaged.

5/10/76

[Signature]
A. D. A. (Gen.)

C.S.G.100.

We spoke re this case of Smuggling at Genoa.
Do you please agree with min 99?
(Legal opinion is at min 95.) *AWB* 5/4

101.V.P.C.A.S.

Re/ your m 97. Have you any further comment to
make in view of Polad(B) minute at 99?

H.S. 6/4

102.Legal S/C.

Pl. see Minute 99 and previous Minutes. and forward
your further comments.

[Signature]
C.A. Section.

8 April 76.

5467

96

CSO / Ref min 91 of Ex Comm. Please see
mins 92 and 95. *Ans. 2/1/53*

27.

CSO, Executive Commissioner.

Ref folios 84, 87/9, 90 and preceeding Minutes.

The points raised in para 10 of Chief Liaison Officer's Report (folio 84) might be handled as follows,

(1) As regards 10 (a) of the Report the question of the Allied Mercantile Marine retaining their belligerent privileges is a matter which should be submitted to Polad (B) for their views. It is for them to take action on the same lines as the American Embassy if they agree with the proposal that Merchant Seamen should lose their belligerent privileges at present. Attention is drawn to the final para of Minute 95 and this angle must be given serious consideration before a decision is taken.

(2) As regards 10 (b) Allied Merchant Seamen are not at present subject to normal peacetime Italian Port and Customs regulations.

(3). Re. 10 (c) Public Safety S/C have taken up with the Italian Government the question of two additional fast motor boats to deal with the situation from the Italian side.

It is understood that Ships Captains are fully warned when they arrive in Port of their responsibilities for seeing that their crews do not indulge in black market activities. UNRRA (Mr Ghilardi) have a Ports and Shipping Branch who realise the state of affairs at GENOA and other ports. They are prepared to take the matter up again with the Italian Ministry of Marine and make arrangements for seeing that printed instructions in Italian (with an English translation) are handed to each Captain when he reports to the Port Superintendent. The ~~matter~~ matter might be taken up with UNRRA.

3rd April 46.

C.A. Section.

Plus au Realeu May. 15406

98.

Polad (B)
may the Ex Comm please have your views

785017

0621

CSO, Executive Commissioner.

Ref folios 84, 87/9, 90 and preceeding Minutes.

The points raised in para 10 of Chief Liaison Officer's Report (folio 84) might be handled as follows,

(1) As regards 10 (a) of the Report the question of the Allied Mercantile Marine retaining their belligerent privileges is a matter which should be submitted to Polad (B) for their views. It is for them to take action on the same lines as the American Embassy if they agree with the proposal that Merchant Seamen should lose their belligerent privileges at present. Attention is drawn to the final para of Minute 95 and this angle must be given serious consideration before a decision is taken.

(2) As regards 10 (b) Allied Merchant Seamen are not at present subject to normal peacetime Italian Port and Customs regulations.

(3) Re. 10 (c) Public Safety S/C have taken up with the Italian Government the question of two additional fast motor boats to deal with the situation from the Italian side.

It is understood that Ships Captains are fully warned when they arrive in Port of their responsibilities for seeing that their crews do not indulge in black market activities. UNRRA (Mr Ghilardi) have a Ports and Shipping Branch who realise the state of affairs at GENOA and other ports. They are prepared to take the matter up again with the Italian Ministry of Marine and make arrangements for seeing that printed instructions in Italian (with an English translation) are handed to each Captain when he reports to the Port Superintendent. The ~~might~~ matter might be taken up with UNRRA.

3rd April 46

C.A. Section.

15486

Polad (B)

may ask Ex Comm please have your views

ex min 97.

CSO to Ex. Com (1)

V.P. C.A. Section (2)

D.C.L.A. (3)

99.

Ref. minute no. 97.

With all respect, it is not for the British M.A.A.

Ref minute 91 of Ex. Com., please see minutes Nos. 85 and 92.

W. H. 10/3

94

Legal Sub Comm

*Ref min 85 - This is a little
indifferent and it would be appreciated
if you could add to this, please. *W. H. 10/3**

95

C.S.C.

The position is roughly this

a) American merchant seamen - Under U.S. regulations they become part of the armed forces and are liable by their own count warships.

b) neutrals - There is no other provision concerning them except accepted international practice and therefore they are liable by the count counts of the place where the offense is committed

c) - British - In war time British merchant seamen were liable by the nearest British Count (i.e. Malta - Gibraltar). This proved impracticable because of the shortage of seamen by agreement. were never tried. Consequently by agreement British and allied nations seamen (except U.S.) were tried in Am⁹ courts under the provisions. They were generally handed over to the warships after a heavy fine had been imposed as a sort of imprisonment which they served on board. Now in Geneva if they were tried in local courts under Italian law they would have to serve their sentences in Italian jails, which

Ref min 85 - This is a little
indefinite and it would be appreciated
if you could add to this, please. *QUB 18/3*

C50

95

The position is roughly this

a) American merchant seamen - Under US regulations
they become part of the armed forces and are
liable by their own Court martial.

b) neutrals - There is no other provision concerning
them except accepted international
practice and therefore they are liable by
the local courts of the place where the
offense is committed

c) British - In wartime British merchant seamen
were liable by the nearest British Court
(i.e. Malta or Gibraltar). This proved impracticable
because of the shortage of seamen, so they
were never tried. Consequently by agreement
British and Allied nations seamen (except US)
were tried in Axis courts under the provisions
They were generally held over to the war
after a heavy fine had been imposed & a short
term of imprisonment which they served on
board.

Now in Geneva if they were tried in local
courts under Italian law they would have
to serve their sentences in Italian jails, which
at the present time may seem undesirable.
Furthermore a heavy sentence imposed by an
Italian Court is a British subject may well
lead to political repercussions of a serious
nature.

G. F. Humphreys
H.F.C.

Page 51
26 March 6.

Cap B.
 I think the S/C are
 getting party in the
 15th place
 already

C. S. O.

CHO Liscus has referred on
 this. We require legal & Navy S/C
 view thereon. Merchant seamen are
 always very troublesome judicially

175/12/13

Ex Com

92

The least effective measures to
 prevent such activities would
 appear to be:

- a) Admiralty Guardian di
 Finanza, at ganga and
 in Ba craft to effectively 5404
 prevent civilian from contact
 with the ships.
- b) Effective Customs inspection
 of all merchant seamen or
 sailing coast.

WSP

CHO Liscus has reported on
this. We require legal Navy S/C
views thereon. Merchant seamen are
always very troublesome judiciary

178/12/13

Ex Com

92

The least effective means to
prevent such activities would
appear to be:

- a) Integrate Guards di
Fiumana, at gangways and
in Board Craft to effectively 5404
prevent criminals from contact
with the ships.
- b) Effective Customs inspection
of all merchant seamen on
going shore.
- c) Publicize, through W.S.R.,
the services of the black market
operations with seamanship that merchant
seamen thus engaged could be subject to
disciplinary action.

J.D.W. Navy S/C

Ex. Com.

74

To see folio 73. 10/2 May.

Satisfactory. 2/3

Summary c-c and E-C

80.

Navy Sp.

Could you please see folios 76 to 79 & draft a reply to the American Ambassador.

79 is merely an interim answer.

10/12.

83.

Executive Commissioner.

Ref. minute 80 above, and ps. 76-79, letter at p. 82 opposite is submitted for signature of Chief Commissioner.

29 Dec. 45.

85.

How. Ref 84.

Meanwhile warime are divided into 3 categories:
(a) Americans (b) British (c) neutrals.
American merchant sailors are tied by combatant, neutrals by Italian courts. British sailors used to be tried in ANG Courts 1/4 1/3
Proclamation was issued & approved by C.I.A.
There are of course no ANG Courts in Geneva;
it is understood ex. c. thinks they should be tried in Italian Courts but U. Col.
Hannaford says it is very difficult
I believe U. Col. Hannaford was already

785017

75

See by cc and EC

80.

Navy Sp.

Could you please see Jolios 76 to 79 & draft a reply to the American Ambassador. 79 is merely an interim answer.

18/10.

83.

Executive Commissioner.

Ref. minute 60 above, and ps. 76-79, letter at p. 82 opposite is submitted for signature of Chief Commissioner.

29 Dec. 45.

85.

Ref 84.

C.S.C.

Merchant marine are divided into 3 categories:

(a) Americans (b) British (c) neutrals.

American merchant sailors are tried by court martial, neutrals by Italian courts. British sailors used to be tried in AMG Courts. Proclamation was issued & approved by C.I.A. There are of course no AMG Courts in Geneva; it is understood ex. c. thinks they should be tried in Italian Courts but Lt. Col. Hannaford says it is very difficult.

I believe Lt. Col. Hannaford was already discussed this with ex. c. 8/3.

86.

Ref 10 (b) - Allied Merchant Marine Personnel are subject to Customs regulations 8/3.

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66.A/Ex. C. For information

- 1) Spoke to Major Howell on folio 64. He states that Lt. Col. McPhee is attending for AC, as subject is Genoa. Also confirmed with Lt. Col. McPhee.
- 2) Major Howell will attend ^{another} conference ^{there} called for 6-7 April.
- 3) Telephoned this info to Labor S/C who are interested to attend.

31 Mar 45

3/3 Noted. 7

70.CSO:

To see minutes of 2 District meeting on Genoa (folios 67-69) for information.

12 April 45.

Seen

14/4.

Major

5462

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A/EX.C.

62.~~CSO:~~

To read folio 60 addressed to AC Northwest Italy Coordinating Committee from
FONAM regarding the Port of Genoa.

24 Mar 45.

Noted - also 61.

Sf 24/3.

JCR
Major

CSO:

63

Mr. Braine (Labor S/C) has seen folio 60 and will liaise
with Hq. 2 District at earliest opportunity. JCR 30/3

65

Maj Rivet.

Show 64 to Maj HOWELL
Premante Repur.

Sf 30/3

* 5401

Establishment Section:

Re appointment of port officer for Genoa (see minute 45), please inform this office if this assignment has been made.

When or

[Signature]
21/Feb.

50.

G-1 (B):

See 45 and 49. To reply, please.

[Signature]
W. Thonclaus

Jed. Sec.

23 Feb.

Establish Section

51.

Major Wickens has been assigned to Liguria Region
(Transportation). Ho. 48 para 2 refers

[Signature]
for 4-1 (A)

23 Feb. 1945

52.

Reactive Communication

To use 51. please.

Jed. Sec.

23 Feb.

[Signature]
for Col. V. P.

55.

C30: Folio 54 is C in C's reply to FOVAM's letter at folio 34 on the subject of civil supplies to Liguria. Then this file should be passed to Econ Sec ~~to see.~~

[Signature]
Major

17 Mar 45

56.

A/VP Econ Sect.

5400

54 for your information.

[Signature]
17/3.

10 1 from Section ✓
2 Transportation Section

57

G-1(B):

See 45 and 49. To reply, please.

Int. Sec.

22 Feb

Enrich Berlin

51.

Major Wickens has been assigned to Liguria Region
(Transportation). Do. 48 para 2 refers

23 Feb. 1945

Executive Communication 52.

Int. Sec.

23 Feb

To Mr. 51, please.

W. Thorslund
for Col. V.P.

55.

CEO: Folio 54 is C in C's reply to FOMAM's letter at folio 34 on the subject of
civil supplies to Liguria. Then this file should be passed to Econ Sec ~~and~~
to see.

17 Mar 45

56.

A/VP Econ Sect.

54 for your information. 5400

Enrich Berlin
17/3.

1 Done Section ✓
2 Transportation Section

54

Please note for 54 and return to Personnel Section.

Personnel Sec.

22 Mar 45.

23 March 45. This is 54 notice.

Enrich Berlin

Enrich Berlin for 48 regg. see. Econ Sec.

Economic Section.

1. Your 24 (1) - Yes
2. Suggest C.O.S be asked if decision re Hart vs Waley can be deferred. Whole question now under review and it may be that other names will come out "in the wash".

M.B. Thomas Col
D. Dir Trans/c

13 Jan

26

Chief of Staff
Col Shipp -

1. See 25?

Ref. 15/1-45

27

CSO

Attention invited to mins 23-25 inclusive; in view of reorganizational plans now under consideration for NW-I. It is recommended that Port Officer selected be deferred in accordance with Trans SC suggested.

S.H.
Feb 16 Jan.

45

February 16th, 1945

Economic Section:

Reference minutes 23-27 above -

Under file G-1 (E), 16120/1302/0, the appointment of Major E.J.W. Wickens as Port Officer, Genoa, has been requested.

M.B. Thomas.

M.B. THOMAS, Colonel,
Deputy Director, Tn. S/C

47

2. Officer) Executive Gen.

1 Minute 45 has been noted
2 Title returned here

5459

coordinates for table

Reader.
20 Jul 45

48

Minor changes: To clear subject of minute 45 with Ext. Sect. Ref. 21/2

0634

785017

D. Dr. msc/c

24

Chief of Staff
Col Shipp -

1. See 25-?
LAL-15/1-45

27

CSO

Attention invited to mins 23-25 inclusive; in view of reorganizational plans now under consideration for NW-I. It is recommended that Post officer selection be deferred in accordance with Trans SC suggestion.

SH
Feb 16 Jan,

45

February 16th, 1945

Economic Section:

Reference minutes 23-27 above -

Under file G-1 (B), 16120/1302/0, the appointment of Major E.J.H. Wickens as Post Officer, Genoa, has been requested.

M. B. Thomas.

M.B. THOMAS, Colonel,
Deputy Director, Tn. S/C

47

20 officer Executive Sec

1 Minute 45 has been noted
2 file returned Bureau

5459

corrections below

Revised
20 Feb 45

48

Major Thomas: To clear subject of minute 45 with Ext. Sect. PCB 2/1/2

Econ. Sec.

Ref 20 (under) with you please to me know
whether you think either of these two officers
will be suitable.

For Supply Co

8.1.45.

(18).

22.

