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10000/120/1557 SARD/220

Port Operation

October 1944 - July 1945

PRIORITY SECRET

27 JULY 1943

TO : CG MTOUSA GRS NAPLES

INFO: NDt/o NAPLES PERSONNEL, NOTA

561

REFERENCE YOUR FX 28442 dated 26 July, Tug LT222 and barges C35 and C37 departed Cagliari 1200 hours 26 July (.) Barge C35 loaded with 1,472 large oil drums and 890 small oil drums (.) Barge C37 loaded with 1,838 large oil drums (.) All drums filled (.) STA Duke morning 28 July

Declassified E.O. 12356 Section 3.3/NND No. 785020

large oil drums and 490 small oil drums (.) Barge 307 loaded with 1,638 large oil drums (.) All drums filled (.) EEA Duke morning 28 July

4113

S. D. Martin

Authenticated by S. D. MARTIN Major U.S.A.

post operations

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

OPERATIONAL PRIORITY 26 10015 RESTRICTED

FROM ATCOMA CITY NATTF

TO MILO CAGLIARI, VILLA MARDIELA, HEAD COMMISSIONER SARDINIA

INFO TO U.S. A/C NAPLES, PRESCOTT

FX 28442

ABSOLUTELY ESSENTIAL THAT TUG LT 228 AND BARGES CB 5 AND CB 7 BE SAILED IMMEDIATELY CAGLIARI TO NAPLES REGARDLESS OF AMOUNT OF CARGO LOADED

ENDORSEP 27 JULY 1945 /rrc

COPY TO MAJOR MARTIN

412

Port operations

COMANDO MARINA CAGLIARI

5 June 1945

From : Naval Officer in Charge, Cagliari
To : Wing Comdr. HOLMES, O-i-C R.A.F. Elmas
Lt. Col. L.R. ALBERT; Senior Liaison Officer M.M.I.A.
Allied Commission, Mining Division, Carbonia
Mr. THOMAS, D.M.W.T.R. Cagliari
Lt. NESS, R.N.R., B.N.L.O. Cagliari
Lt. GREEN, R.N.R., N.C.S.O. Cagliari

Subject : Change of management of Port Commander duties from R.I.N. Cagliari to the Harbour Master Cagliari

1. In accordance with instructions received by R.I.N. Department Rome, in concurance with ~~instructions~~ Allied Authorities, this Command has received orders to pass the management of the Porto of Cagliari to the harbour Master.

2. In reference with paragraph 1, on the 7th June 1945 R.I.N. will finish directiv and organisative operation of the Port of Cagliari, taken on the 15th November 1944 by order of Allied Commission Sardinia, and passing in the same date such duty to the Harbour Master.

3. With the object of coordinate the esigence of naval operations and for maintaining contact with the local Allied Authorities with respect to naval traffic, there will be near the Liaison Office of this Command the regular Port Committee which beyond the regular members will include a Representative of the Harbour Master.

4. The Liaison Office of this Command will continue his duty.

5. The 7th June 1945 the local Port Director will cease his function. Mj. MELISSARI, R.I. Army, will continue his duty in the Port area, in charge of Imbarkation & Debarkation Office.
The Harbour Master will take care of all the duties of Port Director.

6. R.I.N. Cagliari will issue Port Passes upon request of Allied military and civilian Authorities, through the Liaison Office of this Command.

7. The Harbour Master has his H.Q. in Via Roma, in the building near the Molo Dogana gate.
The new Port Commander is Lt. Col. SPEZIALETTI and his telephone number is 3897.
The Representative of Port Commander at the Port Comittee will be Capt. SALARIS

Declassified E.O. 12356 Section 3.3/NND No. 785020

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The Representative of Port Commander at the Port Comittee will be Capt. SALARIS.

4111

/S/ L.BORGHI
Comdr., R.I.N.
N.O.I.C.

Lt T take Port Comdr name & phone no

May M & Capt Salaris note

Noted DJI

FILE: Port operations

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1834

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COMANDO MARINA
Cagliari

N. 999H

25 May 1945

From : Naval Officer in Charge, Cagliari
To : D.M.W.T.R. Cagliari
Subject : Ports of Cagliari

1. With reference to our previous verbal information we wish to advise you that, in compliance with orders received from Italian Ministry of Marine, Rome, upon agreement with Allied Authorities all ports having once been turned over for operation by same Allied Authorities to the Royal Italian Navy, are to be gradually returned to the Italian Port Authorities, that means to the Harbour Master.

2. In compliance with above instructions the R.I.N. Cagliari will still be concerned in Port Operations in as much as it will act as supervison and liaison organization in regard to all shipping.

3. In order to provide this gradual transfer Capt. SALARIS was appointed Representative of the Harbour Master for daily Port meetings.

4. For all matters concerning all local Allied Authorities, the Royal Italian Naval Liaison Office will continue to perform its duties.

L.BORGHI
Cmdr., R.I.N.
N.O.I.C.

copy to :

- M.M.I.A. Cagliari
- B.N.L.O. Cagliari

File

FILE: Port operations

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION GC/rro 11 May 45

SARDINIA TERRITORIAL OFFICE
Services Office

No. 3007/AUT APO 75/A, 9 May 45

SUBJECT: Temporary Release of 2 Bicycles.

TO : MMIA

Following letters, this office, No. 2603/AUT and 2809/AUT, respectively dated 19 and 25 April.

You are informed that the known 2 bicycles for Mr. A.D. Thomas are now ready and that they can be drawn at any time at the 14th Repair Unit of Abbasenta.

BRIGADIER GENERAL
G.M. Scalabrino
/s/ Scalabrino

1st Ind. Y LLA/rro

SARDINIA DETACHMENT, LAND FORCES SUB COM A.C. (MMIA), 11 May 1945.

TO: Mr. A. G. Thomas, DMTER, Cagliari.

1. Forwarded for your information and necessary action.

LESTER R. ALBERT
Lt Colonel, Infantry
Senior Liaison Officer

4109

FILE; PORT OPERATION

Declassified E.O. 12356 Section 3.3/NND No. 785020

UFFICIO TERRITORIALE PER LA SARDEGNA
Sezione Servizi

N. 3062/AMT 11 prot. M.M.15/A, 9 Maggio 1945

ALLA M . M . I . A . CAGLIARI

OGGETTO: cessione temporanea n° 2 biciclette.-

*****

Fa seguito ai fogli di questo ufficio n° 2663/AMT e n° 2800/AMT, rispettivamente datati 19 e 25 aprile u.s.

Comunico che le note 2 biciclette, da destinare al Sig. A.G. THOMAS, sono pronte e che può essere effettuato senz'altro il ritiro, presso il 14° Reparto Riparazioni di Abbasanta.-

IL GENERALE DI BRIGATA
(F.M.Scalabrino)

4108

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION GC/rrc 28 APRIL 1945

SARDINIA TERRITORIAL OFFICE
Service Section

No. 2808/AUT APO 75/A, 25 April 1945

SUBJECT: Temporary Release of 2 Bicycles

TO : NMIA

Following letter No. 2662/AUT dated 19 March, subject as above.

We have been informed by the 14th Repair Unit that the known 2 bicycles civilian type cannot be made available due to the total lack of inner tubes.

It has been ordered, therefore, that 2 folding bicycles - military type - be alerted.

BRIGADIER GENERAL
G.M. Scalabrino
/s/ Scalabrino

1st Ind. Y LRA/rrc

SARDINIA DETACHMENT, LAND FORCES SUB COM A.C. (NMIA), 28 April 1945

TO: Deputy Representative, British Ministry of War Transport, Cagliari
Attention Mr. A. C. Thomas

Forwarded for your information.

LESTER R. ALBERT
Lt Colonel, Infantry
Senior Liaison Officer

FILE: PORT OPERATIONS

Declassified E.O. 12356 Section 3.3/NND No. 785020

UFFICIO TERRITORIALE PER LA SARDEGNA
Sezione Servizi

N° 2808/Aut. di prot. P.M.75/4, 25 aprile 1945.-

Oggetto: Cessione temporanea n° 2 biciclette.-

ALLA M. M. I. A. SEDE

Fa seguito al foglio n° 2653/Aut. datato 19.3.45, di pari oggetto.-

Il 14° Reparto Riparazioni comunica che non è stato possibile approntare le note n° 2 biciclette di tipo civile per assoluta indisponibilità di camere d'aria e di soluzione per le stesse.-

Pertanto, è stato disposto l'approntamento di n° 2 biciclette tipo militare, pieghevoli.-

IL GENERALE DI BRIGATA
(G.M. Salatrino-

4106

APR 28 1945

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION rrc 21 APRIL 1945

SARDINIA TERRITORIAL OFFICE
Service Section

No. 2863/AUT APO 75/A, 19 April 1945

SUBJECT: Temporary Release of 2 Bicycles.

TO : M.M.I.A.

INFO : HQ CALABRIA DIVISION - APO 75
(Ref ltr 1474/E/13 Serv dated 16 April)

It is herewith confirmed that orders were given to the 14th Repair Unit to alert 2 bicycles - civilian type, to be released to Mr. A. G. THOMAS, Representative of British Ministry of War Transport.

As soon as said bicycles will be ready, your MMIA will be informed so that they can be drawn.

BRIGADIER GENERAL
G.M. Scalabrino
/s/ Scalabrino

1st Ind Y LRA/rrc

SARDINIA DETACHMENT, LAND FORCES SUB COM A.C. (MMIA), 21 April 1945.

TO: Deputy Representative, British Ministry of War Transport, Cagliari
Attention Mr. A. G. Thomas

Forwarded for your information.

LESTER R. ALBERT
Lt Colonel, Infantry
Senior Liaison Officer

1105

FILE, PORT OPER AT

Declassified E.O. 12356 Section 3.3/NND No. 785020

C O P Y 14 Apr /rrc C O P Y

FROM: DEPUTY REPRESENTATIVE,
BRITISH MINISTRY OF WAR TRANSPORT, CAGLIARI.

DATE: 12TH APRIL 1945.

TO : LIEUT.COLONEL LESTER R. ALBERT,
SENIOR LIAISON OFFICER,M.M.I.A. A.C.S.

In order to facilitate the port organization in it's many duties, it will be greatly appreciated if two bicycles may be put at the disposal of Compagnia Portuale, which company is responsible for the supply of labour in the port.

Thank you in anticipation of your compliance with this request.

/s/ A. G. THOMAS
A. G. THOMAS
MINISTRY OF WAR TRANSPORT
CAGLIARI
DEPUTY REPRESENTATIVE

1st Ind. Y LRA/rrc

SARDINIA DETACHMENT, LAND FORCES SUB COM A.C. (MMIA), 14 April 1945

TO: Commanding General, Italian Forces in Sardinia.

Request 2 bicycles be made available on loan to A.G. Thomas, Ministry of War Transport Cagliari.

LESTER R. ALBERT
Lt Colonel, Infantry
Senior Liaison Officer

6204

FILE PORT OPERATIONS

1843

Declassified E.O. 12356 Section 3.3/NND No. 785020

[illegible] DELLA SARDEGNA
[illegible]

n° 2663/Aus. [illegible] Cag.li/A, 19 Ag-Lu- 1944.

Oggetto: [illegible] n° 2 biciclette.-

[illegible] Cagliari

[illegible]

[illegible]

AL COMANDO NAVALE DELLA SARDEGNA Cagliari
(Mil/Aus. 1814/B/1/Gav. [illegible])

[illegible]

Si [illegible] di=
sposto l'allestimento da parte del 11° Reparto Riparazioni di :

- n° 2 biciclette tipo civile,

a favore del Sig. A.G. THOMAS, rappresentante il Ministero Britannico dei Trasporti di Guerra.-

Non appena dette biciclette saranno pronte, sarà data comunicazione a codesta M.M.T.A., perchè si [illegible] farne disporre il ritiro.-

GENERALE DI BRIGATA
(A.M. Scalabrino)

Recd: 0930
Apr. 45
G/.

4103

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO MILITARE DELLA SARDEGNA

STATO MAGGIORE - UFFICIO SERVIZI

N. ..... - Serv. di prot. ..... P. M. 50, li .....

OGGETTO: .....

Declassified E.O. 12356 Section 3.3/NND No. 785020

TB 55-310-1

WAR DEPARTMENT TECHNICAL BULLETIN

STEVEDORING

War Department, Washington 25, D. C., January 1945

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FOREWORD

This Technical Bulletin is a supplement to TM 55-310, Stevedoring, (20 May 1944). Information contained herein is to be used in connection with the cargo handling information in that training manual. The combination should be sufficient to permit military personnel to cope with most any situation experienced in the loading and discharging of cargo. Definitions of stevedoring terms which are contained in TM 55-310 are not repeated in this Technical Bulletin. In the following instructions, only such part of the rigging is shown to properly illustrate the expedient under discussion.

Section I contains six illustrations and explanations of simple improvised rigs to meet emergency situations. These have been carefully selected from a great number which have been devised and are used in varying extents in many parts of the world. Section II contains a number of illustrations and explanations of additional general stevedoring information.

AGO 276B 622602°—45——1

Port Operations 4102

APR 3 1945

1846

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECTION I. IMPROVISED RIGS AND FIELD EXPEDIENTS

THE SWINGING BOOM

This rig may be necessary when only one boom is available for working cargo. It can be effectively used with normal drafts or bulky items up to the capacity of the boom. It is recommended in place of the house-fall and married falls-method when the maximum "fiddle string pull" (two winches pulling against each other) is likely. (See fig. 7.) Attention must be given to the proper location of gear controlling the boom.

Description: Gear and equipment necessary for the swinging boom are the same as are required when the boom is used with a second boom in the married-falls method. It is important, however, to note the location of the guys and heel block when the swinging boom is used.

The cargo runner (1) is taken from the winch through heel block (2) and the off-center block (3). Distance between the off-center block (3) and the heel block (2) has a very direct bearing upon the speed of the swinging boom and care must be exercised in selecting its location. Use of the off-center block (3) is optional but when it is not used it may be necessary to use power on the hauling part of guy (4).

The guy (5) opposite to the swing of the boom must be of sufficient length to allow the boom to swing from boom position *A* to boom position *B* or the maximum swing required. The hauling part of the guy should be taken to power, if such is available, or to a weight swung outboard and fixed to the guy as a lazy guy to swing the boom back over the hatch.