To: Transportation S/C

9 January 1945

1. While I do not know what plans your S/C has with reference to the Port of Venice, however, I do take it that the AC Port Officer will be responsible to the Regional Commissioner for operations but will come under your S/C for technical guidance and direction. Note by entry 18 of this file the names of two officers have been suggested. The Chief of Staff has requested that Economic Section indicate whether or not either one of these officers are recommended by the Transportation S/C for the post of Port Officer in Venice.

2. I think Captain Hart is now connected with port or transportation work in Southern Region. I know him quite well and believe him to be a good officer with some port experience. I think however that to obtain the desired results as Port Officer of Venice it would be necessary for Captain Hart to be under the direction of an officer at least of field grade. Your recommendations in connection with the nomination of an officer to be designated as Port Officer - Venice, is requested.

L.H.D.

L. D. DENSMORE
Colonel, F A
ADCOS, I/S

TO: Economic Section

11 January 1945

5458

1. Of the two officers nominated, Captain Hart is not entirely suitable, but owing to the shortage of experienced port officers, I have not at the moment an alternative nomination to make.

2. Port officers would be under the supervision of the Chief Transportation Officer at Regional HQ; this latter officer will be of field grade.

3. Those appointments are but two of a very large number that will have to be made for the NW; and the whole question of officer requirements is at present under review.

91 1 1/2 1/2

CPA.

22.

9 January 1945

To: Transportation S/C

1. While I do not know what plans your S/C has with reference to the Port of Genoa, however, I do take it that the AC Port Officer will be responsible to the Regional Commissioner for operations but will come under your S/C for technical guidance and direction. Note by entry 18 of this file the names of two officers have been suggested. The Chief of Staff has requested that Economic Section indicate whether or not either one of these officers are recommended by the Transportation S/C for the post of Port Officer in Genoa.

2. I think Captain Hart is now connected with port or transportation work in Southern Region. I know him quite well and believe him to be a good officer with some port experience. I think however that to obtain the desired results as Port Officer of Genoa it would be necessary for Captain Hart to be under the direction of an officer at least of field grade. Your recommendations in connection with the nomination of an officer to be designated as Port Officer - Genoa, is requested.

L.H.D.

L. D. DENSMORE
Colonel, F A
ADCOS, E/S

To: Economic Section

11 January 1945

1. Of the two officers nominated, Captain Hart is not entirely suitable, but owing to the shortage of experienced port officers, I have not at the moment an alternative nomination to make.

2. Port officers would be under the supervision of the Chief Transportation Officer at Regional HQ; this latter officer will be of field grade.

3. Those appointments are but two of a very large number that will have to be made for the NW; and the whole question of officer requirements is at present under review.

11 Jan 45.

M.B. THOMAS, Colonel,
D/Director, Tn. S/C.

24

To En S/C

1. Do I understand by TP 3 of 23 that you want nothing done now? I W hat should tell C.O.S. - Re Hart vs Worley? Denmore 12/1/45

TO: C O S

Shall I pass on the request about a good officer for Genoa to Estab Sec? I am sure this is necessary. You will probably wish to deal with the other points yourself.

C.W.E. Shipp
Lt. Colonel

7 Dec 44.

2.

I wish the appointment of Major Sullivan to be carefully considered and reasons against the appointment reported to me.

M.S. Iush
Brigadier

7 Dec 44.

above minutes transferred from file 174/10

CSO: to see folio 6 for info. 14/12

See and BU 17/12

15/12

19

C.O.S.

Re 18.

This is in final response to the request of Colonel Feasey for the assignment of Major Gael Sullivan, or an equally qualified officer, as a Port officer for Genoa.

Major Sullivan (folio 10) has been ordered to the US on a special mission. While he is expected to return to this Hq, no definite time can be given.

Accordingly, alternate names of qualified officers are now submitted (see folio 18). Establishment Section will make assignment on your approval.

[Signature]
17/1/45

20

To C.S.O.

Per request CSO, brief personal resumes are presented below on the ~~top~~ officers suggested as possible alternates for assignment to Port of Genoa:

Lt. G.W.E. WARLEY -- E.A. -- (B): Civilian Experience: Banking and foreign exchange, London, Paris, Morocco, 1918-27. Military career: School of Surrey, Lark Hill; passed O.C.T.U., 1940; posted to 3 Surrey Regt, E.A., Oct '40; posted AMG/AC, 2 Oct 44; Transportation S/c (shipping, etc), 6 Oct 44 to present.

Capt GEORGE N. HART, QMC, (A) -- After five years of university study in which he majored in commerce, traffic, and transportation, he worked for the succeeding five years in a civilian capacity handling traffic, management, rates, tariffs,

3.

I wish the appointment of Major Sullivan to be carefully considered and reasons against the appointment reported to me.

7 Dec 44.

A.S. Lush
Brigadier*above minutes transferred from file 17/12*CSO: to see folio 6 for info. *14/12**See and BU 17/12**Noted**18/12*19C.O.S.

Re 18.

This is in final response to the request of Colonel Feasey for the assignment of Major Gael Sullivan, or an equally qualified officer, as a Port officer for Genoa.

Major Sullivan (folio 10) has been ordered to the US on a special mission. While he is expected to return to this Hq, no definite time can be given. Accordingly, alternate names of qualified officers are now submitted (see folio 18). Establishment Section will make assignment on your approval.

*12/11/45*20To C.S.O.

Per request CSO, brief personal resumes are presented below on the ~~two~~ officers suggested as possible alternates for assignment to Port of Genoa:

Lt. G.W.E. WARLEY -- R.A. -- (B): Civilian Experience: Banking and foreign exchange, London, Paris, Morocco, 1918-27. Military career: School of Surrey, Lark Hill; passed O.C.T.U., 1940; posted to 3 Surrey Regt, R.A., Oct '40; posted AMG/AC, 2 Oct 44; Transportation S/c (shipping, etc), 6 Oct 44 to present.

Capt GEORGE N. HART, QMC, (A) -- After five years of university study in which he majored in commerce, traffic, and transportation, he worked for the succeeding five years in a civilian capacity handling traffic, management, rates, tariffs, and reconignment work in land, sea, and air traffic. From his entry on extended active duty in April 1941 to November 1943 he was assigned to various POE units as property, port control, and traffic officer. Since assignment to AC/AMG in Nov 43 he has been with the Transportation S/c handling port control and water shipping activities.

Of the two officers proposed by Transportation S/c it is believed that Capt Hart possesses the best general background for this assignment.

12/11/45

0 6 3 9

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5606 82

90

12 March 1946.

My dear Mr. Key:

Thank you for your letter of March 8th with regard to the problem of control over Allied seamen in the port of Genoa.

I shall inform you as soon as possible of the action or recommendations that the Allied Commission may make.

Very truly yours,

ELLELY W. STONE
Rear Admiral, USNR
Chief Commissioner

Mr. David McK. Key,
Charge d'Affaires a.i.,
American Embassy,
Rome.

50/3.

see 791-102

5459A

0640

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E.C.
For buy
S/L
MM
16

5606 58

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

89

AMERICAN EMBASSY

Rome, Italy, March 8, 1946

My dear Admiral Stone:

I am enclosing copy of a letter which the Embassy has received from the American Consulate General in Genoa, dated February 26, 1946, regarding the problem of smuggling and theft in the port of Genoa, and the necessity of control over Allied seamen in order to combat this problem.

I would be grateful if you would bring the Consul General's comments to the attention of the proper authorities in the Allied Commission.

Very truly yours,

David McK. Key
David McK. Key,
Charge d'Affaires a.i.

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

Enclosures:

Copy of letter and telegram.

See 90

h. 91 5455

0641

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C O P Y
THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

88

AMERICAN CONSULATE GENERAL

Genoa, February 26, 1946

87

Dear Mr. Kirk:

I enclose copy of my telegram of today's date regarding the anomalous situation respecting Allied seamen which now troubles both civil and Allied Commission officials in Genoa. It also promises to give this Consulate General a lot of unnecessary trouble if it is not cleared up before we begin handling the shipping work as in normal times. It was discussed at a meeting of Allied Commission officials in Genoa last Saturday, at which I and the British Consul General, the representatives of the War Shipping Administration and British shipping, UNRRA, Guardia di Finanza and others were present. It was there decided to recommend to the Allied Commission in Rome with respect to all Allied merchant seamen just what I have asked the Department to do with respect to American merchant seamen entering this port. The meeting referred to was called for the purpose of devising ways of combatting the smuggling and theft in this port which has grown to alarming proportions and which, from all reports, has the hearty cooperation of all seamen (and officers as well?) on Allied vessels that enter this port. My own particular interest is in making it possible to control American seamen in some manner when this office takes over the shipping work. My staff will have all it can do to handle this work under the most favorable circumstances.

It will be greatly appreciated if you can do anything to remedy the situation.

Sincerely yours,

Lester L. Schnare
American Consul General

Enclosure:
Copy of telegram
to the Department of State.

5454

The Honorable
Alexander C. Kirk,
American Ambassador, ROME.

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Copy of Telegram from American Consulate General, Genoa,
to Department of State.

"Control of American and British seamen in Genoa causing trouble because they have same exemption from arrest by civil authorities as Allied military forces and there are no Allied military police in Genoa to control them. Before opening office to handle shipping request arrangements be made either to withdraw merchant seamen's exemption from arrest by Italian civil authorities or to station sufficient Allied military police in Genoa to control Allied seamen."

SCHNARE

5453

0643

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5606
LEADERSHIP
ALLIED COMMISSION
LEADER LIAISON GROUP
C.I.F.

MAR 4 1946

25th February 1946.

REFERENCE : AD/76

SUBJECT : Contravention of Customs Regulations and Black Market activities in the port of GENOA.

TO : Executive Commissioner,
H.Q. Allied Commission.

1. A conference was held on Saturday, 23rd February, 1946 which was attended by:-

- British Consul General.
- American Consul General.
- Representatives of M.V.T. and American War Shipping Administration.
- British Naval Representative.
- U.N.R.R.A.
- D.O.M. South African Forces.
- Italian Navy Representative.
- Italian Port Officials.
- Guardia di Finanza,
- and others.

2. The object of the meeting was to endeavour to arrange some effective means of preventing the extensive smuggling of goods through the port of GENOA, destined for the Black Market.

3. The first phase of these operations is carried out by small boats which go alongside Allied Merchant Ships lying off the Port, where they obtain contraband, and come ashore on the coast outside the port of GENOA. To control this, additional fast motor boats (two at least) are needed by the Guardia di Finanza.

4. The second phase is Italian civilians proceeding on board Allied Merchant Vessels carrying out their Black Market activities on board. Such contraband is later brought ashore by either Italian civilians or members of the crew of the vessels.

5. The Guardia di Finanza have now agreed to place guards at the gangways to check Italian civilians, but they are powerless to deal with Allied Mercantile personnel.

6. The whole problem is a difficult one as much of the perimeter of the port has been badly damaged by bombardment and it is essential therefore that immediate repairs be put in hand to stop up these "rat holes". Until these repairs have been carried out it is obvious that the Guardia di Finanza is grossly under strength.

7. As the representatives of M.V.T. and A.N.S.A. were in full agreement, they have agreed to put in a report to their Headquarters.

5452

TO : Executive Commissioner,
H.Q. Allied Commission.

1. A conference was held on Saturday, 23rd February, 1946
which was attended by:-

British Consul General.
American Consul General.
Representatives of I.W.T. and American War
Shipping Administration.
British Naval Representative.
U.N.R.R.A.
D.A.F. South African Forces.
Italian Navy Representative.
Italian Port Officials.
Guardia di Finanza,
and others.

2. The object of the meeting was to endeavour to arrange
some effective means of preventing the extensive smuggling of goods through
the port of GENOA, destined for the Black Market.

3. The first phase of these operations is carried out by
small boats which go alongside Allied Merchant Ships lying off the Port,
where they obtain contraband, and come ashore on the coast outside the
port of GENOA. To control this, additional fast motor boats (two at least)
are needed by the Guardia di Finanza.

4. The second phase is Italian civilians proceeding on
board Allied Merchant Vessels carrying out their Black Market activities
on board. Such contraband is later brought ashore by either Italian
civilians or members of the crew of the vessels.

5. The Guardia di Finanza have now agreed to place guards
at the gangways to check Italian civilians, but they are powerless to
deal with Allied Mercantile personnel.

6. The whole problem is a difficult one as much of the
perimeter of the port has been badly damaged by bombardment and it is
essential therefore that immediate repairs be put in hand to stop up
these "rat holes". Until these repairs have been carried out it is obvious
that the Guardia di Finanza is grossly under strength.

7. As the representatives of I.W.T. and A.W.S.A. were in
full agreement, they have agreed to put in a report to their Headquarters
asking for a clarification of the standing of Allied Mercantile Marine
personnel. They also agreed that additional fast motor boats are essential
for the Guardia di Finanza.

contd.

See M.35.86

Copy to 4808/sec "Black Market"

Copy to

8. Liaison Public Safety Office has already made a report to H.Q. Alcom on this subject (ref LOR/510 of 2.2.46 and LOR/529 of 20.2.46).

9. It was arranged that closer cooperation between Liaison Public Safety, South African M.P.s, British Naval Representative, Italian Naval Liaison Officer and Guardia di Finanza will be established.

10. In conclusion, it was decided that in order to assist in stamping out the Black Market operations, and to prevent contravention of Italian Customs and Port regulations, action should be taken as follows:-

- a) - If Allied Mercantile Marine personnel still retain their belligerent privileges, a considerable number of additional C.M.P.s and Naval Piquets are needed. It must be pointed out however, that no Naval Piquets or C.M.P.s are available owing to the withdrawal of practically all Naval and Military personnel from GENOA.

OR

- b) - A ruling given as to whether Allied Mercantile Marine personnel are subject to normal peacetime Italian Port and Customs regulations. Doubt exists as to whether these seamen still retain their belligerent privileges.

- c) - Two additional fast motor boats to ensure adequate patrolling are essential for use by the Guardia di Finanza.