Where the off-center block (3) is used no power will be required in connection with the guy (4), but slack must be kept out of the guy by hand.

After the draft has been hauled from the hold, and is clear of the hatch coaming, the guy (5) is slacked off permitting the power on cargo runner (1) to swing the boom outboard, while guy (4) is hauled tight. On reaching the proper point the boom's swing is halted by guy (5) and the draft is lowered to the pier. The topping lift (6) is used in the normal manner.

1842

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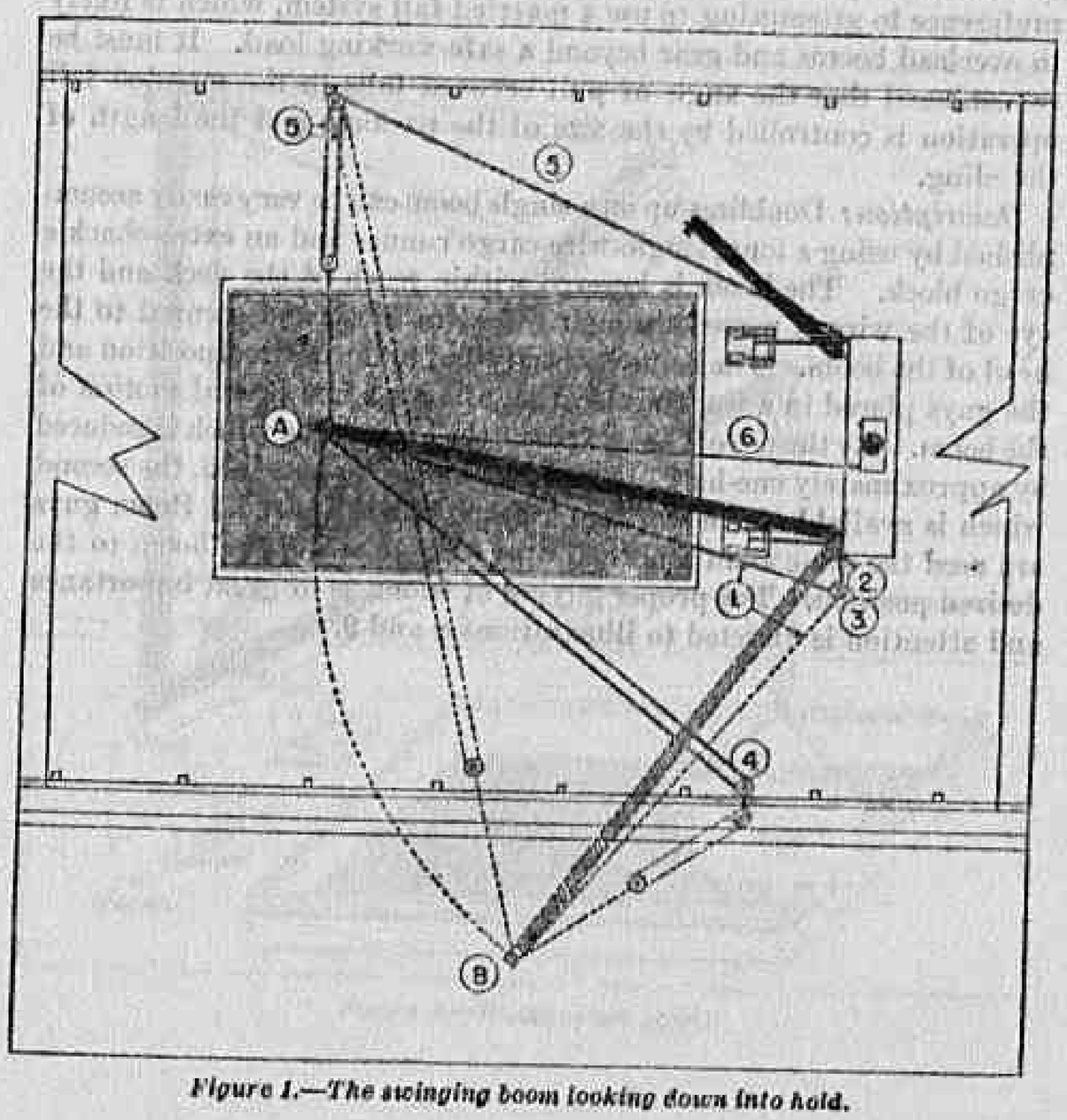

Figure 1.—The swinging boom looking down into hold.

4101

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DOUBLING UP GEAR

This method of rigging, in which two winches and a single boom are used, is a tried and tested manner of handling weighty and bulky cargo and is considered the rule rather than the exception in established stevedoring practice. This rig has many advantages from a safe-working standpoint. It is strongly recommended that this method of hoisting lifts, which are close to boom capacity, be considered in preference to attempting to use a married fall system, which is likely to overload booms and gear beyond a safe-working load. It must be remembered that the angle of pull between falls in the married fall operation is controlled by the size of the package and the length of the sling.

Description: Doubling-up on a single boom can be very easily accomplished by using a long, single-wire cargo runner and an extra-shackle cargo block. The boom is lowered within reach of the deck and the eye of the wire is passed through the extra block and secured to the head of the boom. The boom is then raised to the desired position and the guys placed in a working location allowing free lateral motion of the boom. By the use of the two parts, the load on the winch is reduced by approximately one-half. By employing only one winch, the second winch is available for a working topping lift if desired. Boom guys are used the same as in a normal operation to swing the boom to the desired position. The proper guying of booms is of great importance and attention is directed to illustrations 8 and 9.

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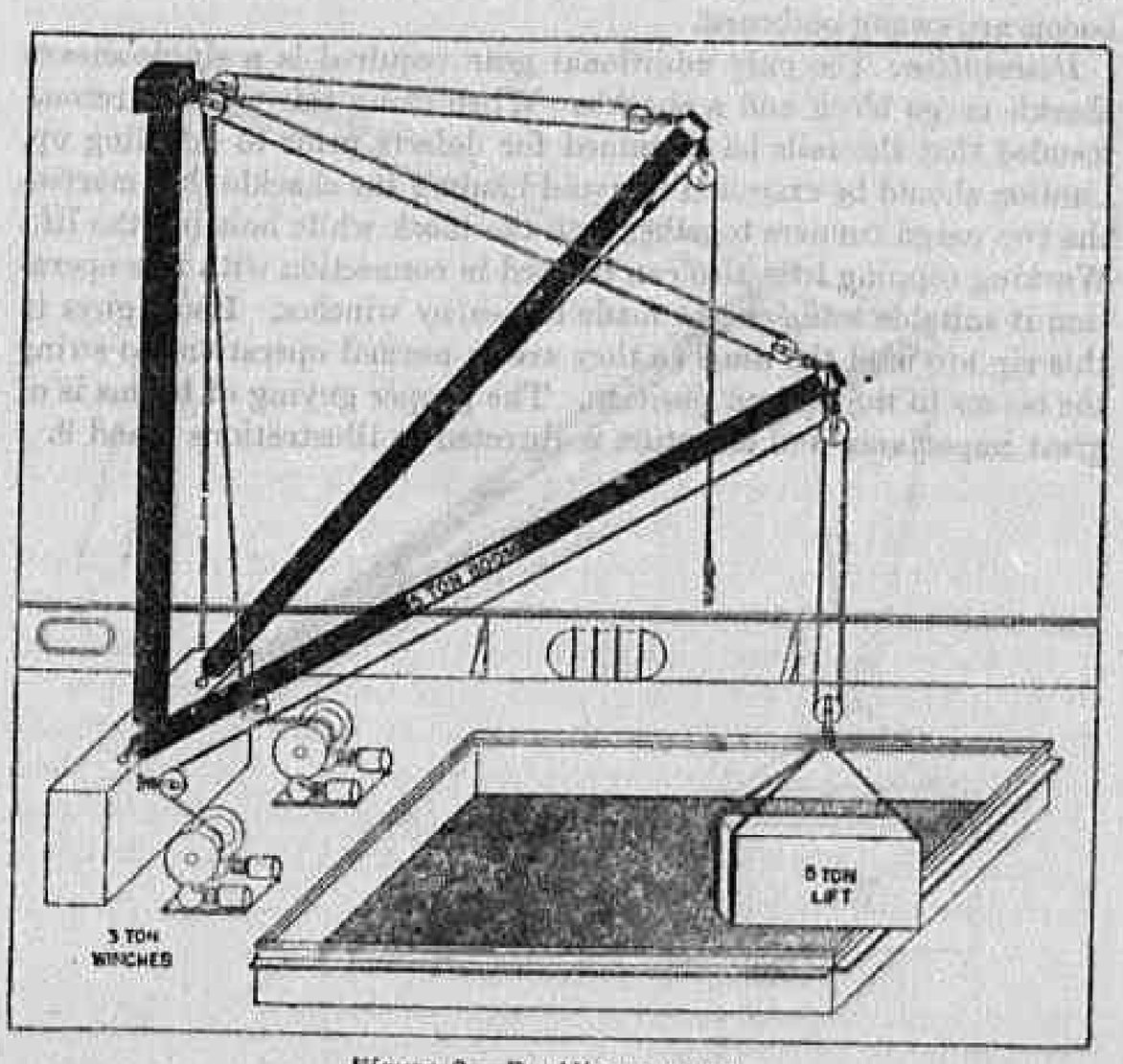

Figure 2.—Doubling up gear.

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DOUBLING UP BOOMS

To take advantage of the combined lifting capacity of two single, light booms to expeditiously load or discharge cargo which normally would require the use of a heavy lift boom, this simple method of rigging was devised. Knowledge of this method of doubling up may save many hours of lost time because of the shortage of heavy lift facilities at isolated ports of discharge. The size of the draft must be considered in addition to its weight, due to the limited drift as the booms are swung outboard.

Description: The only additional gear required is a single-sheave shackle cargo block and a shackle. When using this rig it is recommended that the falls be examined for defects prior to doubling up. Caution should be exercised to avoid hauling the shackle that marries the two cargo runners together into the block while hoisting the lift. Working topping lifts also can be used in connection with this operation if suitable leads can be made to nearby winches. Boom guys in this rig are used the same as they are in normal operations to swing the booms to the desired position. The proper guying of booms is of great importance and attention is directed to illustrations 8 and 9.

1852

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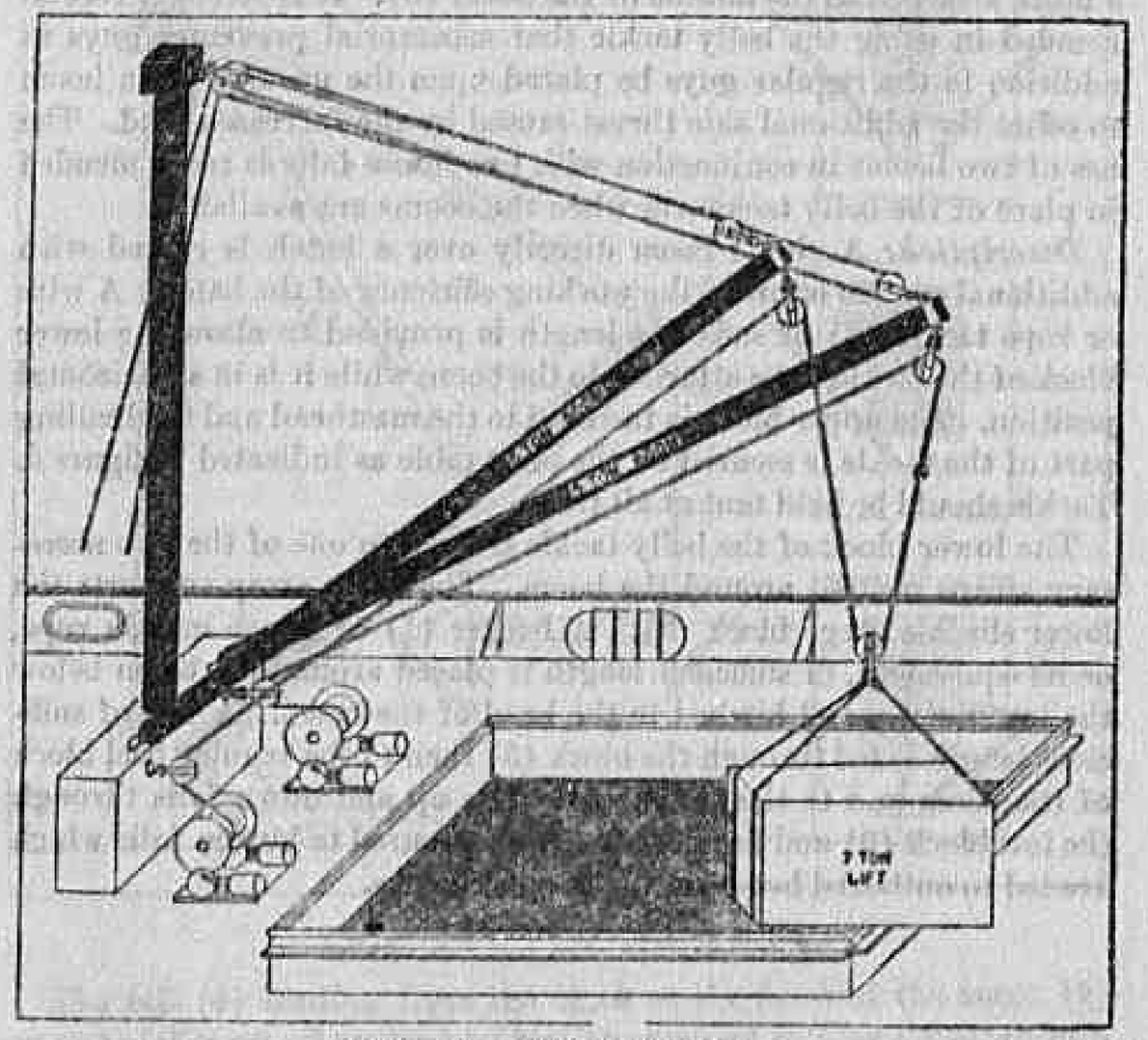

Figure 3.—Doubling up booms.

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BELLY TACKLE

The belly tackle rig is an improvisation which will substantially increase the working efficiency of a hatch and thus speed the discharge of a vessel's cargo. The belly tackle rig, which employs two falls working from a single boom (fig. 4) will provide the desired efficiency. It can be very valuable in those conditions when only one boom is available for use over a hatch. In the belly tackle rig, one fall operates through a block at the head of the boom (2) and the other fall through a block attached to the middle of the boom (3). It is strongly recommended in using the belly tackle that substantial preventer guys in addition to the regular guys be placed upon the up and down boom to offset the additional side thrust caused by the increased load. The use of two booms in conjunction with two house falls is recommended in place of the belly tackle rig when the booms are available.

Description: A single boom directly over a hatch is rigged with additional gear to improve the working efficiency of the hatch. A wire or rope tackle (6) of sufficient length is provided to allow the lower block of the tackle to be attached to the boom while it is in a horizontal position. The upper block is fastened to the masthead and the hauling part of the tackle is secured on the mast table as indicated in figure 4. Tackle should be held taut at all times.

The lower block of the belly tackle is fixed to one of the two necessary straps secured around the boom. The other strap supports the lower shackle cargo block (3). A backer (1) of 3-inch manila rope, or its equivalent, of sufficient length is placed around the boom below the lower strap and hitched to the head of the boom. A fall of sufficient length is led through the block (3) then to the regular heel block of the boom and to the winch (5). The up and down falls through the low block (3) and head block (2) are secured to burton falls which are led to outboard booms or house-span blocks.

1854

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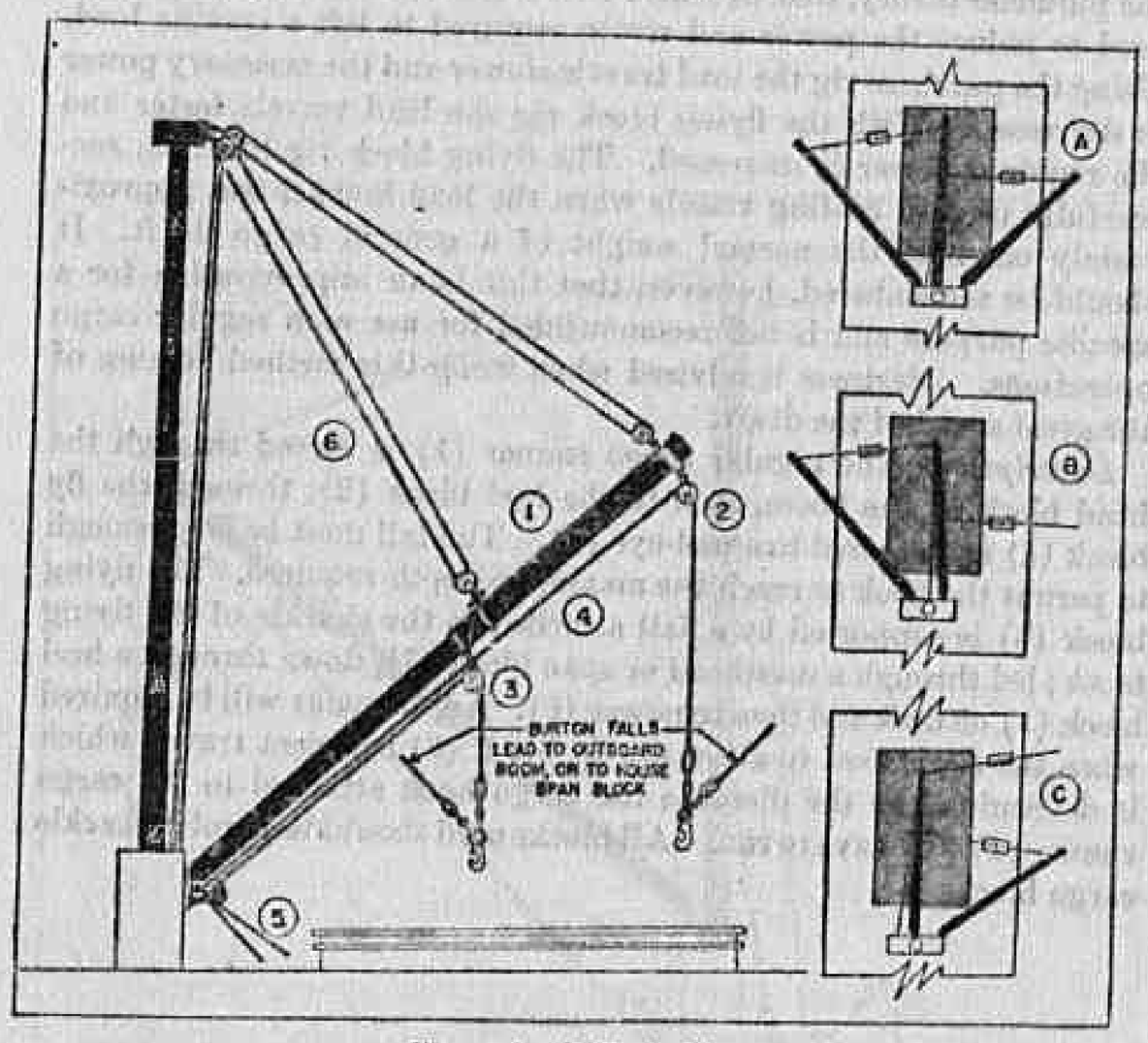

Figure 4.—Belly tackle.

The fall (4) leading from the block at the head of the boom (2) must be led to an off-center heel block to prevent cutting the strap supporting the lower block (3). The off-center lead can be improvised by the use of wire straps or chain made fast in the desired position. Inserts (A), (B), and (C) at right of illustration indicate the possibilities of gang distribution when using the belly tackle.

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FLYING BLOCK

The flying block rig (fig. 5), can be used where light weight drafts are encountered and speed of movement is desirable. Using the flying block (3) the load travels very fast. The flying block improvisation is an inverted gun tackle purchase and acts directly opposite to the purchase theory, that is, where two or more blocks and tackles are used to reduce the power and strain required to lift a specific load. Using the purchase rig the load travels slower and the necessary power is decreased. With the flying block rig the load travels faster and the required power is increased. The flying block rig has been successfully used in coaling vessels when the load hoisted was approximately one-half the normal weight of a general cargo draft. It should be remembered, however, that this is an improvisation for a specific purpose and is not recommended for use with regular cargo operations. Alertness is advised when using this method because of the great speed of the draft.

Description: The regular cargo runner (1) is reeved through the head block on the boom, then to the heel block (2), through the fly block (3) and secured to a pad-eye (4). The fall must be long enough to permit the hook to reach the maximum depth required. The flying block (3) is supported by a fall attached to the shackle of the flying block; led through a masthead or span block (7), down through a heel block (5) on deck and then to power (6). Adjustments will be required when the rig is used to allow the fly block (3) sufficient travel, which is determined by the distance the cargo hook attached to the cargo runner (1) will have to run. All blocks used should be regular shackle cargo blocks.

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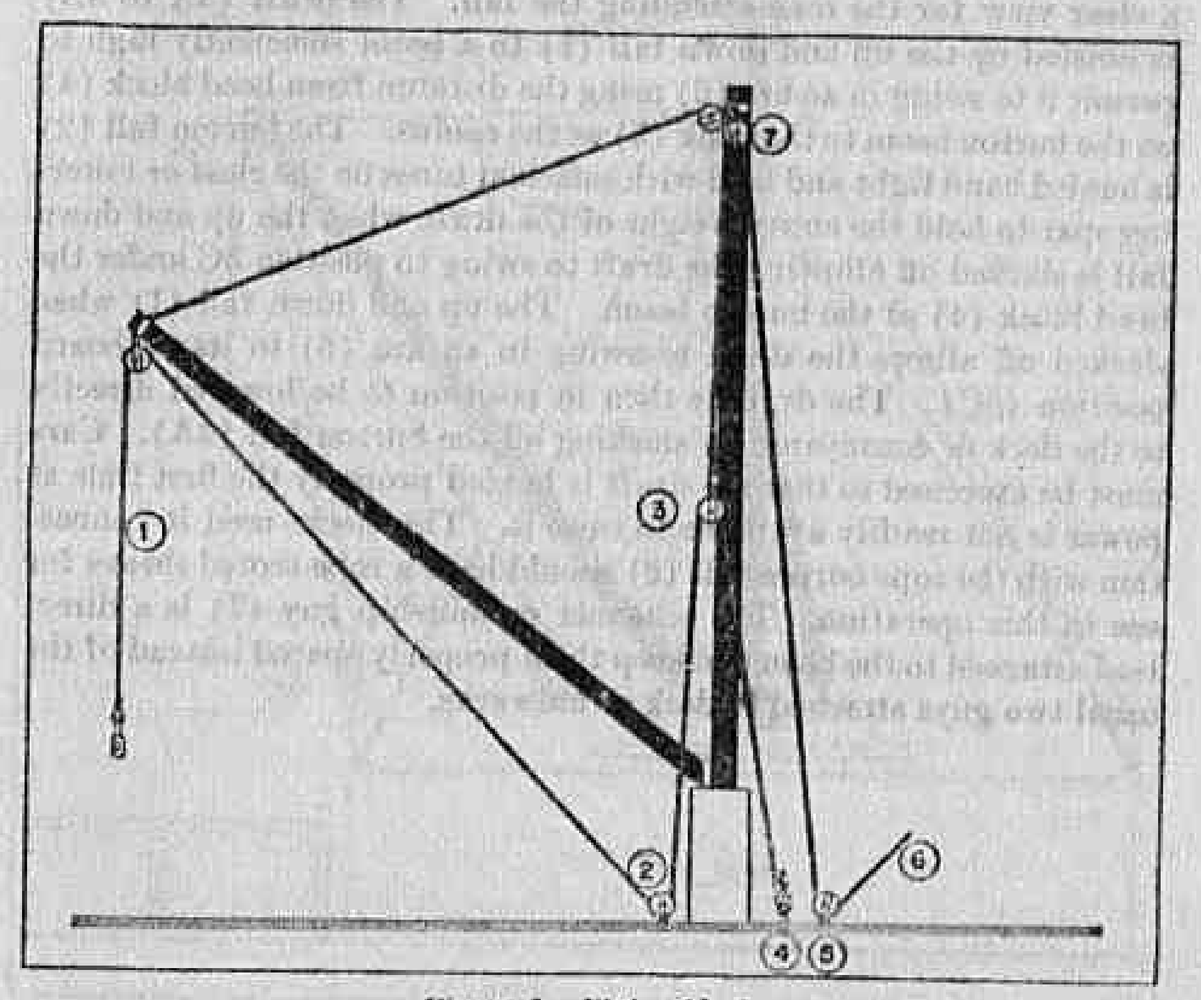

Figure 5.—Flying block.

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MARRIED FALLS IMPROVISATION

This is a married falls improvisation used when power from only one winch is available. It is slow by comparison with the usual married falls operation and is recommended only as an expedient until normal operation can be resumed. Loading can be done by reversing the application of power and falls.

Description: Booms, guys, and up and down fall (1) are rigged by the usual method for married falls. The outboard or burton fall (2) is a rope fall led to a cleat or to a lowering spar in a location providing a clear view for the man attending the fall. The draft (3A to 3B) is hoisted by the up and down fall (1) to a point sufficiently high to permit it to swing in an arc (6) using the distance from head block (4) on the burton boom to the hook (5) as the radius. The burton fall (2) is hauled hand tight and held with sufficient turns on the cleat or lowering spar to hold the entire weight of the draft when the up and down fall is slacked off allowing the draft to swing to position 3C under the head block (4) of the burton boom. The up and down fall (1) when slacked off allows the draft to swing in an arc (6) to its outboard position (3C). The draft is then in position to be lowered directly to the dock or conveyance by slacking off the burton fall (2A). Care must be exercised so that the draft is landed properly the first time as power is not readily available to raise it. The blocks used in connection with the rope burton fall (2) should have a rope-scored sheave for use in this operation. The schooner or midship guy (7) is a direct lead attached to the booms to keep them properly spaced instead of the usual two guys attached to deck or bulwarks.

AGO 276B

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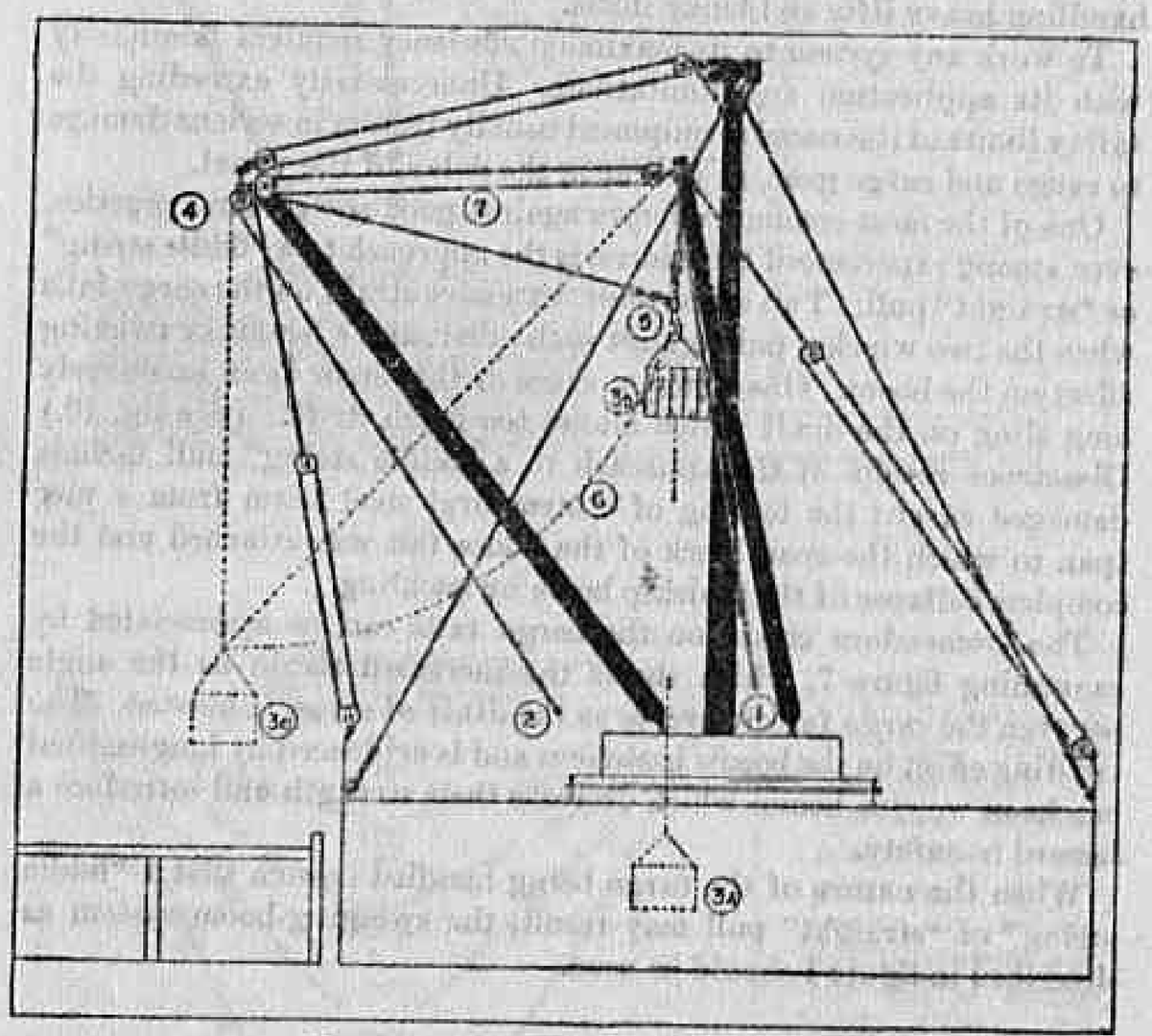

Figure 6.—Married falls improvisation.