I beg to suggest that a strong letter be sent to the relevant Italian Minister, urging the grave necessity that exists for the supply of these boats.

12. The British and American Consul Generals, and representatives of M.V.T. and A.M.S.A. have agreed that the Masters of incoming Allied merchant vessels will be warned that Customs regulations MUST be observed.

Distribution.

Executive Commissioner (3)
Public Safety Sub-Commission (2)
British Consul General, GENOA.
American Consul General, GENOA.

W.E. GEMM,
A.M.S.A. GENOA.
U.N.R.R.A.

V. WURNER - COLES
Lt.Col.
Chief Liaison Officer.

0 6 4 5

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

785017

5606/82/180.

3 Jan. 46.
~~December 1945.~~

82

My dear Mr. Ambassador:

18

With regard to your letter of 11 December concerning the request from the President of the Genoa Chamber of Commerce asking for the rescinding of the regulation requiring that all ships entering the Port of Genoa be provided with degaussing certificates, the Commander-in-Chief, Mediterranean has informed me that he cannot consider this question at the present time pending discussions to be held in the near future by the Commander-in-Chief on degaussing policy in general.

Sincerely yours,

/s/ MILNE W. STONE
Rear Admiral, USNR
Chief Commissioner

H.E. Hon. Alexander Kirk,
American Ambassador,
Via Veneto 119,
ROME.

cc: ^{Chief} Executive Commissioner.
Navy Sub-Commission.

5451
14. 1/3
P. 92

0 6 4 7

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

785017

(51)

COPY

NAVY SUB COMMISSION ROBE (R) FOIL RHO GENOA C IN C MED
RESTRICTED

YOUR 211035A THIS CANNOT BE CONSIDERED UNTIL CERTAIN DISCUSSIONS ON
DSC POLICY IN GENERAL HAVE BEEN COMPLETED.

-----221550ABEGBER-----

REF....CANCELLATION D/G CERTIFICATES FOR SHIPS ENTERING GENOA.

T/P. P/L
DIST. 0-5 17 25 RSC(4) ICG.

OR 1837 PAG.D. 23/12

5450

0 6 4 8

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

785017

3606 46

79

14 December 1945.

DEC 1 1945

My dear Mr. Ambassador:

Thank you for your letter of 11 December regarding the request from the President of the Genoa Chamber of Commerce asking for the rescinding of the regulation requiring that all ships entering the Port of Genoa be provided with degaussing certificates.

Sincerely yours,

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

H.E. Hon. Alexander Kirk,
American Ambassador,
Via Veneto 119,
Rome.

cc-Exec Comm.
Navy S/C

see 1780 + 83.

See 82.

5449

(171535)

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

785017

78

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Rome, Italy, December 11, 1945.

Dear Admiral Stone:

I am attaching hereto copy of a letter from the American Consulate at Genoa enclosing a memorandum to the Provincial Allied Command from the President of the Genoa Chamber of Commerce asking for the rescinding of the regulation requiring that all ships entering the Port of Genoa be provided with de-gaussing certificates. The enclosures are self-explanatory and I am communicating them to you for whatever action you deem appropriate.

Sincerely yours,

(s) Alexander Kirk.

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

Enclosure: Copy of letter from
American Consulate General.

5418

0650

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

C O P Y

American Consulate General

Genoa, November 29, 1945

The Honorable Alexander Kirk
American Ambassador
American Political Advisor
Rome (Caserta)

Sir:

The enclosed copy of a request addressed to the Allied Military Government of Genoa, dated November 27, 1945, has been sent to me by Dr. Francesco Manzitti asking that I do anything I can to support it. He has also discussed the matter with me personally.

In view of the practical clearance of the Port of Genoa from all mines deposited by the German troops and of the complete clearance of the entrance and of that part of the port which is used for the repair of vessels, it would seem that vessels might be brought to this port for repairs without unnecessary risks even though they may not be equipped with protection against magnetic mines. Repair jobs of this kind provide employment badly needed in this port and will be particularly helpful in the efforts that are being made by all classes in Genoa to recover a reasonable measure of its former activity and prosperity.

Under these circumstances, I shall be glad if the Ambassador will do anything he can to see that this reasonable request of the Chamber of Commerce of Genoa is granted.

Respectfully yours,

Lester L. Schnare
American Consul General

Copy:mc

5447

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

785017

76

C O P Y

27 November 1945

AL COMANDO PROVINCIALE

ALLEATO

G E N O V ADecausizzazione Navi

Risulta a questa Camera di Commercio l'esistenza di un provvedimento dal Comando Marina del Mediterraneo, in base al quale le navi non possono entrare nel Porto di Genova se sprovviste del certificato di decausizzazione.

Detto provvedimento, mentre non è giustificato dalla situazione portuale o dall'esperienza della navigazione sulle rotte di sicurezza, compromette soprattutto la ripresa dell'industria delle riparazioni nel Porto di Genova, frustra gli sforzi fatti dalle categorie industriali Liguri per ottenere lo sminamento del Porto ed ostacola il normale svolgimento del traffico.

Si prega pertanto codesto Comando di voler dare il proprio interessamento per la revoca del provvedimento suddetto, e ciò in subordinata ipotesi, almeno, alle navi che sono destinate a Genova per le riparazioni.

Si anticipa vive grazie per quanto codesto Comando vorrà dare onde risolvere la questione in senso favorevole ai vitali interessi del Porto di Genova.

IL PRESIDENTE
(F. Manzitti)

Copy:mc

5446

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

785017

~~SECRET~~

APRIL 29/0930B

FOR INFORMATION ONLY

D/9207
APRIL 30/1840B
ROUTINE

FROM: PORT COMMANDANT GENOA

MAY 1 Rec'd

TO: AFHQ FOR G4 MOV TN FONAM LIGHORN 15TH ARMY GROUP (R) HQ 2 DIST FONAM SICOM

SECRET.

1. Sunday in area between GENOA PAPHOS at present impossible to give accurate estimate of opening of port but following best forecast of cargo ? ? ?
2. Can accept over beach now two coasters, landing craft or ? ? available capacity equal to 12 LC or 2 craft when approaches and anchorages are swept to FONAMS satisfaction.
3. Port entrances completely blocked with exception of possible channel for small M/S estimated time of clearance will be signalled later.
4. Number of quays available for discharge much better than anticipated and should meet plan commitments but no alongside berth until position of submerged wrecks are known.
5. Will signal definite date deep sea ships acceptable in (few?) hours.
6. Consider 6 (fathoms?) for 2 craft now available.
7. Single rail track connects to port area apparently in order as far as 60/80 kilometer north on east route.
8. Local roads passable for heavy traffic.
9. Road and rail exit bridges intact.
10. Water supply intact.
11. Electric supply available.

~~SECRET~~

(Mrs. Roney)

5443

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~~SECRET~~

72

CONTINUATION PAGE 2

D/9207

12. Cannot be certain if source is in enemy hands.
13. Local station damaged and no coal available. Petrol storage tanks in apparently good order. Labour supply adequate.
14. Weather protection adequate for shipping but demolition charges not yet removed from breakwaters.
15. AQUILA blocking basin cement otobro drifted clear during the night.
16. Agreed Port Control Committee. 60 Sub Area pass to Hq 2 District and ALCOM

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
EXEC COMMISSIONER
ECON SEC
PW & U
FILE

5444

~~SECRET~~

0654

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785017

CITE CAS 454

APR 291358B

D/9078

APR 291315B
OP PRIORITY

71

FROM: 15 Army Group

TO : ACTION HQ 92 DIV FOR BRIG CARR, AMG INFO ALCOM FOR LUSH

~~SECRET.~~

FREEDOM state that expected sweeping of mines will permit opening of GENOA for landing craft about 3 May. Landing craft to deliver a daily average of 300 tons of supplies will be available for 5 days total 1500 tons. Any tonnage required after that must be delivered by coaster. Please bid for your requirements of drill supplies direct to FREEDOM through G-4 your division. FREEDOM know requirements by 30 April.

Dist

Info Action - Exeo Comm 2
Info - A/Pres
C.C.
CA Sec
Econ Sec
Tn 2
Food 2
File

seen by EC & CSO

ACTION copy on file 4825/EC

5443

2

TOP SECRET

HQ No 2 District CMT.
1730/TS/31.

10 APR 45

Copy No 22

MINUTES OF MEETING HELD AT HQ NO 2 DIST
3 APR 45 TO DISCUSS THE OPENING OF THE
PORT OF GENOA

APR 12 1945

PRESENT

ATTN

- Brig Sharp (Q Maint)

- Brig de Rho Philipe (Mov & Tn)

- Col Coaker (Mov & Tn)

- Maj Nichols (Q Maint)

- Maj Beagley (Mov & Tn)

- Brig West (OE)

- Col Foster (TA & QMG)

- Lt Col Mordaunt (G301)

- Lt Col Chadwick-Healey (AQMG)

- Maj Hartnell (DAQMG)

- Brig Brunner-Pendell (Comd)

- Lt Col Andrews-Smith (AA & QMG)

- Maj Morrison (DAQMG)

- Col Parks

- Lt Genl Boyd (rep FOWEX)

- Lt Genl Jordan

- Lt Col Macfie

Tn Movement CMT

RN

Allied Commission

HQ 57 Area

HQ No 2 Dist

COMMITMENTS FOR PORT OF GENOA

2. AFHQ stated that, from a mil point of view, holdings in GENOA were to be based on the requirements of the Brit forces in NW Italy only. Target holdings for any base depots at GENOA had now been laid down and had been based on a force of two equivalent divs.

3. Eventual civ requirements in GENOA were for the maint of the civ population in all NW Italy. The target for stock piling of civ sups in GENOA was 60,000 tons and warehouse soon had been bid for on this basis.

4. The commitment for discharge and clearance of coal might eventually reach a figure of 3000 tpd.

5. Neither Brit nor US Air Forces had expressed any intention of developing GENOA as an air base. It was extremely unlikely that any such development would be required. Subsequent to the meeting, the RAF confirmed that staging post facilities would be required at GENOA.

6. The Royal Navy did not intend to use GENOA as a naval base, but it would be used by the Ministry of War Tpt for the repair of ships, and this commitment might become substantial.

USE OF PORT FACILITIES

7. Mil responsibilities for the port had been defined by AFHQ as follows:-

(a) Repair of the port to enable 3000 tpd to be discharged and cleared.

(b) Discharging and clearing 2000 tpd, which would incl the maint of the mil forces in NW Italy.

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

- ABHQ
 - Brig Sharp (Q Maint)
 - Brig de Philipe (Mov & Tn)
 - Col Coaker (Mov & Tn)
 - Maj Nichols (Q Maint)
 - Maj Beagley (Mov & Tn)
- HQ No 2 Dist
 - Brig West (CE)
 - Col Foster (DA & QMG)
 - Lt Col Mordaunt (GSO1)
 - Lt Col Chelwyck-Healey (AQM)
 - Maj Hartnell (DAQMG)
- HQ 57 Area
 - Brig Brunner-Bendall (Comd)
 - Lt Col Brownsmith (AA & QMG)
 - Maj Morrison (DAQMG)
- Tn Movement CMF
 - Col Parks
- RW
 - Lt Col Boyd (reg RONAM)
- Allied Commission
 - Col Jordan
 - Lt Col Macfie

COMMITMENTS FOR PORT OF GENOA

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5442

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 - (a) Repair of the port to enable 3000 tpd to be discharged and cleared.
 - (b) Discharging and clearing 2000 tpd, which would incl the maint of the mil forces in NW Italy.
 - (c) Controlling and co-ordinating all discharge and clearance up to a total of 5000 tpd.
8. It was agreed that the potential capabilities of the port were greatly in excess of the total tonnage requirements. This being so, it was agreed that, if necessary, it might be practicable to use a portion of the port for the siting of depots. In carrying out the first recce and preparation of the second key plan, port facilities would automatically be given priority over requirements for depots.

.../2

179

Until such recon, it was not possible to say which part of the port would be used for the discharge of ships.

9. In view of the probable use of GENOA for repair of ships, all fitting-out shops in the port would be res for this purpose if the Navy stated after the first recon that they were capable of being so used.

RAILWAY RECONSTRUCTION.

10. On present plans one rly constr and maint gp HQ and two rly constr oys would be available for work in NW Italy, subject to other higher priority commitments in North Italy. It would not be possible to state whether the eventual rail exit from GENOA would be to the East or to the West of the Torrenate POLCEVERA until a recon had been carried out.

11. Mil tonnages to be moved on rail from GENOA would be small. All dops had, however, been sited on the first key plan so that they could be rail served, or would be easily accessible to rail.

12. The tn stores dep had been planned to deal with a daily output of 400 tons, although from time to time the daily intake from ships discharging would be considerably higher. This dep must be rail served and, since the whole development of GENOA would be largely dependent on rapid rly reconstr, it must be given higher priority during the first recon of the port.

INITIAL SEA LIFTS INTO GENOA.

13. It was probable that eight LCLs and ten LCI(L)s would be made available for initial sea lifts of personnel and stores to GENOA. AMHQ would also try to arrange for the provision of up to eight LSTs when the time came.

14. It was stated that the Royal Navy estimated that it would be possible for the first flight of landing craft to arrive at GENOA about three days after the assault sweep began. It should also be possible to discharge coasters offshore about one week later. POMM subsequently estimated that the assault sweep would take about a week.

15. The following programme was outlined by AMHQ :-

- D - Arrival at GENOA of craft carrying personnel and vehs.
- D+7 - Commencement of discharge offshore of two coasters (capacity 3000 tons)
- D+11 - Commencement of discharge offshore of further two coasters (capacity 3000 tons)
- D+15 - Commencement of discharge offshore of further two coasters (capacity 3000 tons)

The maint of any party going into GENOA by sea should be carried out by sea and should not become an additional commitment on the rd L504 9.1 HQ No 2 Dist would be responsible for co-ordinating all bids for tonnages within the 9000 tons coaster programme outlined above.

16. It was stated that the present long term tonnage allocations for GENOA were based on an estimated port capacity at 1 Jun of 3500 tpd and that the average tonnage discharge for Jun would be 4000 tpd

Subsequent Note.

(These figures are actually based on the present estimate of the tonnages that can be handled through the port, and not on previous long-term allocations.)

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Subsequent Note.

(These figures are actually based on the present estimate of the tonnages that can be handled through the port, and not on previous long-term allocations.)

Working on these figures, AFHQ stated that the port repair targets would be as follows :-

- 1 Jun - Port to be capable of 4000 tpd
- 1 Jul - Port to be capable of 6000 tpd
- 1 Aug - Port to be capable of 8000 tpd

The estimated port capacities were reconsidered each month and, if the occupation of NW Italy was likely to be delayed, they would be readjusted. In such an event the port repair targets would be put back correspondingly. The next monthly reconsideration would be approx 20 Apr, and AFHQ agreed, in conformity with present practice, to inform No 2 Dist of any alterations made then or subsequently.

0659

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

MISCELLANEOUS.

17. It was agreed that the bills made by No 2 Diet for a staging camp for 5000 and a transit camp for 3000 at GHICA were reasonable and should adequately cover the personnel commitment in the port. The opening of a rail line from NW Italy into FRANCE was on a very low priority, but would depend at the time on the extent of damage to the frontier routes.

18. It was re-affirmed by AMHQ that all responsibilities for the discharge of tonnage in excess of 2000 had more those of control and co-ord only. Allied Commission would be responsible for the provision of top and lab for all discharges in excess of 2000 tons.

R.D. Foster
Colonel,
DA & QMG.

DISTRIBUTION

AMHQ 9 (Mint)
57 Area
59 Area
151 Sub Area
Tn Department CEF
FOMAM (Comd Post)
FOMAM (Main HQ)
NOLC Party 'JIG'
EC Allied Commission
Col Coaker (Mov Dist Italy)

Copy No.

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DA & QMG

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Lab
War Diary
Specs

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Rec List - 12 April 45

EX COMMA 5440

ECON SEC (23)

RE, LUGGIA
REC (24-25)

R. D. Foster
Colonel,
D. A. C. G. E.

$$\frac{1}{\sqrt{2\pi}} \int_{-\infty}^{\infty} \frac{e^{-itx}}{1 + itx} dt = 0$$

59 1202

The Incident

PCHEM (MOL-22-110)

The All of Combinations

100

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245-55

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40-171

Ex. Comm. 5440

CON. SEC (23)

Re, LINDURA
Rec
(24-25)

0661

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

785017

SECRET *5006*OS 110
MAR 29/0025D/6415
MAR 30/1020
ROUTINE

MAR 30 1945

Q DISTRO

AFHQ INFO: 57 AREA ALCOM.

SECRET.

For Q MAINT confirming conversation CLARE HARTWELL.
 Agree conference this Hq 1000 hrs 3 April to discuss first key
 plan GENOA. COMD 57 AREA and REP ALCOM will be attending. For 57 AREA
 conversation HARRISON-HARTWELL refers. For ALCOM conversation HOWELL-
 HARTWELL refers.

*Lido di Roma*DIST

ACTION - ECOM SEC 4
 INFO - A/PRESIDENT
 CHIEF COMMISSIONER
 EX COMM
 FILE

FOR INFORMATION ONLY



5439 M 65

SECRET

0 6 6 2

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

785017

61

SECRET

Ref. 5606/61/EC

Tel. 451

24 March 1945

SUBJECT: Port of Genoa Planning.

TO : V.P., Economic Section.

Copy of MEMO 131-15 of 15 Feb is submitted for your
information and guidance.

JCP
4 Chief Staff Officer,
To Executive Commissioner.

5438

0663

785017

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

60

Office of Flag Officer,
Northern Area,
Mediterranean.

At NAPLES. 15th February, 1945.

MAR 24 1945

SECRET.

No. FORM 131-15.

THE NAVAL OFFICER-IN-CHARGE, PARTY "JIC".

(Copy to: The Allied Commission North West Italy

Co-ordinating Committee.

The General Officer Commanding, No. 2 District.

The Commander, 57th Area.

The Regional Commissioner, Liguria.)

PORT OF GENOA PLANNING.

At a meeting held in Rome of the North West Italy Planning Committee, attended by the Chief of Staff to the Flag Officer, Northern Area Mediterranean, the following points of particular interest to the Naval Area Party designated for Genoa were noted and are passed to you for information. Any further details which require your attention will be forwarded to you and the full minutes of the Meeting are received.

1. Preference is to be given in captured ports, when engaging Italian labour, to the employment of patriots, and all such demands for labour will be co-ordinated at the Provincial Headquarters of each province.
2. No guards on warehouses or stores can possibly be provided from the Carabinieri. The Naval Officer-in-Charge is required to state now if he anticipates requiring any personnel from the Italian Army to be employed in such duties to guard Naval stores or warehouses.
3. Assurance was given that the Naval Provost Party of Royal Carabinieri would provide patrols to work in conjunction with the Carabinieri in the 437
4. It was agreed that the clearance of land-mines was an Army responsibility, and that no Naval assistance can be given owing to the withdrawal of all Royal Marine Engineers from the area. A uniform system of reporting and marking established mined areas would be considered, of which the Naval Officer-in-Charge will be informed and to which strict adherence will be necessary.
5. The Naval Officer-in-Charge, Party "JIC", is to pass as soon as possible to 57 Area for the final concurrence of No. 2 District his recommendations for all buildings on Naval account to house the Naval Port Party and to necessary space for stores and workshops.
6. A meeting to discuss all questions concerning the employment of labour, registration and the scales of wages to be paid, will be convened at a very early date by No. 2 District, to which the Naval Officer-in-Charge will be required to send a representative.
7. It was stated that no electric power would be available in Genoa from the source of supply in the North of Italy. A floating power station capable

MAR 24 1945

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6. A meeting to discuss all questions concerning the employment of labour, registration and the scales of wages to be paid, will be convened at a very early date by No.2 District, to which the Naval Officer-in-Charge will be required to send a representative.

7. It was stated that no electric power would be available in Genoa from the source of supply in the North of Italy. A floating power station capable of developing 50,000 Kilowatts at 50 cycles was being prepared, but it could not be made available before June 1945. Apart from the supply from the Electric Ark already earmarked for providing the port area, it can be anticipated that submarines for the supply of current to the town will be necessary and when details of the quantity so required are received from the Regional Commissioner, Liguria, steps will be taken by the Flag Officer, Northern Area Mediterranean, to make these submarines available.

0665

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

785017

8. With reference to the figures given for the imports of coal, it was stated that the plan was made in anticipation that there would be imports of coal into the port for the first 3 days after capture, and which period the necessary supplies would have to be obtained from the remaining in the port or area, and that the imports of coal during second 30 days, or as soon after the port was opened as possible, would be 30 tons per day.

S. Hammond, M.D.

FOR INFO. ADMIRAL.

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MAR 16 1945

7/17/3

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
14th March, 1945.

TOP SECRET

Head, COMSOP/3
THE FLAG OFFICER NORTHERN AREA MEDITERRANEAN.

(Copies to:-

- Headquarters Allied Commission.
- Regional Commissioner, Liguria.
- The Flag Officer Taranto, Adriatic and Liaison Italy.
- The Flag Officer Liaison Italy (Rome). — Navy S/C
- The Naval Liaison Officer 15th Army Group.
- The Naval Officer-in-Charge, Leghorn.
- The Naval Officer-in-Charge, Naples Area.
- The Naval Officer-in-Charge, Party "JIG".
- The Naval Officer-in-Charge, Party "ITEM".
- Monsieur le Prefet Maritime, Troisieme Region.
- The Commando Liaison, American-British.
- The Captain Minesweeping, Mediterranean.)

CIVIL SUPPLIES TO LIGURIA

In reply to your letter FOMAM 131/15 of 6th February, 1945, although it is appreciated that the early distribution of food in LIGURIA will be a matter of political importance, the view at present held by Allied Force Headquarters is that the opening of the Port of GENOA is the primary consideration. If practicable, other ports in the Gulf of LIGURIA will be opened, either before, or concurrently with, or after the opening of GENOA, always provided that the primary object is not prejudiced.

2. It is pointed out that the problem at the Northern end of the ADRIATIC both as regards minesweeping and salvage is greater than that in the GULF of GENOA. It is regretted that no further resources other than the minesweeping forces given in paragraph 3 can there be made available.

3. With reference to Appendix "A" of your letter 131/15 of 6th February, and also to your letter No. FOMAM 518.19 dated 19th February, the following Minesweeping forces and auxiliary craft are allocated to your area:-

- (a) The 12th Minesweeping Flotilla including 4 Tacklayers and store ship PROBUCI to arrive in your area by 1st April, 1945.
- (b) Motor Minesweepers 180 and 58 to rejoin 114th Motor Minesweeping Flotilla.
- (c) Three Walrus aircraft and/or 1 United States Navy Blimp.
- (d) The 44th Minesweeping F.L. Flotilla.

(6 copies)

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

ALLIED FORCE HEADQUARTERS,
14th March, 1945.

Mod. 3028/47
THE FLAG OFFICER MEDITERRANEAN AREA HEADQUARTERS.

(Copies to:-

Headquarters Allied Commission,

Regional Commissioner, Liguria.

The Flag Officer Taranto, Adriatic and Liaison Italy

The Flag Officer Liaison Italy (Rome). *--- Navy 5/8*

The Naval Liaison Officer 15th Army Group

The Naval Officer-in-Charge, Legation

The Naval Officer-in-Charge, Naples Area

The Naval Officer-in-Charge, Party "JIG"

The Naval Officer-in-Charge, Party "ITEM"

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- (b) Motor Minesweepers 180 and 58 to rejoin 114th Motor Minesweeping Flotilla.
- (c) Three Walrus aircraft and/or 1 United States Navy Blimp.
- (d) The 44th Minesweeping M.L. Flotilla.
- (e) The United States Navy T.M.S. Unit (6 ships).

/The forces in

see M 55 to 58

3435

No

PAGE TWO OF THE COMMUNIQUE IN CHIEF, MEDITERRANEAN'S LETTER
NO. MED.00384/4 DATED 14th MARCH, 1945.

The forces in (a), (d) and (e) are being made available when required and are employed elsewhere in the meantime.

Minesweeping L.C.V.(P)s are not available other than the 5 ex-United States Navy craft in the South of France and consideration should be given to the use of Italian M.P.V.s for dealing with shallow mined mines in harbour entrances or approaches. To assist in avoiding shallow minefields, where possible extensive aerial reconnaissance up the channel that it is proposed to sweep, is recommended.

4. The provision of a British Naval Liaison Officer and Communication staff for temporary duty with French F.M.S. was approved in Mediterranean Letter No. Med.45/621/6/34 of 14th December, 1944. This party will be appointed as soon as a suitable officer becomes available.

5. No British naval personnel are available in addition to the Port Parties already formed and it is understood that no British R.E. or Italian Army Engineers will be available to open any other LIGURIAN Ports simultaneously with GENOA. It will, therefore, be necessary to form Italian Port Parties for these ports.

The stores for these Port Parties can be provided from wall sets already made up and can, if necessary, be increased at a later date.

5434

Admiral

For ADMIRAL

SECRET

HEADQUARTERS
15TH ARMY GROUP

16 February 1945

Ref:- 105/G-3 Spec Ops

SUBJECT: Anti-Seacore in GENCA.

TO : 10 Det. No. 1 Special Force.

1. You recently forwarded to this Headquarters the substance of an inquiry from LT. COL. McMULLEN regarding specific targets in GENCA which should be protected from destruction by the enemy. C in C Med. was queried on these points and replied by describing the following targets in descending order of importance:

- (a) The block-ship "AQUILLA" to be sunk in her present moorings as soon as possible.
- (b) What is the position and extent of sea mines, etc in the harbor?
- (c) ETHIOPIA and ARITHIA quays to be protected from demolitions.
- (d) LANTERNA lighthouse and surrounding buildings to be protected from destruction.
- (e) Enlist the services of requisite Port officials to obtain periodic reports of activity in and about harbor.
- (f) Large floating crane to be saved from destruction or if that is impossible to be sunk in shallow water and the position marked for future salvage.
- (g) Small craft such as tugs, motor boats, harbor craft, to be sunk in shallow water and the exact position marked.

2. It is desired that LT. COL. McMULLEN be instructed soonest to proceed along the above noted lines, these constituting the strictly naval side of his anti-seacore brief.

John H. Reife Col.
Major-General, GSC
Chief of Staff.

DISTRIBUTION

NLO, 15th Army Group
Chief of Staff, Allied Commission (1)

SECRET

TOP SECRET

Flag Officer,
Northern Area,
Mediterranean

10th February 1945

FEB 12 1945

NO. FOMAL. 131-154

MINUTES OF THE MEETING HELD AT 10.00 O'CLOCK ON 10
FEBRUARY 1945, IN THE ALLIED COMMISSION HEADQUARTERS,
ROME, TO AFFORD AN OPPORTUNITY FOR NAVAL MILITARY
COMMANDERS TO DISCUSS THE DETAILS OF THE OPENING
OF THE PORT OF GENOA.

PRESENT.