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SECTION II. GENERAL STEVEDORING INFORMATION

UNNECESSARY STRAINS

The married-falls system used by the Army (fig. 7) is the most efficient all-round method of loading and discharging cargo. There are, however, other methods employed which produce a greater efficiency on special types of cargo such as the drag-up method used for cotton and ease oil, and the swinging boom (fig. 1) used when handling heavy lifts and bulky items.

To work any system to its maximum efficiency requires familiarity with its application and limitations. Unnecessarily exceeding the safety limits of the vessel's equipment usually results in serious damage to cargo and cargo gear, as well as in the delay of the vessel.

One of the most common offenses against good stevedoring practice, even among experienced stevedores, is the approach to a "fiddle string" or "straight" pull. Two evils result: excessive strain on the cargo falls when the two winches pull against each other, and a torque or twisting effect on the boom. One common cause of this error is an excessively long sling on the draft which allows too much drift. (See fig. 10.) Disastrous results of the approach to a "fiddle string" pull include damaged cargo; the tearing of a structural steel beam from a pier span to which the span block of the house fall was attached and the complete collapse of the midship boom by buckling.

The tremendous strain on the cargo falls can be appreciated by examining figure 7, which shows the increased strain as the angle between the cargo falls increases as the draft of cargo is hoisted. The twisting effect on the booms is obvious and is evidenced by longitudinal cracks in wooden booms which decrease their strength and introduce a hazard to safety.

When the nature of the cargo being handled is such that a "fiddle string" or "straight" pull may result, the swinging-boom system as described in figure 1 should be used.

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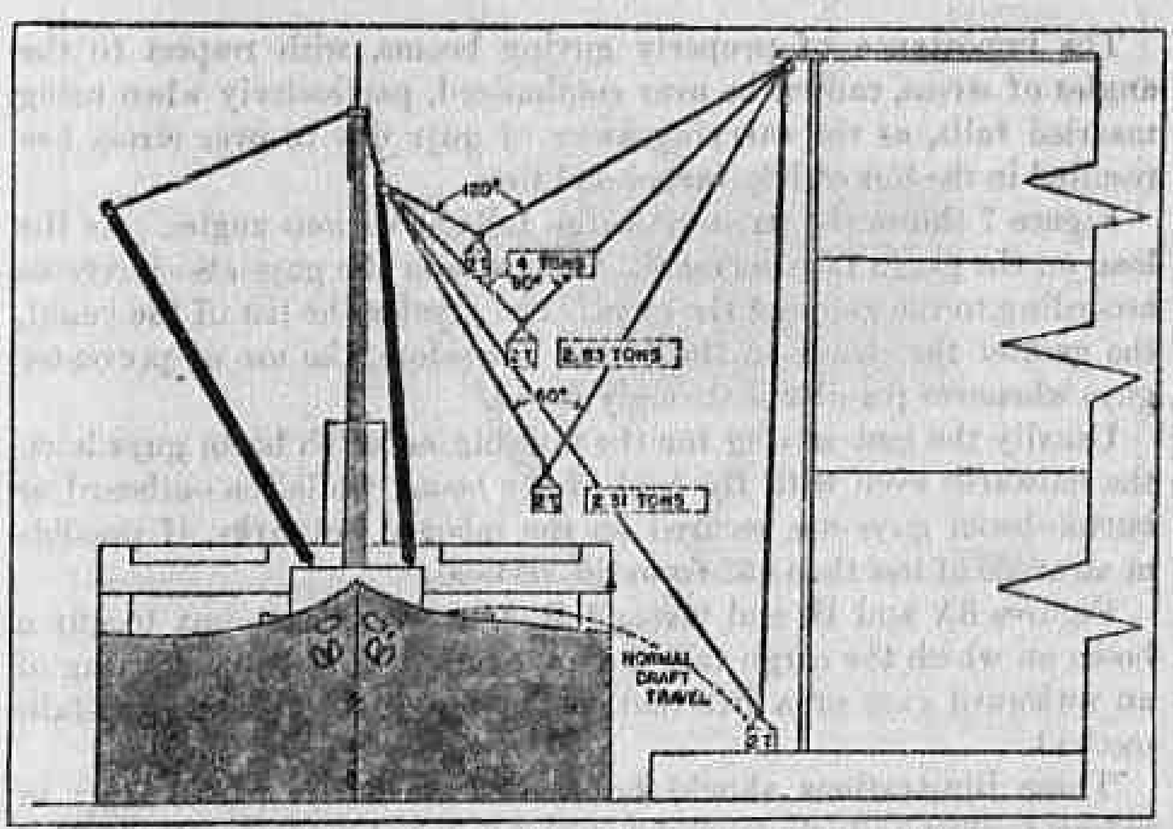

Figure 7A.

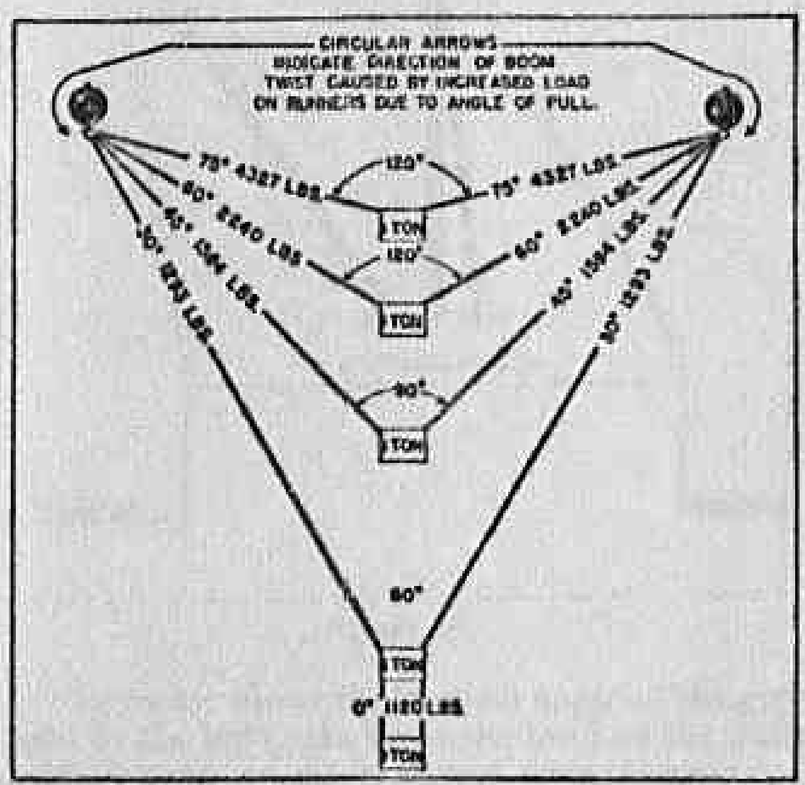

Figure 7B.

Unnecessary Strains. These pictures show the increased strains placed upon cargo gear and ship's booms by lifting drafts to approach the fiddle string pull. Figure 7A shows the added pull (numbers in dotted boxes) as the draft is lifted. Figure 7B shows the twist caused to booms as the draft is lifted to unnecessary heights.

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PROPERLY GUYING BOOMS

The importance of properly guying booms, with respect to the angles of stress, cannot be over emphasized, particularly when using married falls, as the carrying away of guys due to over stress has resulted in the loss of life, cargo, and time.

Figure 7 shows the stress on cargo falls at various angles. As the load on the cargo falls increases, the stress on the guys also increases according to the angle of the guys. The greater the list of the vessel, the greater the strain on the guys. Therefore, the use of preventer guys whenever possible is strongly urged.

Usually the best setting for the midship or hatch boom guys is on the bulwarks even with the heel of the boom, while the outboard or burton-boom guys are secured on the inboard bulwarks, if possible at an angle of less than 45° from the vertical.

Figures 8A and B, and 9A and B show the correct way to guy a boom on which the cargo fall is doubled up to permit the hoisting of an awkward case or a lift that is too heavy for the married-falls method.

These illustrations should be studied carefully, particularly in reference to the illustration of previously listed field expedients, that is, doubling up gear and doubling up booms. (See figs. 2 and 3.)

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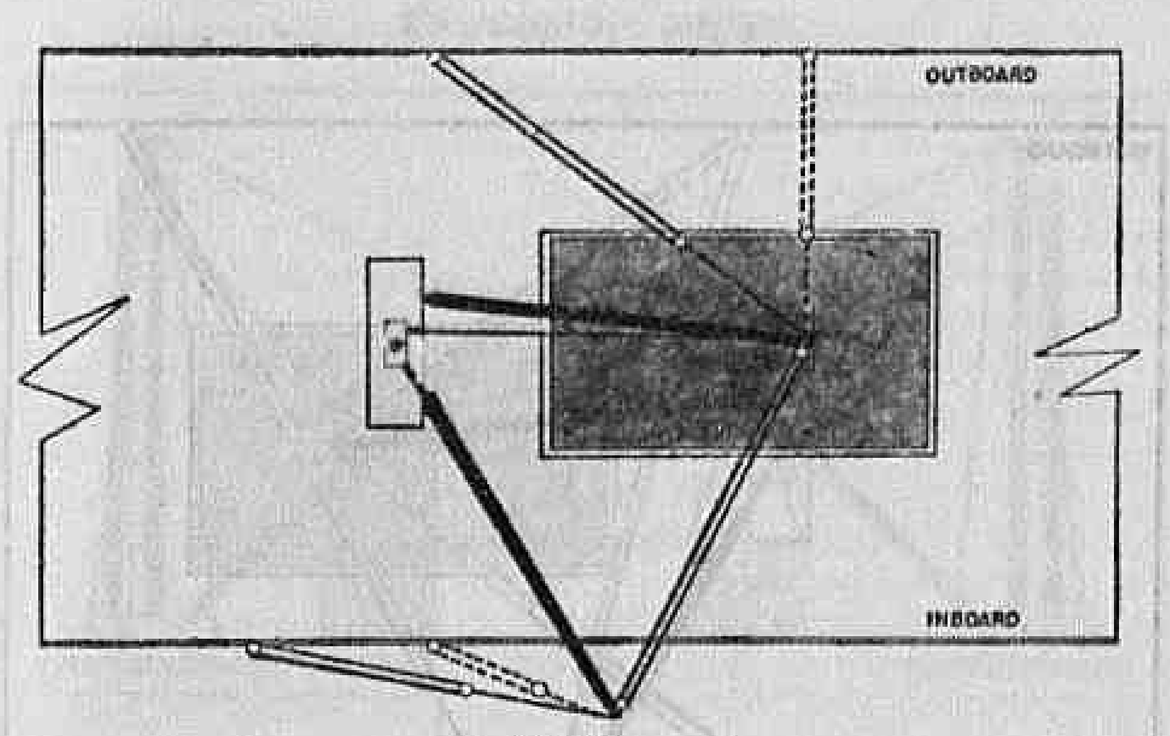

Figure 8A.

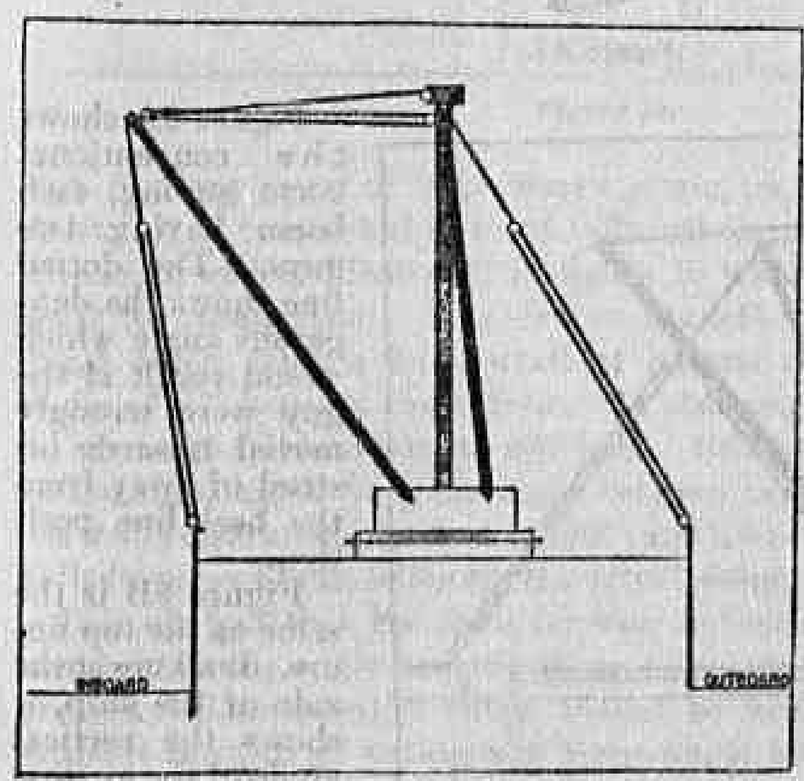

Figure 8B.