- 1). The Flag Officer, Northern Area, Mediterranean.
Rear Admiral J.A.V. Morse, C.R. CES, RSC., - Presiding.
- 2). No. 2 District.
Colonel D. Logan-Gray, CES, M.C., General Officer Commanding.
Major C.R. Hartness.
- 3). Allied Commission.
Brigadier M.S. Lush - Chief of Staff.
Lieut-Colonel Fenney - Regional Commissioner Liguria
Region.
Lieut-Colonel Morley-Fletcher - Secretary, North-Western
Italy Planning Committee.
Commodore G.I. Warren - Naval Sub-Commission.
Captain H. St. John Butler, U.S.N. - Navy Sub-Commission.
Capt. of Lieut-Colonel J.A. Jenny - Public Works and
Utilities Sub-Commission.
Major James - Regional Transportation Officer, Liguria
Region.
Major Talbot - Staff Officer, Office of the Chief of Staff.
Major C.P.B. Colson, R.A., - Port Construction Officer,
Liguria Region.
Major F. W. Tooby, R.A., - Economic Section.
Mr. H. Cleveland, Executive Director, Economic Section.
Mr. Crooks - Ports & Warehouses Division, (Transportation
Sub-Commission).
Mr. G. Cross - Planning Staff, (Transportation Sub-
Commission).

- 4). Engineers.
Brigadier West - Chief Engineer, No. 2 District.
Lieut-Colonel J.A.B. Grylls - S.C.R.E. to C.S. 2 District
Lieut-Colonel G. Hancock, OBE. - 10 C.R.F.

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- 4). Engineers.
Brigadier West - Chief Engineer, No. 2 District.
Lieut-Colonel J.A.B. Grylls - S.O.P.E. to C.E. 2 District
Lieut-Colonel G. Hancock, OBE, - I.O. C.R.E.

(H.A. 1000)

PAGE - 2 -

5). 57 Area.

Brigadier J.G. Bruner-Randall CBE - Commander.
Lieut-Colonel C.P.W. Orchard, OBE.

6). C-4 Movements & Transportation, AFHQ.

Lieut-Colonel J.A. Balfour, R.E., - Port Commandant,
Genoa.

7). Ministry of War Transport.

Mr. R.F. Fairley, Deputy M.W.T. Representative (N.W. Italy).

8). ROYAL NAVY.a). Royal Marine Engineers.

Lieut-Colonel Mahoney, R.E.

2). Naval Liaison Office, 15th Army Group.

Captain A.L. Bosant, R.N.

3). Salvage.

Captain W. Rippon, OBE, RMVR, - Deputy Principal

Salvage Officer, Mediterranean.

Lieut-Commander G.A.J. Gifford-Young, RMVR, Assistant

Fleet Salvage Officer, Mediterranean.

Lieut-Commander W.S. Palmer, RCMVR, Port Salvage
Officer, Genoa.

4). Sea Transport.

Commander Flint, R.E.A. - Sea Transport Officer, Genoa.
(Representative also Principal S.T.O. Mediterranean)

5). Works, etc.

Electrical Commander L.E. Hoggan, OBE, R.N.

Principal Base Electrical Officer, Mediterranean.

Commander (SP) T.F. Bell, R.N.R. - Officer-in-Charge
of Works, Northern Area, Mediterranean.

- 6). Naval Officer-in-Charge, Genoa.

Commander S.A. Brooks, OBE, R.N. - N.O.I.C.

Lieut-Commander Combe, R.N. - Chief Staff Officer.

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7). Advanced Naval Intelligence Unit.

Lieut. Sullivan, R.N.R. - Intelligence.

Lieut. Spangler, R.N.R. - Intelligence.

8). Staff of Flag Officer, Northern Area, Mediterranean.

Captain R. Kemmersley-Johnston, M.V.O., O.B.E., Chief of
Staff.

Commander J.S. Sharp, OBE, R.N.R. - Naval Control Ser-
vice Officer, Northern Area, Mediterranean. (Staff
Officer, Merchant Shipping).

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

PAGE THREE

Lieut-Comander J. A. Hill, USN, R. D. R. V. A. - Staff
Minesweeping Officer.

Lieut-Comander H. A. Carson, R. V. A. - Staff Officer (Plans)
Lieutenant J. H. Page-Wood, R. V. A. Staff Officer ('Q').
Lieutenant (S) J. I. Hudson, R. V. A. Assistant Secretary.

Rear Admiral Morse opening the meeting stated that the discussion was secret and gave the object of the meeting as laid down in the Flag Officer Northern Area Mediterranean No. FORM 131-15, dated 7 February 1945.

2. Admiral Morse read over Allied Force Headquarters Memorandum No. AG 323/061 GNS-O dated the 25th of January 1945, which placed the day to day unloading target for the Port of Genoa at 8,000 tons. He stated the meeting would assume that the division of responsibility as regards Genoa would be in accordance with Mediterranean Secret General Order No. 151 and Confidential Admiralty Fleet Order 1944/43. Naval Liaison Officer, 15th Army Group, stated that the target figure of 8,000 tons per day was being queried by 15th Army Group Headquarters, and that in the first instance the unloading figure of essential food stuff and supplies would be in the nature of 1,500 tons per day.

3. Admiral Morse pointed out that Leghorn was capable of expansion and would continue to work while Genoa was being developed.

4. Details of officers, men and vehicles of the Naval party for opening the port were given at the meeting, after which should be added 230 Royal Marine Engineers and equipment and No. 2 IIRU (Mobile Land Repair Unit). Existing Naval plan was on the assumption that the entry to the port would be made by road and the Naval party was completely equipped for this move, being divided into two sections; one, a small advance party which would enter the port as soon after capture as possible, and two, the main party, to be called forward when required. Latest information is that the Royal Marine Engineers mentioned above will not be available in this theatre after the end of March 1945.

5. Colonel Logan-Gray stated that he had attended a meeting last week at 15th Army Group Headquarters, at which plans for future moves were discussed and from which he gathered that the move of the main body of the Army after the capture of Bologna would be to the northward and that any move to the west to capture Genoa would be subsidiary. However, detailed plans are in the course of preparation at 15th Army Group Headquarters and no definite statement as to how Genoa will be approached can be made at this stage. R.O.C., 15th Army Group confirmed this. Colonel Logan-Gray agreed with the naval estimate

PAGE FOUR

that the coast road from Svezia to Genoa would be impossible and that in the event of no seaward attack, the only other possible entry was by Route 9. There appeared every possibility of Genoa being converted into an isolated fortress by the enemy and that until the main battle around Poligna had been decided, no force could be available to be diverted for the capture of Genoa. It was generally agreed that in this event, it was desirable to switch naval sweeping and salvage forces to open Savona.

Port

6. Entry into Genoa by Brigadier 57th Area/Commandant and Naval Officer-in-Charge to be simultaneously agreed. In the absence of any direction to plan the entry from seaward, all subsequent discussion was on the assumption that the entry would be over-land.

7. Lieutenant-Commander Hill, Staff Mine-Sweeping Officer, called upon to outline mine-sweeping plans:-

Mine Sweeping:

(a) Intentions-Mine Sweeping Force, assembles at Leghorn, consisting of 1 Fleet Mine-Sweeping Flotilla and a large number of small mine sweeping craft; this force proceeding to Leghorn and remaining in that area during mine sweeping operations. This entails an additional force of supply and attendant vessels remaining at sea in the Genoa area for some days. The whole operation thus depends upon suitable weather. It is anticipated that defensive mine fields extend approximately 10 miles seaward. Past experience has proved that the general practice of the enemy has been to lay additional concentrated mine fields in a haphazard manner in the immediate vicinity of the port. It is not anticipated that mines will be found outside 10 miles. It will be necessary to carry out sweeping for -

- (a) shallow moored mines,
- (b) deep moored mines,
- (c) ground mines.

5428

The shallow moored mines and all ground mines laid haphazardly in the vicinity of the port are the most difficult to sweep. All these operations have to be done separately. It is hoped to cut a channel through and to establish an anchorage in approximately 7 days. Minesweeping inside the port will take at least 1 month, taking into consideration the probability of delays and the impossibility of carrying out salvage operations concurrently. The estimated area to be swept inside the port is approximately 3 square miles - a heavy commitment.

(b) Intelligence. All possible local information, with reference to mine laying by the enemy is required from local inhabitants, such as fishermen, pilots, etc., - this point cannot be too strongly stressed.

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- PAGE FIVE -

8. Captain Rippon, ZMR., was called upon to give an estimate of the time required to open the port from the point of view of salvage. Captain Rippon stated he had available to him, all the craft and equipment at present working on the west coast of Italy and in the south coast of France. An estimate of the time required to provide an entrance and berths for Liberty Ships was almost impossible to give because at this stage one was unable to forecast what degree of destruction would have to be dealt with. If the problem was more serious than had been met with in other ports opened to date, such as Lechorn, Marseilles and Toulon, it should be possible to complete clearing an entrance for Liberties from 20 to 30 days after the approaches were swept clear of mines. He stressed that the work inside the port for salvage and minesweeping had to be co-ordinated and that both could not go on together. Faced with the worst possible state of circumstances, it might be anticipated that it would take from two to three months to clear the port.

9. Discussion took place on estimates of time during which Deputy Principal Salvage Officer stated that it should be possible to pass shallow draft landing craft into the port at a much earlier date than the final clearance for Liberty Ships but that he must allow a period of 14 days.

10. In answer to question by N.C.I.C. N.P. S/W.O. stated he had plenty of equipment to open both the Eastern entrance to the harbor and the Western portion of it at the same time. If salvage equipment was diverted from Genoa to Savona, Imperia or any other subsidiary port, the completion of the work at Genoa would be delayed.

11. Agreed that Genoa must be the Number One consideration under the present plan. Minesweeping at Savona could be progressed by sweeping a channel up to the port at the same time as the sweeping inside Genoa was being done.

12. Admiral Morse stated that if Genoa was impossible ~~3427~~ approach he was prepared to divert the minesweeping Force and the port ear-marked for Genoa to open Savona.

13. The Commander, 57 Area stated there was a limit to the number of port working parties available from the Army and the CRE commented that there was also a limit to the supply of bridging material and he had reserved sufficient men and equipment for opening Genoa so that the commitment of opening Savona at the same time presented a real problem unacceptable to the Army.

14. The Staff Officer (10) on the staff of POMAN gave the following details of harbor craft ear-marked for Genoa. (1) Borthing tugs are ear-marked for Genoa but as they are purely naval I will not bother the conference with their names except to say that as far as was possible they will be English manned.

(2) At a conference at Caserta (whose decisions are thought still to be in force) on 30th November 1944, it was decided that the following harbor craft would be used in the opening the operation of Genoa:

- (a) 6 Tugs, 3 of which are now at Leghorn, 3 of which are now at Civita Vecchia and the last one on passage to Leghorn.
- (b) 20 BCLs which are at present at Naples.
- (c) 60 barges - 30 of which would be Gunboats which are to be towed to Genoa and 30 of which would be Mincas which would be shifted unasssembled in Liberty Ships and assembled in Genoa. (In view of this, Mincas cannot be expected to be available for use for quite a considerable time after the fall of Genoa. The remainder of these harbor craft will be available for entry into Genoa as soon as minesweeping and salvage allows.)

(3) Miscellaneous craft are:-

- (a) "Principessa di Piemonte", a dockyard directing ship and Headquarters for N.O.I.C.
- (b) 3 MEVs. Survey Unit (M122), the "Electric Ark" and 4 motor cutters.

It is hoped that some more small harbor craft will be available in the Eastern Mediterranean.

15. Electric supply by the "Electric Ark" and supplemented by submarines would be most necessary in the opinion of all present. Brigadier Lush, Allied Commission, agreed to supply PQMAM with details of electric requirements for lighting for the civilian population over and above that which it is possible for the "Electric Ark" to provide, her capacity being 600 KWPA.

16. Rear Admiral Morse stressed the importance of all small boats and available craft being reported to one central authority for registration which should be the Sea Transport Officer. Colonel Balfour asked if salvage of craft could be undertaken by local salvage firms on behalf of different commands. Admiral Morse stated all salvage, whether conducted by Royal Navy or by civilian firms must be co-ordinated by one central committee.

17. N.O.I.C. asked for provision of floating fire fighting equipment (S.O.(Q) - action).

18. Admiral Morse asked the meeting if there were any other lifts by sea to be anticipated other than those of which we were already aware on naval account. After some discussion, it was agreed that all units other than Royal Navy would inform PQMAM through 57 Area

an estimate of their requirements of such lifts in men, vehicles and stores together with the time schedule under two sets of conditions; namely, (a) the best, when only reconnaissance would be required to be lifted by sea and, (b) the worst, when everyone had to be lifted by this means.

19. Communications: Royal Navy will be self-contained in the first instance for Communications outside of the port by means of W/T. Stated by Colonel Logan-Gray that the communications plan for telephones had been prepared by No. 2 District and included an allocation of a 100 line switch-board to the Navy. Any further requirements of the N.O.I.C. submitted to his Headquarters would be considered.

20. Defence and Security: Naval Plan was based on the assumption that no coastal defense against sea-borne attack would be required. Admiral Morse asked if the Army plan envisaged the provision of AA Defence by means of both guns and smoke. After discussion it was decided that owing to the quantity of stores to be lifted and their dangerous nature no smoke should be provided for the protection of the port, details of AA Defence to be discussed between Brigadier 66th AA Brigade and N.O.I.C.

21. Accommodation: Agreed that N.O.I.C. would inform the Commander 57 Area and G.O.C. No. 2 District of his requirements to cover all eventualities.

22. Agreed that restoration of light and power and water supply are a military responsibility.

23. Labor: Admiral Morse stressed the importance of preparing notices well in advance of entry into the port to be posted up directing labor of various types to report to specific places where registers would be compiled in order to allocate specialized labor into the right channels. Colonel Logan-Gray stated that all labor registration would be dealt with by the Director of Labor (civil) No. 2 District. Further, that the Director of Labor from AFHQ was expected to visit his Headquarters on Monday the 12th, when the policy would be decided upon and the meeting called at an early date to co-ordinate all civilian labor requirements in every branch of the services.

24. Meeting closed.

Copies of these minutes have been distributed to all present at the meeting.

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

Port & Gen

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

(37)

MEMORANDUM:

9 February 1945

1. FONAM meeting will be held at 1000 hrs, Saturday, 10 Feb 45, in the main conference room, HQ A.C.

FONAM Presiding.