Figure 8A shows the guy setting using the midship or schooner guy in swinging the draft on the doubled up inboard boom over the side. The dotted line shows the wrong setting; the solid line the right setting. In the latter case, if the midship boom were swung too far outboard, the angle of the guy would be reduced horizontally and vertically, resulting in an increased strain on the outboard guy.

Figure 8B shows the vertical angle of the guys. Obviously, a direct lead to the bulwarks from the head of the midship boom would place a great strain on the boom and upon the gear.

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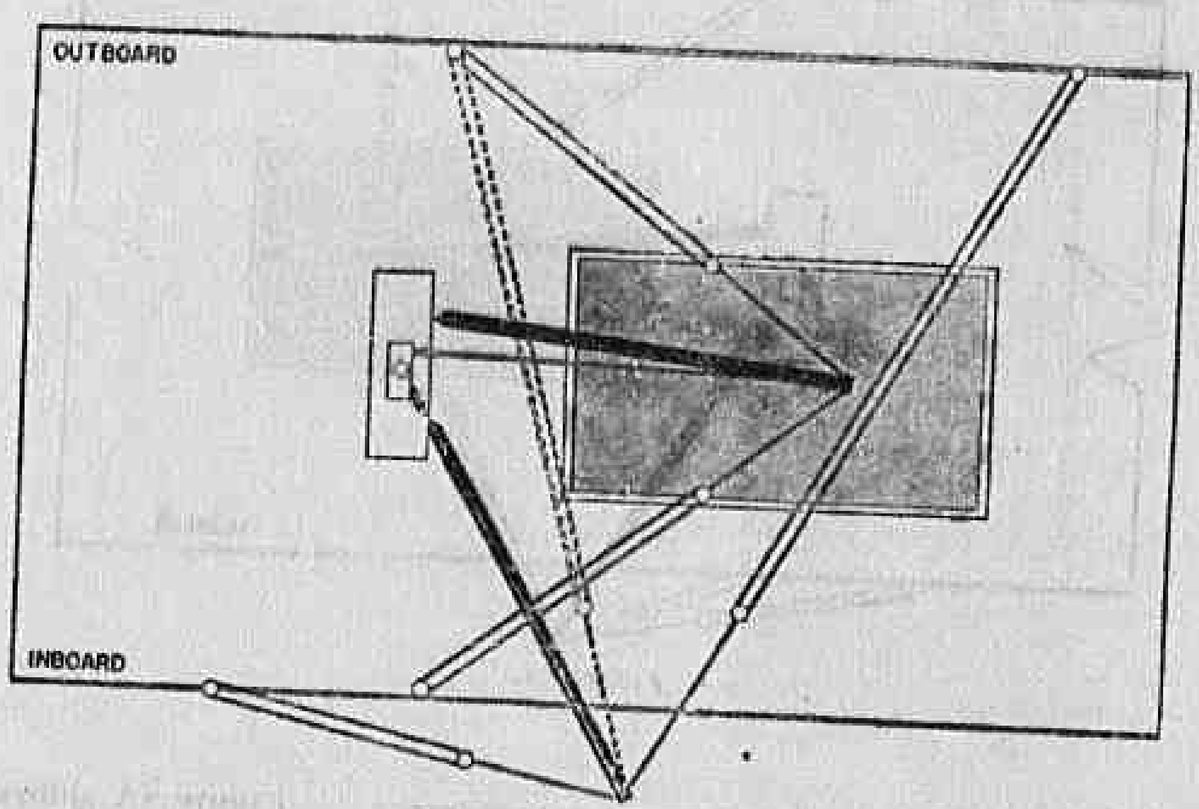

Figure 9A.

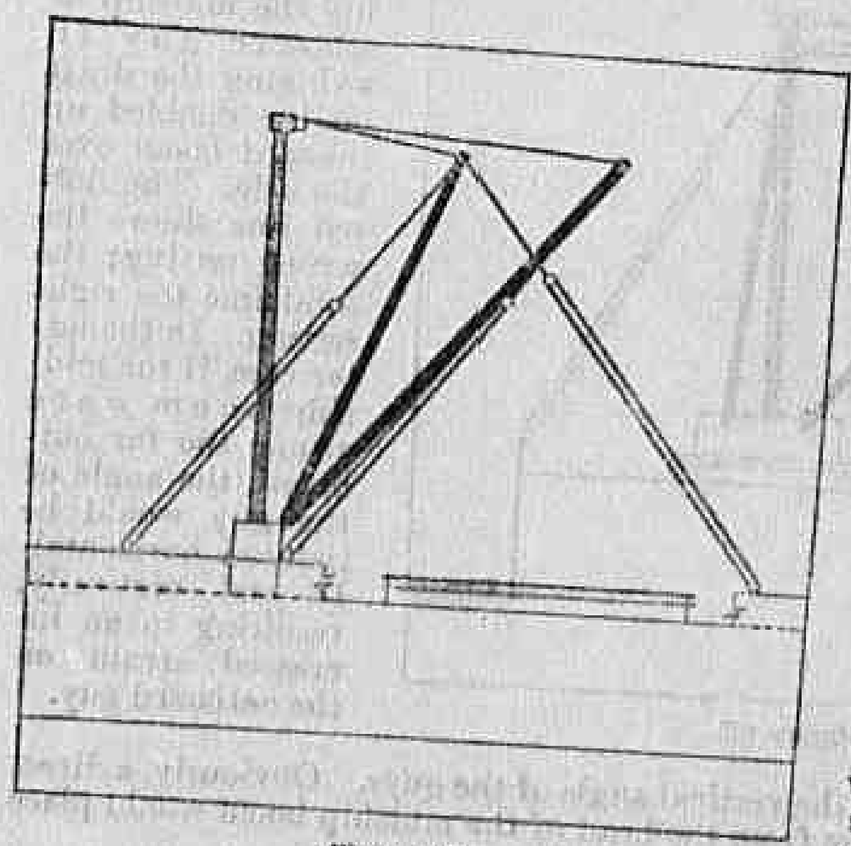

Figure 9B.

Figure 9A shows the conventional boom guying, each boom having two guys. The dotted line shows the dangerous angle which would result if the guy were wrongly moved towards instead of away from the heel line position.

Figure 9B is the same as the top figure. Looking at the side of the ship, it shows the vertical angle of the guys on the inboard boom when the boom is swung out with the draft on doubled-up falls.

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EXCESSIVE DRIFT

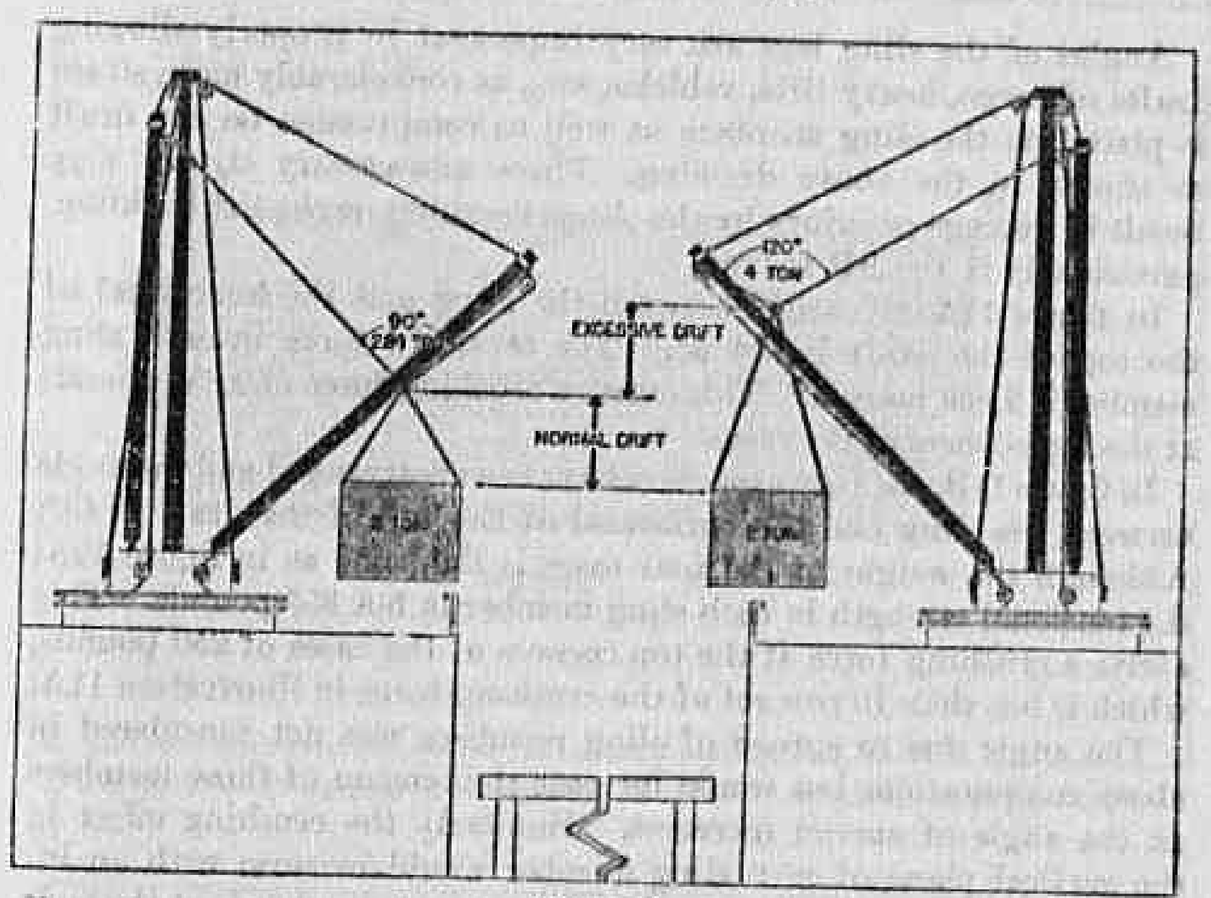

Figure 10.

A common cause of unnecessary strain on ship's gear is excessive drift. It is considered to be of sufficient importance to merit special attention, and is illustrated in figure 10 which shows also a normal drift for comparison. The view on the left shows the use of a short sling which, with a 2-ton draft at normal clearance, results in an angle of 90° between cargo falls. At that angle the resultant weight on the cargo falls amounts to 2.84 tons. Using a longer sling, as shown in the right-hand view, the angle between cargo falls, with the same draft and clearance, increases to 120°; and the resultant weight on cargo falls becomes 4 tons, or double the actual weight of the draft.

It is obvious that the same increase in tension applies to the sling members as the angle between them, measured at the cargo hook, increases. Consequently, slings should be kept as short as possible without causing an excessively large angle between legs of sling at the cargo hook—thus avoiding the same increased tensions mentioned above for cargo falls.

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PROPER SLINGING

Angles of the sling legs are very important in properly slinging drafts of cargo, heavy lifts, vehicles, etc., as considerably more strain is placed on the sling members as well as compression on the draft as shown in the above drawing. These unnecessary strains may result in damage or injury by the slings breaking or the lift buckling, particularly if the lift is long.

In figure 11A, the angle between the sling and the horizontal of the top of the draft is but 5°. The tensional force in each sling member is 2,869 pounds. This exerts a crushing force of 2,857 pounds at the top corners of the cases.

In figure 11B, the four cases here have been rearranged and the angle between the sling and the horizontal of the top of the draft is 45°. Although the weight of the four cases is the same as in figure 10A, the tensional strength in each sling member is but 353 pounds. This exerts a crushing force at the top corners of the cases of 250 pounds, which is less than 10 percent of the crushing force in illustration 11A.

The angle due to spread of sling members was not considered in above computations but would increase the tension of those members as the angle of spread increases. Similarly the crushing effect in the vertical plane of each sling member would increase with an increase in the spread of sling members between arrow heads at the ends of the cases. Vehicles and similar lifts have been buckled by this crushing effect when improperly slung.

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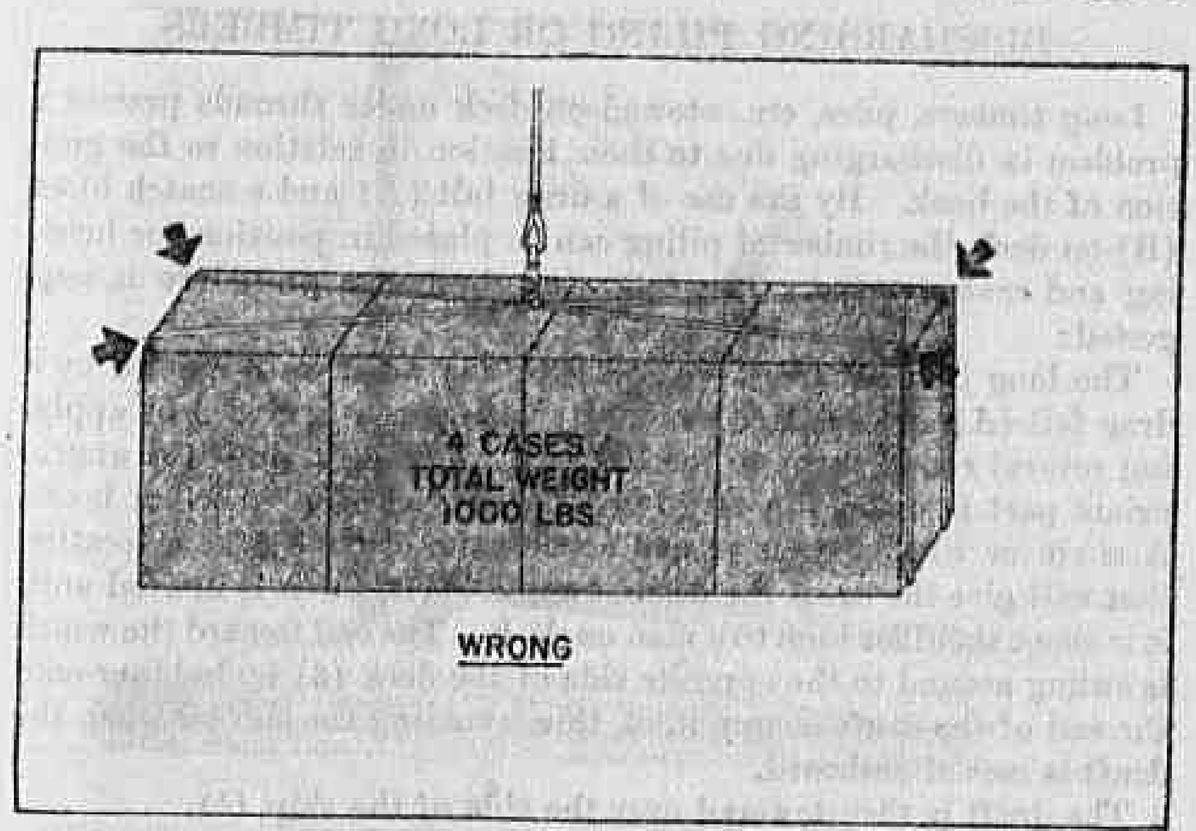

Figure 11A.—Improper slinging (arrows denote crushing force of sling).

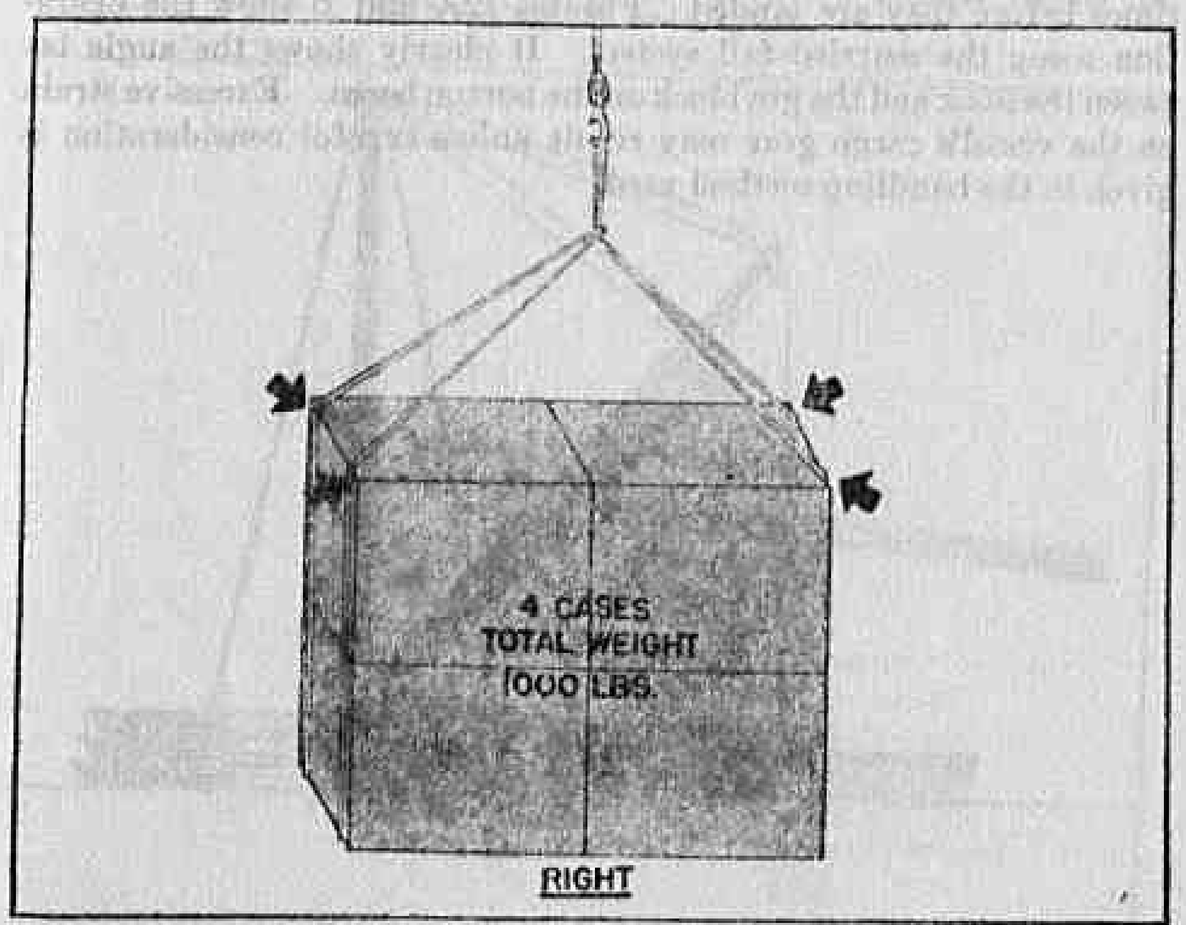

Figure 11B.—Proper slinging (arrows denote crushing force of sling).

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DISCHARGING PILING OR LONG TIMBERS

Long timbers, piles, etc., stowed on deck under shrouds present a problem in discharging due to their location in relation to the position of the hook. By the use of a drag fall (A) and a snatch block (B) on deck, the timber of piling can be placed in position for hoisting and maneuvering. The following discharge procedure is suggested:

The long timbers, piles, etc., on deck (1) are usually moved by a drag fall (A) and a snatch block (B) with power provided by applying several round turns to the barrel of the winch, until the appropriate part is under the cargo hook of the midship or hatch boom. A chain or wire sling is passed around the draft (2) at a location that will give the draft the desired angle. The draft is hoisted until it is about shoulder high to a man on deck. The end toward the winch is swung around to the opposite side of the deck (3) by holding onto the end of the draft or guy lines, thus avoiding the shroud when the draft is moved outboard.

The draft is then lowered over the side of the ship (4).

Where gun tubes, shrouds, or other obstructions do not permit the above described method it may be necessary to sling long drafts several times before they are landed. Figures 12A and B show the operation using the married-fall system. It clearly shows the angle between the hook and the gin block on the burton boom. Excessive strain on the vessel's cargo gear may result unless careful consideration is given to the handling method used.

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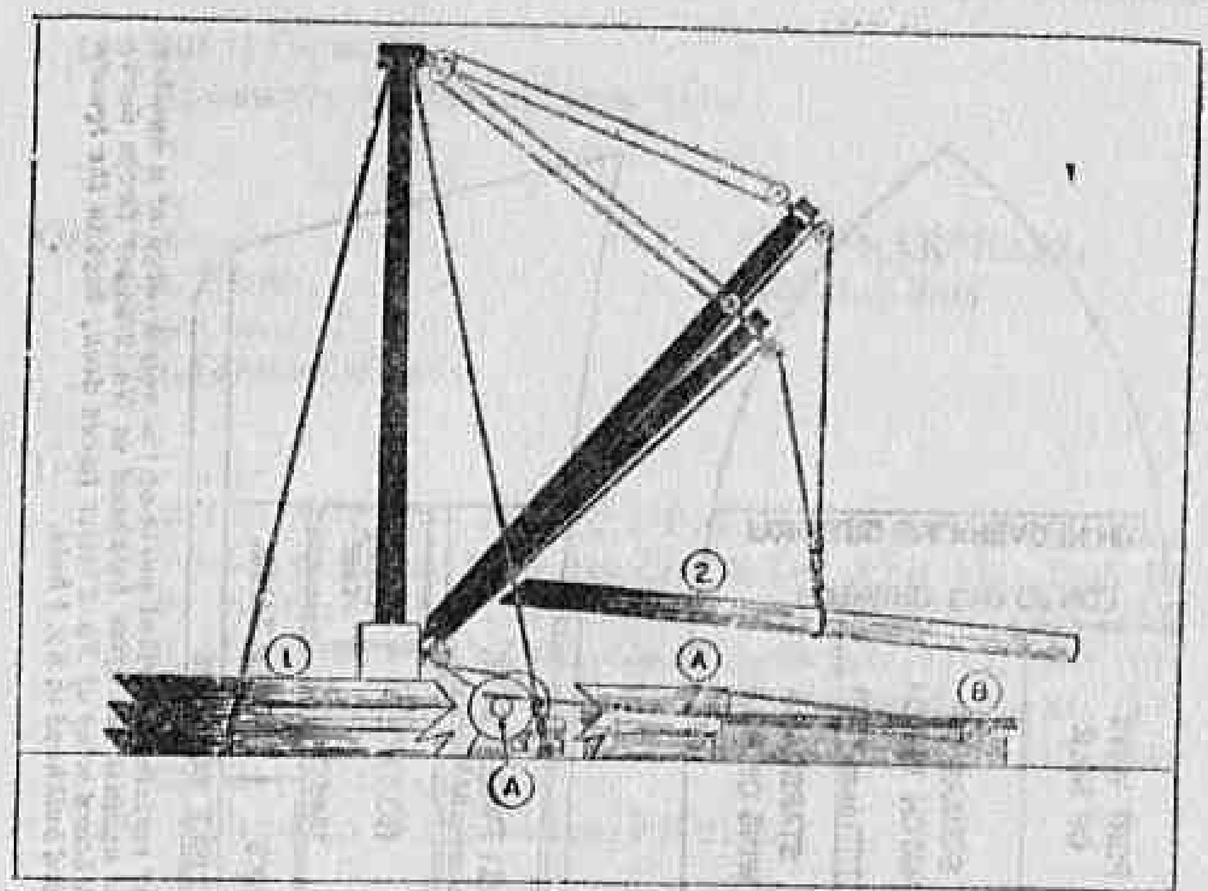

Figure 12A.—Discharging piling or long timber—the timber is brought under the hook by drag fall and hoisted.

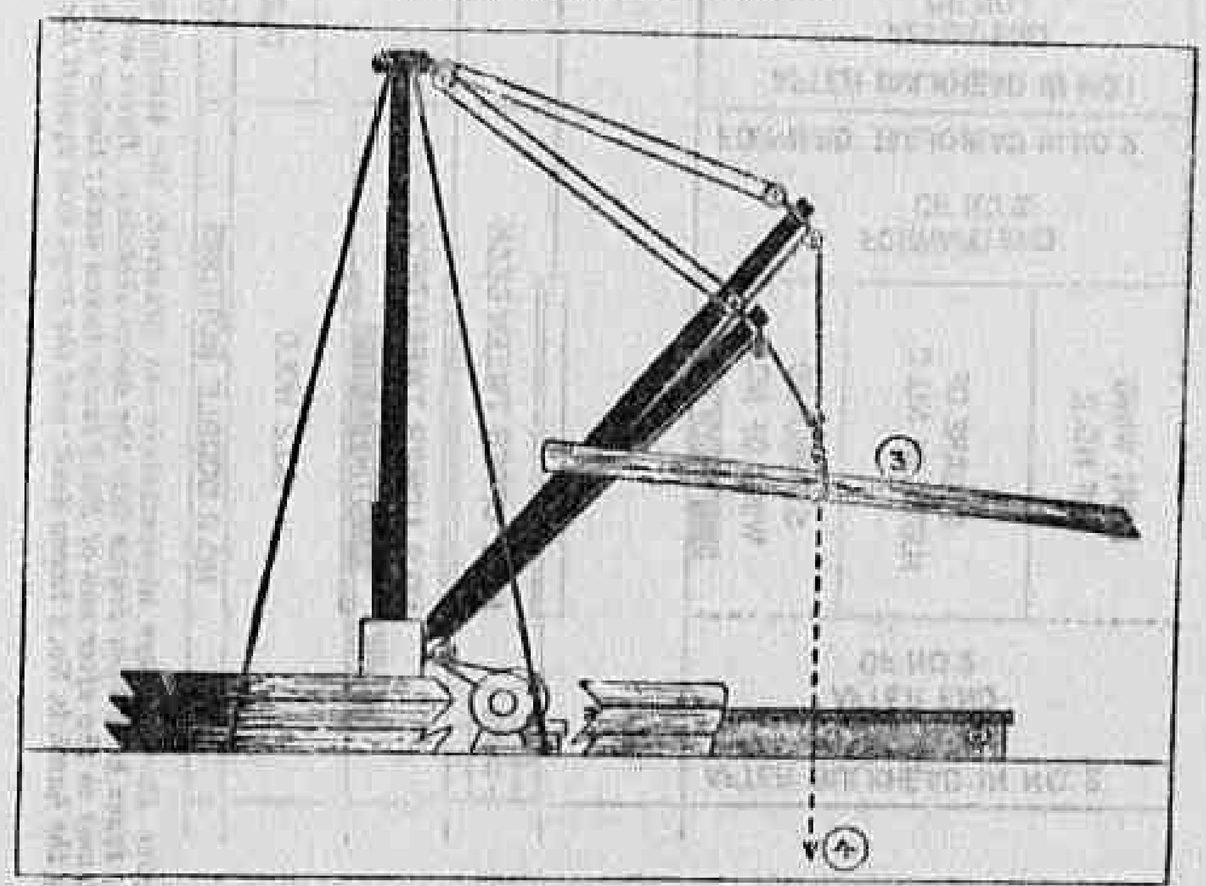

Figure 12B.—Discharging piling or long timbers—the timber is turned to avoid shroud and then lowered over side of vessel.