2. Those notified by Naval cable to be represented are :

57 Area
R.C. LIGURIA
Port Commandant designate
Party Jig
Port Engineer, LIGURIA
M.W.T. (Salvage)
N.L.O. 15 Army Group

3. Those notified this a.m. to be present and stating they would be in attendance are :

1. Admiral J.Z.Morse	(FONAM)
2. Admiral E.W.Stone	(C.C. AC)
3. Brigadier M.S.Lush	(Exec.Comm. AC)
4. Colonel Feasey	(R.C. LIGURIA)
5. Lt.Comd. Davis	(FOTALI)
6. Lt.Col.Morley Fletcher	Secretary
7. Mr. Cleveland	(rep. Econ Sec. AC)
8. Lt.Col. Balfour	
9. Major Tooby	
10. Major Talbot	
11. Mr. Gross	
12. Mr. Crooks	

} *Tn. S/C Port, Whse, etc 5424*

Port Engr., Liguria (designate) name not available this AM

Joseph C. Rively
Chief Staff Officer, *major*
To the Chief of Staff.

HA 12/2

TOP SECRET

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Port of Genoa

Officer,
Northern Area,
Mediterranean.

36

No. 2044, 131-15.

At RASZNO, 7th February, 1945.

Conf. Room
near 3rd floor

AGENDA FOR A MEETING TO BE HELD IN ROOM 27, FIRST FLOOR
MAIN BUILDINGS ARMED OCCUPATION HEADQUARTERS VIA VIENNA
VIENNA AT 1000 ON SATURDAY 10th FEBRUARY, 1945.

OBJECT.

To afford an opportunity for the Naval and Military Commanders concerned with the opening of the Port of Genoa, and their Staffs, an opportunity for preliminary discussion of problems affecting the operation especially where mutual interests are concerned.

RESPONSIBILITY.

It is assumed that the division of responsibility will be as laid down in existing orders Mediterranean Secret General Orders 151 and Confidential Admiralty Fleet Order 1944/43 which is the same as the instructions issued by the War Office under No. 120, Overseas 207.

DIRECTION.

Log P. 164 dated 29th December, 1944 issued by the Allied Force Headquarters, and A.G. 523/661. G.D.S.-O dated 25th January, 1945 and subsequent amendments are taken as being the basis of the plan.

NAVAL PARTY AND PREPARATIONS.

A Port Party known as Party "JIC" is assembled at Leghorn, consisting of 40 Officers and 227 Ratings. This party is complete with stores and vehicles.

ENTRY TO PORT.

The intention is to move the Naval party by road in two sections. The Advance Party consisting of 14 Officers and 63 men in 25 vehicles should arrive in the port at the earliest possible moment. The main body is to be called forward as required by the Naval Officer in Charge and will consist of 29 Officers, 159 Men, and 75 vehicles.

Information is required as to the route to be taken. The Naval Officer in Charge, Party "JIC" to supply details of the party. Confirm that 4 wheel drive vehicles are earmarked by Army Transport for the lift of Party 5423 if required during winter months.

LAND LINE CLEARANCE.

What forces will be available?
Can an estimate of time to reach port area be given?

MINESWEEPING PLAN.

The Staff Minesweeping Officer to the Flag Officer Northern Area Mediterranean to give a brief outline and estimate of time required.

STAFFS ON PORT.

(1) By Land.
(2) By sea.

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

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DIRECTION.

Log F.164 dated 29th December, 1944 issued by the Allied Forces Headquarters, and A.C.323/061, G.D.S.-O dated 25th January, 1945 and subsequent amendments are taken as being the basis of the plan.

NAVAL PARTY AND FORMATIONS.

A Port Party known as Party "VIC" is assembled at Leghorn, consisting of 40 Officers and 227 Ratings. This party is complete with stores and vehicles.

ENTRY TO PORT.

The intention is to move the Naval party by road in two sections. The Advance Party consisting of 14 Officers and 68 men in 25 vehicles should arrive in the port at the earliest possible moment. The main body is to be called forward as required by the Naval Officer in Charge and will consist of 29 Officers, 159 men, and 75 vehicles.

Information is required as to the route to be taken. The Naval Officer in Charge, Party "VIC" to supply details of the party. Confirm that 4 wheel drive vehicles are earmarked by Army Transport for the lift of Party 5423 if required during winter months.

LAND RISE CLEARANCE.

What forces will be available?
Can an estimate of time to reach port area be given?

ENGINEERING PLAN.

The Staff Engineering Officer to the Wing Officer Northern Area Mediterranean to give a brief outline and estimate of time required.

SURVEY OF PORT.

(1) By land.
(2) By sea.

SUBJECT /

AGENCY AND A LISTING TO BE HELD IN ROOM 27, FIRST FLOOR
NAVY BUILDINGS, ADMIRALTY COMMISSION HEADQUARTERS VIA VICTORIO
VENEZIA 1000 DI SAVOIA 10th NOVEMBER 1945.

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SALVAGE.

Principal Salvage Officer on staff of the Naval Commander in Chief, Mediterranean is to state preparations made and the equipment available.

HAZARDOUS CRAFT.

The Staff Officer (C) on the staff of the Flag Officer Northern Area, Mediterranean is to give details of all craft earmarked and their present location.

BOATS.

All serviceable boats found to be registered with the Sea Transport Officer and their allocation controlled by a joint committee.

LIFTS BY SEA.

Any lifts by sea required other than those projected on Naval account?

COMMUNICATIONS.

The Naval Officer in Charge, Party "VIC" is to state the Naval preparations for W/T Communications and requirements for telephonic communications.

DEFENCE AND SECURITY.

It is assumed that defence from aerial attack will not be required, will the same apply to provision of the A.I. Defence and smoke defence from Air Attack?

Anti-Sabotage measures and security of the Port, Naval, and Military Areas.

ACCOMMODATION.

The allocation of areas in the town for survey of suitable accommodation.

HEIGHT, LOWER AND WATER

MEDICAL ORGANISATION.

ANY OTHER BUSINESS.

ARRANGE FURTHER MEETINGS AS DESIRED.

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TOP SECRET.

Office of Flag Officer,
Northern Area,
Mediterranean

At HALLS, 6th February, 1945.

No. AGOAN.131-15.

CIVIL SUPPLIES TO LIBYIA.

I have been visited by Colonel Peasey and Major James, the former Regional Commissioner Designate for Algeria and the latter his Chief Transport Officer. They visited me to discuss food distribution in Algeria and have made it clear that the Political aspect of a quick distribution of food is considered most important and that the sending of supplies by sea to Gavona, and Imberia will enormously facilitate the distribution in large areas which may otherwise take a considerable time due to difficult and damaged road and rail communications, lack of transport and distances.

2. I am impressed by their arguments and consider that great attention is required on our part to the Political aspect.
3. Our present policy is to direct all our resources on to Genoa but it may well be that greater aid to the large number will be achieved by limited development of smaller ports.
4. The Regional Commissioner is in touch with the British Forces through Liaison officers actually with them and is making all possible arrangements to organise labour in those parts where supplies will be landed, so that if they can be delivered quickly they can be distributed quickly under the supervision of Allied Military Government officers.
5. The extent to which assistance can be given will depend on the availability of labourers, salvagers and the necessary boats to carry the supplies. My staff are actively appreciating requirements and further reports will follow.
6. The intention of this letter is therefore to request that the priorities as affecting the Political issue may be examined with a view to possible modification of the existing plan and the allocation of means to carry it out.
7. In view of the known shortage of manpower and the undesirability of increasing our future commitments in Italy if it can be avoided, it is suggested that Italian Naval parties for some of the minor ports in the Gulf of Genoa might be formed. The formation of such parties for other ports was suggested in the Flag Officer Liaison Italy (Rome) letter No. L.1368/2 dated 9th November, 1944. It is realised that the majority, if not all, the equipment for these parties would have to be provided from British and American sources.

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CIVIL SUPPLIES TO LIGURIA.
(Flag Officer Northern Area Mediterranean letter No. PONAM. 131-15
dated 6th February, 1945.)

Page 2.

TO:-
THE NAVAL COMMANDER IN CHIEF, MEDITERRANEAN. (3 Copies)
(Copies for information to:-

Headquarters Allied Commission. (2)
Regional Commissioner, Liguria. (2)
Flag Officer Tarento Adriatic, Liaison Italy. (2)
Flag Officer Liaison Italy (ROME) (2)
Naval Liaison Officer, 15th Army Group. (2)
Naval Officer in Charge "Party Jig" (2)
Naval Officer in Charge Leghorn (2)

ENCLOSURES.
Minutes of a meeting held at Navy House at 1930 on Saturday 3rd February 1945.
Subject to discuss the supply of food and Civil supplies for the Civil
Population in North Western Italy with Appendix A thereto.

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TOP SECRET.

MEETING HELD AT LANT HOUSE AT 0930 ON MONDAY 3RD FEBRUARY, 1945.

SUBJECT TO DISCUSS THE SUPPLY OF FOOD AND CIVIL SUPPLIES FOR THE CIVIL
POPULATION IN NORTH WESTERN ITALY.

PRESENT: - Capt in Ulammersley - Johnston, R.N., Chief of Staff to Flag
Officer, Northern Area, Mediterranean. Chairman.
Colonel Peasey, Allied Military Government.
Major James, Allied Military Government.
Mr. Ian Campbell, Ministry of War Transport.
Commander Brookes R.N. Naval Officer in Charge, Party Jig.
Commander Sharpe, R.N.R., Naval Control Service Officer to
Flag Officer, Northern Area, Mediterranean.
Commander Flint, R.N.A., Sea Transport Officer to Naval
Officer in Charge, Party Jig.
Lieutenant Commander Combs, R.N., Chief Staff Officer to Naval
Officer in Charge, Party Jig.
Lieutenant Commander Dowdall, R.N., A.B.C. to Naval Officer
in Charge, Party Jig.
Lieutenant Commander Cadzow, R.N.V.R., S.O.(P) to Flag Officer,
Northern Area, Mediterranean.
Lieutenant Commander Hill, R.N.R., S.O. to Flag Officer,
Northern Area, Mediterranean.
Lieutenant Pege-Wood, R.N.V.R., S.O.(Q) to Flag Officer,
Northern Area, Mediterranean.

1. PROBLEMS.

Upon the withdrawal of the Germans from the area under consideration, the population will have to be fed by imports amounting to a total of 6,000 tons per day. At present these supplies are all earmarked to be landed at Genoa, but from there the problem of distribution will become acute on account of the certainty that all lateral roads and railways will be impassable. If it is impossible to get supplies to the civil population along the coast and inland, civil disturbance and unrest will occur. It therefore appears necessary to make preparations to land part of the 6,000 tons at other points to the East and West of Genoa.

The Allied Military Government wish to land up to 100 tons per day at each of Spezia, Savona and Imperia. This proposition was examined from the Naval point of view.

2. NAVAL POSITION.

At present plans are prepared for the opening of Genoa as quickly as possible, and the necessary sweeping, supply and port party are earmarked for this operation. A small reconnaissance party is prepared to enter Spezia by land and the minesweeping forces necessary to open the channel into the port are also ready, but there are no salvage party or equipment or constructional companies earmarked for this port, which it is intended to survey from the point of view of rehabilitation for the repair and docking of Naval vessels only. No other parties, equipment or minesweeping forces are earmarked for any other port in the Gulf of Genoa.

Enclosure. - Capt. in D. Hamersley - Johnston, R.N., Chief of Staff to Flag Officer, Northern Area, Mediterranean. Chairman.
Colonel Peasey, Allied Military Government.
Major James, Allied Military Government.
Mr. Ian Campbell, Ministry of War Transport.
Commander Brockes R.N., Naval Officer in Charge, Party Jig.
Commander Sharps, R.N., Naval Control Service Officer to
Flag Officer, Northern Area, Mediterranean.
Commander Blimp, R.N., Sea Transport Officer to Naval
Officer in Charge, Party Jig.
Lieutenant Commander Combe, R.N., Chief Staff Officer to Naval
Officer in Charge, Party Jig.
Lieutenant Commander Bowstead, R.N., M.A.O. to Naval Officer
in Charge, Party Jig.
Lieutenant Commander Chiswick, R.N., V.R., S.O.(P) to Flag Officer,
Northern Area, Mediterranean.
Lieutenant Commander Hill, R.N., S.A./S.O. to Flag Officer,
Northern Area, Mediterranean.
Lieutenant Page-Wood, R.N., V.R., S.O.(Q) to Flag Officer,
Northern Area, Mediterranean.

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The Allied Military Government wish to land up to 100 tons per day at each of Spezia, Savona and Imperia. This proposition was examined from the Naval point of view.

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3. NAVAL CONSIDERATIONS.

If it was necessary to open all four ports of Genoa, Spezia, Savona and Imperia at one and the same time, a very large increase in the number

of minesweeping.....

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of minesweeping vessels, their attendant supply and maintenance ships, a large increase in the quantity of salvage, mine disposal personnel and equipment and two more port parties would be required. By minesweeping force bent on sweeping the entrance to Imperia would have to have its own train. Minesweeping forces employed on opening up Savona could, however, use the train supplying the forces sweeping into Genoa. Minesweeping forces sweeping into Imperia will be based at Leghorn and no additional supply vessels are required for this commitment.

In order to reduce the Naval commitment to the operations which are most likely to be obtainable, the Allied Military Government representative agreed that it was possible to supply Spezia by land, which would make the necessity for opening this port a matter of lower priority from the point of view of supplying food. Further, he agreed that the opening of Savona for the supply of food was more important than the opening of Imperia.

4. OTHER CONSIDERATIONS.

The problem is complicated by the order in which the ports may fall into our hands. Three points to be taken are as follows:

1. That the German command the role of Italy, Genoa, Spezia and Imperia.
2. That they anticipate the role of Italy, Genoa, Spezia and Imperia.
3. That they anticipate the role of Italy, Genoa, Spezia and Imperia.
4. That they anticipate the role of Italy, Genoa, Spezia and Imperia.