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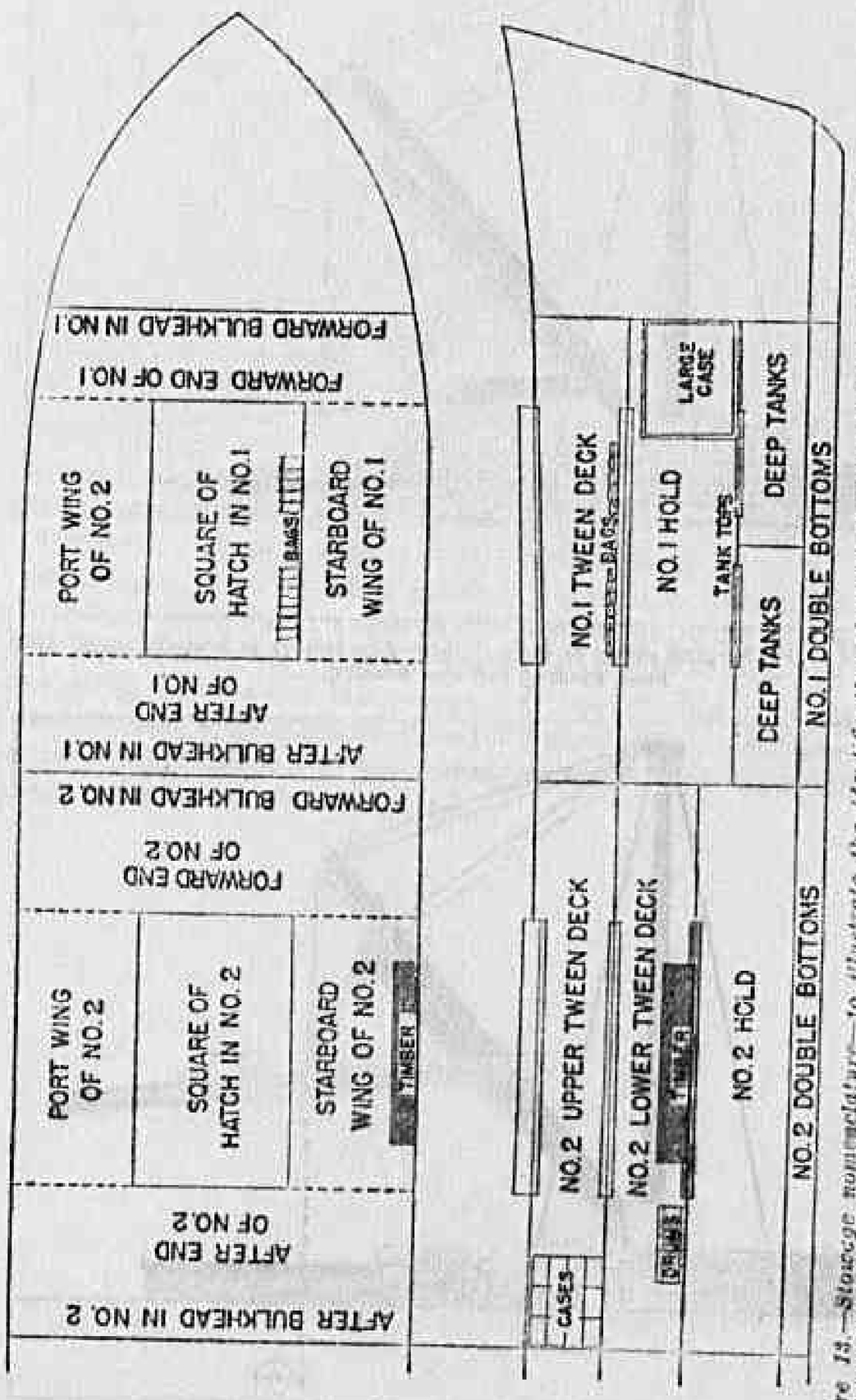

Figure 13.—Stowage nomenclature—to illustrate the identification of certain important parts of the vessel cargo of a number of types have been drawn into the above sketches. Cases are stowed against the after bulkhead in No. 2 upper tween deck; drums in the after end of No. 2 lower tween deck; timber in the starboard wing of No. 2 lower tween deck; bags in the square of the hatch in No. 1 tween deck; and the large case against the forward bulkhead in No. 1 hold.

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[AG 300.5 (2 Jan 45)]

BY ORDER OF THE SECRETARY OF WAR:

G. C. MARSHALL
Chief of Staff

OFFICIAL:
J. A. ULIO
Major General
The Adjutant General

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For explanation of symbols, see FM 21-6.

AGO 276B

U. S. GOVERNMENT PRINTING OFFICE: 1945 O-620750

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ARMY-NAVY SPARE PARTS AGREEMENT
FOR INTERNAL COMBUSTION ENGINES INSTALLED IN MARINE CRAFT
AND COMMON TO THE NAVY AND THE ARMY TRANSPORTATION CORPS

(Revised - February 1945)

RESTRICTED

In order to obviate unnecessary competition between the Army Transportation Corps and the Navy in procurement of similar spare parts for such internal combustion engines as are in common usage in marine craft, the following policies are agreed upon:

1. The Navy Department (Bureau of Ships) will provide the Army Transportation Corps with spare parts in accordance with Navy usage factors for those models of internal combustion engines listed in the "Tabulation of U. S. Army Engines in Various Theatres, etc." appended hereto. This list shall be subject to additions and deletions to be made by mutual agreement.

2. The Transportation Corps will provide the Navy Department, Bureau of Ships, with monthly population reports showing the number of each type of engine in each of the Spare Parts Distribution Center areas and in the Zone of Interior. Due to variations between contracts for the same engine model, distribution by contracts will be shown.

3. The Navy Department will assume the supply responsibility for all parts on the models whether or not all of the parts are common to Navy engines of the same model. To assist the Navy Department in making proper procurement, the Transportation Corps will provide complete data on applicable contracts and bills of materials for all engines involved.

4. Responsible Army Supply Officers in the Theatres will submit spare parts requisitions through prescribed Army channels in the Theatres to the cognizant Spare Parts Distribution Center. The SPDC's will be directed to honor Army requisitions for spare parts for the engine models covered by this Agreement up to the limitations set by (a) population of Army engines in the Theatre (b) Navy usage factor. Where the SPDC is unable to supply the spare parts required by the Army from stock, the same procedure will be used to obtain the requirements as for Navy needs. That is, where there are shortages on Automatic Flow, a request for expediting action on the shortages shall be addressed by dispatch or speedletter by the SPDC to Bureau of Ships, Code 643p. Where requirements are for needs over and above automatic flow, the SPDC will submit a requisition to Naval Supply Depot, Mechanicsburg on which shall be clearly stated the reason for such submission. Where Army needs cannot be met from stock, such needs shall be carried as obligations and included with Navy obligations in calculating requirements. No Army requisitions for the engines covered by the Agreement will be forwarded from overseas to the United States either by the Army Activity or the Navy SPDC.

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5. If parts remain unavailable at the Spare Parts Distribution Centers after normal replenishment procedures as outlined above have been followed, Army Supply Officers in the Theatre will notify the Office of the Chief of Transportation by signal through the appropriate Port of Embarkation. The Chief of Transportation will take all necessary expediting action with Bureau of Ships. Degrees of urgency must be clearly indicated by a realistic required date and complete identification of the material required will be given. Reference should be made to action taken by the SPDC.

6. For the Zone of Interior (continental United States) the Naval Supply Depot, Mechanicsburg, Pennsylvania acts as the Spare Parts Distribution Center. Requisitions from responsible supply echelons in the Zone of Interior should be forwarded to Montgomery TC Depot, Montgomery, Alabama for screening and transmittal to Naval Supply Depot, Mechanicsburg.

7. It is agreed that principle stocks of spare parts for the engines covered by the Agreement will be maintained by the Navy SPDC. Army Repair Echelons will maintain a minimum operating level required to effect proper maintenance. Diversion of spare parts, allotted to the Navy SPDC based upon combined Army and Navy engine population in the area, to maintain required operating levels at Army Repair Echelons will be made by mutual agreement between the Army and Navy Service Force Commanders concerned. Diversion of spare parts from Naval Supply Depot, Mechanicsburg needed to maintain operating levels at Army Repair Echelons in the Zone of the Interior shall be mutually decided by agreement by the Chief of Transportation and Chief of the Bureau of Ships.

8. To eliminate duplication of stocks and procurement, the Army Transportation Corps will make available to the Navy Department spare parts for engines covered by the Agreement, including spare parts in Army Depots and manufacturers' warehouses, under contract or resulting from termination of engine or parts contracts. Lists of such parts as are available will be furnished to the Bureau of Ships and Naval Supply Depot, Mechanicsburg for distribution instructions.

9. Reimbursement to the Navy Department (Bureau of Ships) for spare parts furnished under this Agreement shall be made by transfer of funds based upon total number of engines in service and scheduled to go into service at the rate of ten dollars ($10.00) per horsepower per year. In consideration of the furnishing by the Navy Department of initial stocks to establish required operating levels at the Army Repair Echelons the transfer of spare parts from Army stocks as outlined in paragraph eight (8) above shall be made without transfer of funds by the Navy Department.

10. The Navy Department will include in its interchangeability program those Army engines covered by the Agreement and shall include these engines in the parts information being gathered on similar Navy models. Copies of such interchangeability information will be furnished the Office of the Chief of Transportation.

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11. On those engines not covered by this Agreement the Navy Department (Bureau of Ships) will endeavor to service the Army where possible and practicable in any emergency commensurate with existing local conditions or contemplated operations. The Transportation Corps will likewise reciprocate for the Navy's requirements.

12. This Agreement will be reviewed periodically, or upon request of either service, to determine what additional coordination can be obtained between the Army and Navy or to consider amendments or cancellations of the Agreement.

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TABULATION OF U. S. ARMY ENGINE MODELS IN VARIOUS THEATRES FOR WHICH THE NAVY DEPARTMENT (BUREAU OF SHIPS) ASSUMES SUPPLY RESPONSIBILITY FOR ALL PARTS, WHETHER OR NOT ALL PARTS ARE COMMON TO NAVY ENGINES OF THE SAME MODEL

MAKE	MODEL	MODEL NAME
HALL SCOTT	2268, 2269 2286, 2287	Defender
	168, 169 186, 187	Invader
HUDSON (Hall Scott)	168, 169 186, 187	Invader
PACKARD (Including W8, W14 and W16 types)	4M2500	
GENERAL MOTORS	3-268A 6-278A 8-268A 12-278A 8-567	
COOPER BESSEMER	GSB-8	(Diesel Elec. model)
HERCULES	DWXDS	
HILL	4R 6R	
CUMMINS	HMR602 HMR603 HMRS602 HMRS603	
CONTINENTAL	GM330 R6602	Invincible Commando
GRAY	All diesel models, but no gasoline models.	
NATIONAL SUPPLY (Superior Div.)	MRDB-8 MRD-8 SMRA-4 GDB-8 GAB-4 GA-4 GD-4 GA-6 IA-4 MRD-8 MRA-6	

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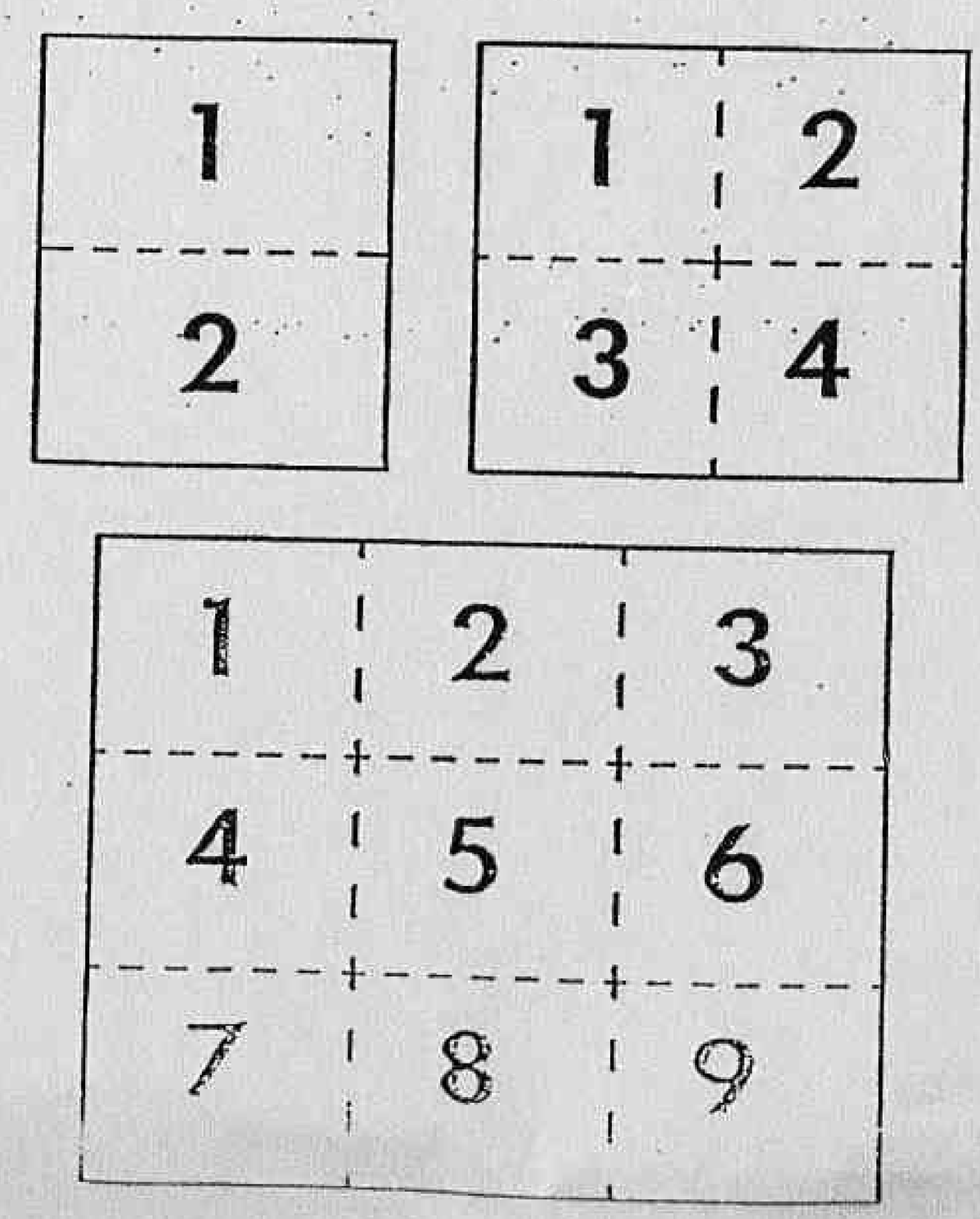
MAPS AND CHARTS TOO LARGE TO FILM ON ONE EXPOSURE ARE FILMED CLOCKWISE BEGINNING IN THE UPPER LEFT CORNER, LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



CONFIDENTIAL

MONTHLY VESSEL UTILIZATION SUMMARY

(Short Title: MOVUS)

FEBRUARY 1945

Completed discharges from U.S. loaded Army employed dry cargo ships, during the month of February, totalled more than 4 and 1/3 million measurement tons. The average rate of discharge, based on total days from arrival to completion of discharge, was 773 MT/ship/day -- an increase of 46 MT over the rate for January discharges. The net (based on working days) discharge rate for February was 983 MT/ship/day -- an increase of 52 MT over the January figure. Since both discharge rates increased almost in proportion, no material increase or reduction of idle time, prior to discharge completion, occurred.

India-Burma, Pacific Ocean Areas (exclusive of forward areas) and the Caribbean Defense Command, in that order, placed first, second and third for both net and gross rates of discharge.

ACTREP SUMMARIES

The joint Army, Navy and WSA ship activity reports are summarized weekly, by pooled personnel, to provide a comparison of the respective theater and area performance and utilization of U.S. controlled dry cargo ships. These summaries show an overall picture which includes all such ships whether employed by Army, Navy, WSA or locally employed within the theater. The only U.S. controlled dry cargo vessels excluded from the summaries are those engaged in operations with, or supply of, the battle fleet, and those of less than 1000 gross tons.

Summarizing the four ACTREP messages for weeks ending in February, the following table is obtained. The most fertile field for improvement in utilization of shipping appears to be the reduction of ship days awaiting call. Previous summaries of this nature showed the SWPA particularly high in percentage of ship time awaiting call forward. Although both SWPA and POA may be expected to run higher in this respect than the other areas, due to the type of "island hopping" operations prevailing in the Pacific theaters, it is not reasonable that approximately one fourth of total ship time should be expended in a "loaded and awaiting call forward" status.

ACTREP SUMMARIES
FOR
U.S. CONTROLLED DRY CARGO VESSELS OF 1000 OR MORE GROSS TONS
(Period Covered is Month of February as close as weekly ACTREP Messages Permit)

THEATER	ANALYSIS OF TIME IN PORT — AVERAGE PERCENT OF TOTAL PORT TIME								AVERAGE DISCHARGE & LOADING RATES PER SHIP PER WORKING DAY			
	Discharging	Loading	Servicing and Repairing	Sub-Total	Waiting Berth	Waiting Call Forward	Other Idle Time	Total Idle Time	Discharge		Loading	
	%	%	%	%	%	%	%	%	MT	LT	MT	LT
India	45.2	27.5	19.6	92.1	.4	4.8	2.7	7.9	1529	665	768	556
South France	85.5	.6	1.4	87.5	10.6	.5	1.4	12.5	982	587	227	110
Mediterranean	53.4	15.4	8.7	77.5	8.4	7.4	6.7	22.5	837	550	674	268
European Theater (less So.France)	52.0	6.8	10.8	69.6	10.4	12.3	7.7	30.4	753	446	778	342
Southwest Pacific	37.7	9.9	8.6	56.2	18.5	22.3	3.0	43.8	531	286	570	307
Pacific Ocean Areas	29.9	11.0	7.2	48.1	8.1	34.5	9.3	51.9	852	411	698	336

NOTE: The low loading rates indicated for South France are not representative due to the small tonnage involved and the reporting of time by day rather than by hour.

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The only U.S. controlled dry cargo vessels excluded from the summaries are those engaged in operations with, or supply of, the battle fleet, and those of less than 1000 gross tons.

Summarizing the four ACTREP messages for weeks ending in this respect than the other areas, due to the type of "island hopping" operations prevailing in the Pacific theatere, it is not reasonable that approximately one fourth of total ship time should be expended in a "loaded and awaiting call forward" status.

ACTREP SUMMARIES
FOR
U.S. CONTROLLED DRY CARGO VESSELS OF 1000 OR MORE GROSS TONS
(Period Covered is Month of February as close as weekly ACTREP Messages Permit)

THEATER	ANALYSIS OF TIME IN PORT — AVERAGE PERCENT OF TOTAL PORT TIME								AVERAGE DISCHARGE & LOADING RATES PER SHIP PER WORKING DAY			
	Discharging	Loading	Servicing and Repairing	Sub-Total	Waiting Berth	Waiting Call Forward	Other Idle Time	Total Idle Time	Discharge		Loading	
	%	%	%	%	%	%	%	%	MT	LT	MT	LT
India	45.2	27.3	19.6	92.1	.4	4.8	2.7	7.9	1529	685	768	556
South France	85.5	.6	1.4	87.5	10.6	.5	1.4	12.5	982	587	227	110
Mediterranean	53.4	15.4	8.7	77.5	8.4	7.4	6.7	22.5	857	550	674	268
European Theater (less So.France)	52.0	6.8	10.8	69.6	10.4	12.3	7.7	30.4	753	446	778	542
Southwest Pacific	37.7	9.9	8.6	56.2	18.5	22.3	3.0	43.8	531	286	570	307
Pacific Ocean Areas	29.9	11.0	7.2	48.1	8.1	34.5	9.3	51.9	852	411	698	336

NOTE: The low loading rates indicated for South France are not representative due to the small tonnage involved and the reporting of time by day rather than by hour.

ONE OF CALCUTTA'S SECRETS BARED

Calcutta consistently has averaged a net discharge rate of about 3000 or more MT per ship day and has practically eliminated idle time in port, which has resulted in high net and gross discharge rates almost numerically identical. Some of the reasons for this excellence in handling ships are related in the following verbatim report of the THOMAS CLYDE'S Naval Armed Guard officer. The report also reveals the practice of TC soldiers at Calcutta who do not wait for the ships to dock but go out to meet them climb aboard, and steal a little additional working time prior to ship's arrival -- a highly commendable theft which is only one factor in this splendid tribute to their efficiency and esprit de corps.

"The S. S. THOMAS CLYDE arrived at a short canal emptying into the Hoogly River at Calcutta, India, at 1615, 14 January, 1945, and within five (5) minutes after entering said canal, a number of Army enlisted men climbed aboard via a ladder as the ship slowly crept through this narrow channel which led into where the ship was to dock. These Army men at 1629 had already begun to loosen the cables which held the deck cargo consisting of a large number of heavy Army trucks. In other words, they began their work before the ship had even docked, since the ship docked at 1645.

These same Army men soon informed those of the THOMAS CLYDE that the ship would be unloaded and ready to sail by Thursday morning -- no later --. This appeared impossible, such a story, and so those of the THOMAS CLYDE smiled knowingly at the soldiers. But come Wednesday night, not Thursday morning, and the THOMAS CLYDE was completely unloaded, every single pound was off at 1820, 17 January, 1945; and this in but (73) seventy-three hours and (20) twenty minutes from the time of docking.

Naturally one wonders the cause of this excellent work. It is not mystery, but it is merely the natural result of efficiency, speed, determination and consistent effort on the part of the officers and enlisted men who worked and who managed the many native coolies. There was something else behind the scenes, however, a spirit which was aptly expressed by one of the Army men on the job, "Well, we're here to do a job and to do it in the fastest and best way possible. Our paths are not crossed with ferocious panthers or other wild animals, or beasts. We don't have to crawl on our bellies into fox holes with the snakes. We don't have to live in disease infested jungles. But, Buddy, we do worry about the GI guys who are up there in Burma and China doing just that, and we don't intend to let them down."

APR 3 1945
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(Continued on Back Page)

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OVERSEAS PORT UTILIZATION OF U. S. LOADED ARMY EMPLOYED DRY CARGO VESSELS DURING MONTH OF FEBRUARY 1945

THEATER AND PORT	COMPLETED DISCHARGES								TIME ANALYSIS*					
	Number	Total M T	Ratio M T to W T	NET DISCHARGE DATA Based on working Days		GROSS DISCHARGE DATA Based on Time in Port Until Completion of Discharge			Number of Vessels	Ship Days in Port				
				Av. M T Per Ship/Day	Standing	Av. Days Per Ship	Av. M T Per Ship/Day	Standing		Working	Idle	Other	Total	% Time Idle
EASTERN DEFENSE COMMAND														
Praia	2	5,164	1.8	369	54	7.0	369	53	3	10	-	-	10	0
St. Johns	1	1,757	1.6	879	37	2.0	879	29	1	9	-	-	9	0
Villa Do Porto	3	5,905	1.7	369	54	7.7	257	56	3	16	7	-	23	30.4
SUMMARY	6	12,826	1.7	401	9	6.5	329	9	7	35	7	-	42	16.7
CARIBBEAN DEFENSE COMMAND														
Balboa	1	8,021	1.8	1,337	10	6.0	1,337	8	1	6	-	-	6	0
Cristobal	1	8,857	1.5	1,265	13	7.0	1,265	9	1	4	-	-	4	0
Kingston	1	1,996	2.7	665	48	4.0	499	47	1	3	1	-	4	25.0
SUMMARY	3	18,874	1.7	1,180	3	5.7	1,110	3	3	13	1	-	14	7.1
EUROPEAN THEATER														
Antwerp	103	900,519	1.8	1,021	27	11.0	795	34	113	681	115	4	800	14.4
Avonmouth	2	16,561	4.4	2,070	2	4.5	1,840	2	3	8	2	-	10	20.0
Barry	5	36,412	3.9	1,655	6	5.2	1,400	6	6	24	2	-	26	7.7
Cardiff	4	26,056	2.8	1,133	19	6.5	1,002	19	4	23	3	-	26	11.5
Cherbourg	51	336,376	1.4	799	42	11.1	593	45	60	375	162	6	543	29.8
Ghent	8	66,209	2.2	1,035	25	8.5	974	20	8	56	3	2	61	4.9
Hull	6	46,459	1.4	1,275	12	6.7	1,211	12	6	34	1	-	35	2.9
Le Havre	56	315,082	1.7	757	46	11.7	480	48	69	396	227	-	623	36.4
Liverpool	15	114,155	3.3	1,871	3	4.5	1,704	4	15	61	5	1	67	7.5
Marseille	66	510,841	1.8	1,337	10	6.5	1,185	13	74	395	61	2	458	13.3
Newport	4	34,607	2.3	824	41	11.0	787	35	4	28	3	8	39	7.7
Port De Bouc	7	45,012	1.0	866	39	8.7	738	40	11	63	14	-	77	18.2
Rouen	28	159,540	2.0	961	31	6.4	886	28	37	179	34	-	213	16.0
Swansea	4	35,876	2.5	1,025	26	9.2	970	21	4	26	5	-	31	16.1
SUMMARY	359	2,645,705	1.8	1,013	5	9.3	791	7	414	2,349	637	23	3,009	21.2
MEDITERRANEAN THEATER														
Algiers	1	2,770	1.6	923	33	3.0	923	24	2	5	3	-	8	37.5

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[illegible]	3	18,874	1.7	1,180	3	5.7	1,110	3	3	13	1	-	14	7.1
EUROPEAN THEATER														
Antwerp	103	900,519	1.8	1,021	27	11.0	795	34	113	681	115	4	800	14.4
Avonmouth	2	16,561	4.4	2,070	2	4.5	1,840	2	3	8	2	-	10	20.0
Barry	5	36,412	3.9	1,655	6	5.2	1,400	6	6	24	2	-	26	7.7
Cardiff	4	26,056	2.8	1,133	19	6.5	1,002	19	4	23	3	-	26	11.5
Cherbourg	51	336,376	1.4	799	42	11.1	593	45	60	375	162	6	543	29.8
Ghent	8	66,209	2.2	1,035	25	8.5	974	20	8	56	3	2	61	4.9
Hull	6	48,459	1.4	1,275	12	6.7	1,211	12	6	34	1	-	35	2.9
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Liverpool	15	114,155	3.3	1,871	3	4.5	1,704	4	15	61	5	1	67	7.5
Marseille	66	510,841	1.8	1,337	10	6.5	1,185	13	74	395	61	2	458	13.3
Newport	4	34,607	2.3	824	41	11.0	787	35	4	28	3	8	39	7.7
Port De Bouc	7	45,012	1.0	866	39	8.7	738	40	11	63	14	-	77	18.2
Rouen	28	159,540	2.0	961	31	6.4	886	28	37	179	34	-	213	16.0
Swansea	4	35,876	2.5	1,025	26	9.2	970	21	4	26	5	-	31	16.1
SUMMARY	359	2,645,705	1.8	1,013	5	9.3	791	7	414	2,349	637	23	3,009	21.2
MEDITERRANEAN THEATER														
Algiers	1	2,770	1.6	923	33	3.0	923	24	2	5	3	-	8	37.5
Ancona	3	24,109	1.2	1,048	24	8.7	927	23	3	20	6	-	26	23.1
Bari	17	126,350	1.4	1,344	9	6.0	1,239	10	21	94	25	-	119	21.0
Bizerte	0	-	-	-	-	-	-	-	1	4	1	-	5	20.0
Brindisi	4	24,984	2.9	1,086	21	7.7	806	33	4	23	14	-	37	37.8
Cagliari	1	10,000	1.2	1,250	14	9.0	1,111	15	1	8	2	-	10	20.0
Casablanca	4	21,444	1.4	858	40	8.0	670	42	5	31	12	-	43	27.9
Catania	1	1,692	1.6	338	56	5.0	338	54	1	4	1	-	5	20.0
Civitavecchia	1	5,466	1.1	781	44	7.0	781	36	1	7	-	-	7	0
Iraklion	0	-	-	-	-	-	-	-	1	2	-	-	2	0
Leghorn	18	141,880	1.8	1,173	15	7.5	1,051	17	26	133	36	-	169	21.3
Messina	1	3,667	1.2	458	52	9.0	407	50	1	8	2	-	10	20.0
Naples	22	144,893	1.7	906	34	8.7	759	38	27	195	71	-	266	26.7
Oran	0	-	-	-	-	-	-	-	2	6	3	-	9	33.3
Palermo	1	3,479	1.2	1,160	18	3.0	1,160	14	1	3	1	-	4	25.0
Patras	2	14,025	1.3	1,169	17	7.5	935	22	2	8	3	-	11	27.3

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Control Approval Symbol CG-32

OVERSEAS PORT UTILIZATION OF U. S. LOADED ARMY EMPLOYED DRY CARGO VESSELS DURING MONTH OF FEBRUARY 1945

THEATER AND PORT	COMPLETED DISCHARGES								TIME ANALYSIS*					
	Number	Total M T	Ratio M T to W T	NET DISCHARGE DATA Based on Working Days		GROSS DISCHARGE DATA Based on Time in Port Until Completion of Discharge			Number of Vessels	Ship Days in Port				
				Av. M T Per Ship/Day	Standing	Av. Days Per Ship	Av. M T Per Ship/Day	Standing		Working	Idle	Other	