In the event of (1), the opening of Genoa would be the first priority and it is recommended that the opening of Savona be the second priority instead of Spezia. In the event of (2), it is recommended that Savona takes first priority and Spezia second priority. In the event of (3), priorities will have to be decided at the time in the order in which the ports were captured. Under these circumstances, Party "A" will be earmarked to the port of first priority, and Party "B" to that of second priority.

5. SUPPLIES.

The Civil supplies for the Liguria Region for the month of April are already in Leghorn, and it is considered that this port should be the main source of supply until ships loaded with food for civil relief can be taken straight into Genoa. The supplies of Savona must be taken in by Coaster owing to the absence of Schooners on this coast and the difficulties envisaged in obtaining Schooners from other parts of Italy to work on this Coast. In addition, the supplies of 100 tons per day for Imperia must be shipped into Savona until such time as the former port is open, making a total of 200 tons per day at Savona. It is recommended that these supplies for Savona and Imperia should continue to be transhipped into the Coasters from the ocean-going vessels at Leghorn and for this traffic it is estimated 4 Coasters of 1200 to 1500 tons capacity each will be required. The supplies for Spezia will be taken by road from Leghorn. Consideration was given to the possibility of supplying

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...on sweeping the coast...
...use the main supply...
...forces sweeping into Genoa...
...supply vessels are required for this commitment.

In order to reduce the naval commitment to the operations which are most likely to be attainable, the Allied Military Government representative agreed that it was possible to supply Spezia by land, which would make the necessity for opening this port a matter of lower priority from the point of view of supplying food. Further, he agreed that the opening of Savona for the supply of food was more important than the opening of Imperia.

4. OTHER CONSIDERATIONS.

- The problem is complicated by the order in which the ports may be taken over. There appear to be three main possibilities:
1. That the port is opened to the state of Genoa, Genoa, Genoa.
 2. That they evacuate the whole of Italy except Genoa, upon they make a port.
 3. That they continue to fight and we occupy the ports by degrees as they are captured.

In the event of (1), the opening of Genoa remains the first priority and it is recommended that the opening of Savona becomes second priority instead of Spezia. In the event of (2), it is recommended that Savona takes first priority and Spezia second priority. In the event of (3), priorities will have to be decided at the time in the order in which the ports are captured. Under these circumstances, Party "A" will be earmarked to the port of first priority, and Party "B" to that of second priority.

5. SUMMARY.

The Civil supplies for the Liguria Region for September month are already in Leghorn, and it is considered that this port should be the main source of supply until ships loaded with food for civil relief can be taken straight into Genoa. The supplies of Savona must be taken in by Coaster owing to the absence of Schooners on this coast and the difficulties envisaged in obtaining Schooners from other parts of Italy to work on this Coast. In addition, the supplies of 100 tons per day for Imperia must be shipped into Savona until such time as the former port is open, making a total of 200 tons per day at Savona. It is recommended that these supplies for Savona and Imperia should continue to be transhipped into the Coasters from the ocean-going vessels at Leghorn and for this traffic it is estimated 4 Coasters of 1200 to 1500 tons capacity each will be required. The supplies for Spezia will be taken by road from Leghorn. Consideration was given to the possibility of supplying places to the west of Savona from Poulon, but in the opinion of the Allied Military Government representative this would be both impossible on account of demolition of lateral roads and bridges and undesirable on political reasons concerning the export of food from France to Italy.

6. In conclusion it must be emphasised that the plan envisaged in the foregoing, which is drawn up in very broad outline, in no way meets the possible Allied Military Government requirements under the worst set

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of circumstances, but has been drawn up with a view to what is
probably attainable under existing circumstances.

It is considered that the rapid delivery of vital food and
other supplies to the population must be placed on a bigger scale,
that a very considerable increase in the allocation of messengers,
their supporting craft for supplies of fuel, water, food etc., of salvage
parties and equipment of mine clearance and bomb disposal parties
or engineers of port parties must be made.

The accompanying forces and their auxiliary craft required to carry out
the plan are envisaged in this plan and set out in Appendix A.

For command, John

CALMANT, ROYAL NAVY.

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APPENDIX "A"MINESWEEPING FORCES AND AUXILIARY CRAFT REQUIRED.

1. Minesweeping forces to clear the approaches to the ports of Genoa and Savona simultaneously are as follows :-

(a) GENOA.

1 Flotilla Fleet Minesweepers	Fuel Oil--endurance estimate 21 days.
6 T.M.S.	Diesel Oil do 14 days.
6 H.M.S.	Diesel Oil do 21 days.
6 M/S H.Ls.	100 Octane do 3 days.
3 L.C.V. (P).	

(b) SAVONA.

6 T.M.S.	Diesel Oil do 14 days.
6 H.M.S.	Diesel Oil do 21 days.
3 L.C.V. (P).	
6 M/S H.Ls.	100 Octane do 3 days.

(c) GENOA AND SAVONA COMBINED.

4 Doulayers (Trawlers)	Coal do 3 days.
4 Trawlers (Petrol's general use)	Coal do 3 days.

2. Auxiliary craft necessary for the support of the combined minesweeping forces in paragraph 1.

1 L.B.T. with 6 davits and 6 L.C.V. (H) fitted for inshore minesweeping
 5 L.C.I. (1).
 4 L.C.T.
 "HARVISCO" (Fuel and diesel oil).
 "EMPIRE HARP" and one other water boat.
 1 Collier.
 "WELSH COAST" (100 Octane).

3. Vessels required for port opening.

2 Bar Vessels.
 4 Salvage Vessels.

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MAINTENANCE AND SUPPLY.

4. D Day is the day that minesweeping begins.

5. Rates are given relative to D Day, and are based on the assumption that it will be possible to establish a damaged channel and an anchorage in 7 days, and that after that minesweeping in the approaches and the ports themselves will proceed for about two months with no maintenance assistance from the shore.

PROGRAMME AND REQUIREMENTS.

6. D + 2.

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of Genoa and Savona simultaneously are as follows:

(a) GENOA.

- 1 flotilla fleet minesweepers Fuel Oil--endurance estimate 24 days.
- 6 Y.M.S. Diesel Oil do do 14 days.
- 6 M.M.S. Diesel Oil do do 24 days.
- 6 M/S M.Ls. 100 Octane do do 3 days.
- 3 L.C.V. (P).

(b) SAVONA.

- 6 Y.M.S. Diesel Oil do do 14 days.
- 6 M.M.S. Diesel Oil do do 24 days.
- 3 L.C.V. (P).
- 6 M/S M.Ls. 100 Octane do do 3 days.

(c) GENOA AND SAVONA MINESWEEPING.

- 4 Destroyers (Maulers) Fuel
- 1 Travière (general use) Coal do do 9 days.
- 2. Auxiliary craft necessary for the support of the combined minesweeping forces in paragraph 1.
- 1 L.S.T. with 6 davits and 6 L.C.V. (H) fitted for inshore minesweeping
- 5 L.C.I. (L).
- 4 L.C.T.
- "TARVISCO" (fuel and diesel oil).
- "EMPIRE HARP" and one other water boat.
- 1 Collier.
- "WELSH COAST" (100 Octane).

- 3. Vessels required for port opening.

- 2 Bar vessels.
- 4 Salvage Vessels.

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MAINTENANCE AND REPAIRS.

- 4. 15 Day is the day that minesweeping begins.
- 5. Dates are given relative to D Day, and are based on the assumption that it will be possible to establish a damaged shipyard and an anchorage in 7 days, and that after that minesweeping in the approaches and the ports themselves will proceed for about two months with no maintenance assistance from the shore.

PREPARATIONS AND EQUIPMENTS.

- 6. D + 2.
- 1 L.C.I. (L) for mother ship to minesweeping forces at Genoa.
- 1 L.C.I. (L) for mother ship to minesweeping forces at Savona.
- "EMPIRE HARP" water boat to minesweeping forces at Genoa.
- 1 water boat to attend minesweeping forces at Savona.
- "WELSH COAST" (100 Octane Tanker) to supply minesweeping motor launches at both ports.
- 1 L.S.T. with 6 davits and 6 L.C.V. (H) fitted with minesweeping gear for close inshore minesweeping.

13 L.C.V. (H).

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2. L.O. 1. (P) For Honor, 1. L.O. 1. (P) For Honor, which can
be made by the person.

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818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000. 1001. 1002. 1003. 1004. 1005. 1006. 1007. 1008. 1009. 1010. 1011. 1012. 1013. 1014. 1015. 1016. 1017. 1018. 1019. 1020. 1021. 1022. 1023. 1024. 1025. 1026. 1027. 1028. 1029. 1030. 1031. 1032. 1033. 1034. 1035. 1036. 1037. 1038. 1039. 1040. 1041. 1042. 1043. 1044. 1045. 1046. 1047. 1048. 1049. 1050. 1051. 1052. 1053. 1054. 1055. 1056. 1057. 1058. 1059. 1060. 1061. 1062. 1063. 1064. 1065. 1066. 1067. 1068. 1069. 1070. 1071. 1072. 1073. 1074. 1075. 1076. 1077. 1078. 1079. 1080. 1081. 1082. 1083. 1084. 1085. 1086. 1087. 1088. 1089. 1090. 1091. 1092. 1093. 1094. 1095. 1096. 1097. 1098. 1099. 1100. 1101. 1102. 1103. 1104. 1105. 1106. 1107. 1108. 1109. 1110. 1111. 1112. 1113. 1114. 1115. 1116. 1117. 1118. 1119. 1120. 1121. 1122. 1123. 1124. 1125. 1126. 1127. 1128. 1129. 1130. 1131. 1132. 1133. 1134. 1135. 1136. 1137. 1138. 1139. 1140. 1141. 1142. 1143. 1144. 1145. 1146. 1147. 1148. 1149. 1150. 1151. 1152. 1153. 1154. 1155. 1156. 1157. 1158. 1159. 1160. 1161. 1162. 1163. 1164. 1165. 1166. 1167. 1168. 1169. 1170. 1171. 1172. 1173. 1174. 1175. 1176. 1177. 1178. 1179. 1180. 1181. 1182. 1183. 1184. 1185. 1186. 1187. 1188. 1189. 1190. 1191. 1192. 1193. 1194. 1195. 1196. 1197. 1198. 1199. 1200. 1201. 1202. 1203. 1204. 1205. 1206. 1207. 1208. 1209. 1210. 1211. 1212. 1213. 1214. 1215. 1216. 1217. 1218. 1219. 1220. 1221. 1222. 1223. 1224. 1225. 1226. 1227. 1228. 1229. 1230. 1231. 1232. 1233. 1234. 1235. 1236. 1237. 1238. 1239. 1240. 1241. 1242. 1243. 1244. 1245. 1246. 1247. 1248. 1249. 1250. 1251. 1252. 1253. 1254. 1255. 1256. 1257. 1258. 1259. 1260. 1261. 1262. 1263. 1264. 1265. 1266. 1267. 1268. 1269. 1270. 1271. 1272. 1273. 1274. 1275. 1276. 1277. 1278. 1279. 1280. 1281. 1282. 1283. 1284. 1285. 1286. 1287. 1288. 1289. 1290. 1291. 1292. 1293. 1294. 1295. 1296. 1297. 1298. 1299. 1300. 1301. 1302. 1303. 1304. 1305. 1306. 1307. 1308. 1309. 1310. 1311. 1312. 1313. 1314. 1315. 1316. 1317. 1318. 1319. 1320. 1321. 1322. 1323. 1324. 1325. 1326. 1327. 1328. 1329. 1330. 1331. 1332. 1333. 1334. 1335. 1336. 1337. 1338. 1339. 1340. 1341. 1342. 1343. 1344. 1345. 1346. 1347. 1348. 1349. 1350. 1351. 1352. 1353. 1354. 1355. 1356. 1357. 1358. 1359. 1360. 1361. 1362. 1363. 1364. 1365. 1366. 1367. 1368. 1369. 1370. 1371. 1372. 1373. 1374. 1375. 1376. 1377. 1378. 1379. 1380. 1381. 1382. 1383. 1384. 1385. 1386. 1387. 1388. 1389. 1390. 1391. 1392. 1393. 1394. 1395. 1396. 1397. 1398. 1399. 1400. 1401. 1402. 1403. 1404. 1405. 1406. 1407. 1408. 1409. 1410. 1411. 1412. 1413. 1414. 1415. 1416. 1417. 1418. 1419. 1420. 1421. 1422. 1423. 1424. 1425. 1426. 1427. 1428. 1429. 1430. 1431. 1432. 1433. 1434. 1435. 1436. 1437. 1438. 1439. 1440. 1441. 1442. 1443. 1444. 1445. 1446. 1447. 1448. 1449. 1450. 1451. 1452. 1453. 1454. 1455. 1456. 1457. 1458. 1459. 1460. 1461. 1462. 1463. 1464. 1465. 1466. 1467. 1468. 1469. 1470. 1471. 1472. 1473. 1474. 1475. 1476. 1477. 1478. 1479. 1480. 1481. 1482. 1483. 1484. 1485. 1486. 1487. 1488. 1489. 1490. 1491. 1492. 1493. 1494. 1495. 1496. 1497. 1498. 1499. 1500. 1501. 1502. 1503. 1504. 1505. 1506. 1507. 1508. 1509. 1510. 1511. 1512. 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1845. 1846. 1847. 1848. 1849. 1850. 1851. 1852. 1853. 1854. 1855. 1856. 1857. 1858. 1859. 1860. 1861. 1862. 1863. 1864. 1865. 1866. 1867. 1868. 1869. 1870. 1871. 1872. 1873. 1874. 1875. 1876. 1877. 1878. 1879. 1880. 1881. 1882. 1883. 1884. 1885. 1886. 1887. 1888. 1889. 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898. 1899. 1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 2200. 2201. 2202. 2203. 2204. 2205. 2206. 2207. 2208. 2209. 2210

0693

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

785017

5606
SECRETLithography Fletcher
Cm. Artisan.

COPY

NAVAL MESSAGE

28A

TO: CINC MED. AFHQ A.C. ROME FOTALI ROME
N.O.I.C. PARTY JIG MWTR MED NLO 15TH ARMY
GROUP 57 AREA OC 375 DET.R.E.E's
CINC MED FOR SALVO.

FROM: F.O.N.A.M.

SECRET

IT IS DESIRED TO HOLD A CONFERENCE AT WHICH REPRESENTATIONS OF THE FOLLOWING ARE REQUESTED TO ATTEND TO DISCUSS DETAILS OF INTER-SERVICE PROBLEMS ON THE CAPTURE AND FIRST ENTRY INTO GENOA. FONAM; 57 AREA; REGIONAL COMMISSIONER LIGURIA; PORT COMMANDANT DESIGNATE; PARTY JIG; PORT ENGINEER LIGURIA; MMT; SALVAGE; R.M.E's NLO 15TH ARMY GROUP.

2. PROPOSE TO HOLD THIS AT 1000 ON SATURDAY 10TH FEB. IN ROME FONAM PRESIDING.

3. F.O.T.A.L.I. (ROME) IS REQUESTED TO ARRANGE FOR A CONFERENCE ROOM TO BE MADE AVAILABLE IN HQ ALLIED COMMISSION OR OTHER SUITABLE CENTRE AND TO INFORM ALL CONCERNED.

4. THOSE MENTIONED ARE REQUESTED TO INFORM FONAM BY SIGNAL THAT THE DATE AND TIME ARE CONVENIENT AND THE NAMES OF THE REPRESENTATIVES PROPOSED TO ATTEND. A.F.H.Q. PASS TO COLONEL BALFOUR.

031911A FEB.

DIS. 1.2.3.4.5.7.8.9.10.11.12.

HAND

F.L.

TOR A.M.5/2

5/2/45.

5413

Lt Com. Davis

Room 27

1st floor

3rd floor

2nd floor

Mr. Geo. Gross

Tooby

Timm

Wachman

Fears

Markley Fletcher

SECRET

0694

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

785017

HEADQUARTERS ALLIED COMMISSION
APO 394
ESTABLISHMENT SECTION

25/13/EST

EXT: 301

29 December 1944
3 DEC 1944

SUBJECT: Officer for Port Duty in Genoa

TO : Chief of Staff

1. Reference is made to your unreferenced memo of 23 December, 1944 and to your 178/1/OCS of 3 December 1944, subject as above.

2. It is understood that your office has received direct from G-1 (A), without reference to this office, the names of the following officers as alternate nominees for the post in question:

Capt. George N. Hart, OMC, (A)

Lt. G.W.E. Warley, RA (B)

3. Further action by this office will wait on word from you.

W. H. Thoulant
BERNARD E. FISKE
Colonel
Deputy Chief of Staff

ACTION COPY OF FILE 5606/103
INFO COPY OF FILE 2007/103

5412

MA
17

785017

INFORMAL ROUTING

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

File:

Date 26 December 1944.

SUBJECT: Assignment of officer for port duty in Genoa.

28 DEC 1944

Fill in each column, initial action, and draw a line across the sheet just below initials. Number each memo consecutively in first column. Use entire width of sheet for long memos.

No.	From	To	Date	
1	G-1 (A)	Director, Transportation Sub-Commission.		This office is in receipt of a request from the Office of the Chief of Staff to furnish the names of several qualified officers for duty as port officer for the port of Genoa. Request that the names of not less than two officers be submitted to the office of the Chief of Staff through G-1 American not later than 29 December 1944. N.P.T.
2	Trans S/C	G-1(A)	27 DEC 1944	Capt. Geo N. Hart CMC(A) Lt: G.W.E. Warley R.A.(B) <i>[Signature]</i> MERITT R. TAYLOR Director
3	G-1A			<i>[Signature]</i> See folio 18 5411

Capt. Faber

Food O. Venezia Reg

P.O. in Vn.

P.B. & W. Eng.

0 6 9 6

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

785017

16

Office of the Chief of Staff

IHS/el

Establishment Section, HQ. AC

23 December 1944

Re your 25/29/EST, Subject: Officer for Port Duties
in Genoa, dated 15 December, please submit alternate names.

L. W. STANTIS
Major, MD
Office of the CCS

ACTION COPY of FILE 5410-1
INFO COPY of FILE 5410-1

5410

0697

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

785017

5606

SECRET

(15)

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ALV/eh

AC TN/MT

19 December 1944

SUBJECT: Telegram re Request for Photographs and Reports 20 DEC 1944

TO : Chief of Staff

(14)

1. Reference the attached telegram, it is requested that the material forthcoming should be referred at the earliest to the Transportation Sub-Commission.

A. J. Wilby

for

MERRITH H. TAYLOR
Director
Transportation Sub-Commission

1 Incl.
Telegram 13 Dec

see (12) checked by phone and

Trans S.C. (Priority Movements) has rec'd. this date

20/12

BU 29/12

Holid

P/A 5409

BU

23/12

PA 21/12

PA 29/12

[Handwritten signature]

0698

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

SECRET

F 68075
DEC 131800A

C/3995
DEC 132110A
ROUTINE

AFHQ WIGNED ALEXANDER SITE PHROG

ACTION: ALONG

SECRET.

Being sent to you attention Brigadier LUSH by C-2 direct the material requested your 8025 of 12 December.

Dist

Action - ~~Sec 1~~ (2)
- In 30 (2)
Info - Chief Commissioner
Eccon Sec 2.5
File

HEADQUARTERS
11 DEC 1944
A. C.

5408

SECRET

0699

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

785017

HQ. A.C. ECONOMIC SECTION (3)

19 Dec 44
(Date)

Fr.	To
☒ ECONOMIC SECTION	
AGRICULTURE SUB-COMMISSION	
COMMERCE	
FINANCE	
FOOD	
INDUSTRY	
LABOR	
P. & U.	
SHIPPING	
TRANSPORTATION	
PRIORITY & MOVEMENTS DIV.	
REQUISITION DIVISION	
SUPPLY & RESOURCES DIV.	
CHIEF COMMISSIONER	
CHIEF OF STAFF	☒
DEPUTY CHIEF OF STAFF	
CIVIL AFFAIRS SECTION	
ESTABLISHMENT SECTION	
For Appropriate Action	☒
Remarks/Recommendation	
Investigation & Report	
Information	
Noting & Return	
Noting & Retention	
Signature	
Dispatch	
File Copy	
Circulation & Return	

Remarks:



0700

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

785017

5606

(12)

CONFIDENTIAL

Tel : 239

19 December 1944.

Ref/5606/228.

SUBJECT : Air Reconnaissance Photographs.

TO : Economic Section.

20 DEC 1944

(8)

1. Attached are Air Reconnaissance Photographs and Special Intelligence Report No. A.R. 63 on the Port of GENOA..

2. These were requested by Transportation Sub-Commission in their signal to G-5 (SI) 8025 of 11 December 44.

3. Please acknowledge receipt on the duplicate copy herof.

Received

Richardson
Wey.
Priority documents.
19/12/44.

JCR
4 Chief Staff Officer,
To the Chief of Staff.

5407

0701

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

785017

7007 11

Ext: 301

11

HEADQUARTERS ALLIED COMMISSION
APO 394
ESTABLISHMENT SECTION

25/31/EST

16 December 1944

16 DEC 1944

SUBJECT: Officer for Port Duties, Genoa

TO : Chief of Staff

9

4

1. Reference your 178/5/COS, of 15 December.
2. Reply has already been made to your 178/4/COS of 8 December. Our 25/27/EST refers.

10

ACTION COPY ON FILE 560

John Woulant
NORMAN E. FINE,

Colonel
Deputy Chief of Staff

5406

0702

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

785017

7007 178

EXT: 301

(10)

HEADQUARTERS ALLIED COMMISSION
APO 394
ESTABLISHMENT SECTION

25/27/EST

15 December 1944

16 DEC 1944

SUBJECT: Officer for Port Duties in Genoa

TO : Chief of Staff

(4)

1. Reference your 176/4/COS of 8 December.
2. Inquiry discloses that Major Sullivan has been ordered to proceed to the U.S. immediately on a mission, and it is not expected that he will be available in the immediate future, according to Economic Section.
3. Is it your desire that the matter be suspended, pending the return of Major Sullivan from the United States, or that the names of alternates be submitted?

W. Moulautier
NORMAN E. FLSKE
Colonel
Deputy Chief of Staff

*Action copy on file sub/cos
INFO COPY ON FILE 7007/cos*

5405

PAF

0703

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

785017

Tel Ext 341

LWS/el

Office of the Chief of Staff

Officer for Port Duties in Genoa

178/5/COS

DCOS, Establishment Section, Hq AC

15 December 44

Information requested as to status of action being taken in regard to our reference 178/4/COS, 8 December 44, subject as above.

Chief Staff Officer
To the Chief of Staff

ACTION COPY ON FILE 566/105
INFO Copy on file 7007

see file
7007/105

BU 5402
Noted 11/12

0704

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

785017

(8)

AFHQ, G-5

8025

11 DEC 44

PRIORITY

SECRET PD

PARA ONE PD REQUEST AERIAL RECONNAISSANCE PHOTOGRAPHS AND LATEST INTELLIGENCE ON PORT OF GENOA CMA PARTICULARLY WITH REGARDS POSITION OF SHIPS SUNK AND AFLOAT CMA ALSO CONDITION OF MOLES AND UNLOADING EQUIPMENT DOCK SIDE PD

PAREN TO ALLIED FORCE HEADQUARTERS GEORGE FIVE SECTION FROM ALCOM PAREN

PARA TWO PD IF INFORMATION NOT AVAILABLE REQUEST EARLY RECONNAISSANCE SO THAT PLANS MAY BE DEVELOPED FOR OPENING OF PORT

see folio 12

Priorities & Movements Div.

TRANSPORTATION SUB-COM.

Ext. 220 (ALV Ext. 513)

Autoliss
MENRITT H. TAYLOR

Dir., Transportation Sub-Com.

NICHOLAS PIOMBINO
CWO, USA
ASST. ADJ.

5408

0703

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

785017

5606 v1.1
INCC MING MESSAGE
 HEADQUARTERS ALLIED COMMISSION

6

Originator's Reference F 68075

Message Centre No: C/3995

Date/Time of Origin DEC 13 1800A

Date Time Rec'd: DEC 13 2110A

Precedence: ROUTINE

FROM: AFHQ SIGNED ALEXANDER CITE FRGEG

14 DEC 1944

TO ACTION: ALCOM

SECRET

SECRET.

Being sent to you attention Brigadier LUSH by G-2 direct the material requested your 8025 of 12 December.

944
 14/12

copy Att.
 5

Dist

Action - ~~C-5~~ (2)
 - Tn SC (2)
 Info - Chief Commissioner
 Econ Sec
 File

SECRET

M 5402

See M
 PH
 16
 12

0708

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

785017

5606

(5)

14 DEC 1944

AFHQ, 8-5

8025

11 DEC 44

PRIORITY

SECRET PD

PARA ONE PD REQUEST AERIAL RECONNAISSANCE PHOTOGRAPHS AND LATEST
INTELLIGENCE ON PORT OF GENOA CMA PARTICULARLY WITH REGARDS POSITION
OF SHIP SUNK AND AFLOAT CMA ALSO CONDITION OF MOLTS AND UNLOADING
EQUIPMENT DOCK SIDE PD

PARA TWO ALLIED FORCE HEADQUARTERS GEORGE FIVE SECTION FROM ALCON PARA
PARA TWO PD IF INFORMATION NOT AVAILABLE REQUEST EARLY RECONNAISSANCE
SO THAT PLANS MAY BE DEVELOPED FOR OPENING OF PORT

see folio 6

5401

TRANSPORTATION SUB-COM.

Ext. 513 (Villa)

A. G. ANTOLINI

NICHOLAS PIOMBINO
CWO, USA
ASST. ADJ.

0707

785017

4

Ext: 300.

Ref: 170/4/CB

8 December 1944

SUBJECT: Officer for Port Duties in Genoa.

TO : DCS Establishment Section.

1 refer.

1. The Regional Commissioner, Liguria Region, has written in asking for the posting of a competent officer for port duties in Genoa. In view of the importance of this port for the whole of N.W. Italy it is essential to make the services of a really first class officer available.

2. In September last a request was made for Major Noel Sullivan (A) to Economic Section, but this request was turned down. (Letters NO/2 of 18 September and G-1 (A)/MS/ai of 26 September refer). I understand that another application has been made for the services of this officer, and I should like the most careful consideration to be given to this request, and to be informed if any reason his services cannot be made available.

file 9

1 R

Brigadier,
Chief of Staff.

Copy to: Economic Section.

see Minutes 293

20/10/12

M/8/12

Copy to 17004/005

785017

Ext: 500.

8 December 1944

Ref: 176/4/G B

SUBJECT: Officer for Port Duties in Genoa.

TO : DCS Establishment Section.

1 refer.

1. The Regional Commissioner, Liguria Region, has written in asking for the posting of a competent officer for port duties in Genoa. In view of the importance of this post for the whole of N.A. Italy it is essential to make the services of a really first class officer available.

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5460

see below

1 R

Brigadier,
Chief of Staff.

Copy to: Economic Section.

see Minutes 293

100/10/12

11/11/12

Copy to 1004/1005

28

0709

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

785017

EXTRACT FROM D.O. LETTER FROM CO G. G. MEASEY
LIGURIA REGION

5 Dec 44.

When I was in Rome the other day you stressed the importance of having a competent officer for port duties in Genoa. In Sept last a request was made from here for Major Gael Sullivan (A) then with the Economic Section; but this was turned down. (My RC/2 of 18 Sept and G-1 (A)/LWS/cl of 26 Sep refer). I have now made another application for the same officer, or failing him that special consideration be given to the question of assigning a fully qualified officer for port work in Genoa.

ORIGINAL LETTER
ON FILE 178/COS.

See file 5359
also minute to 2nd 3

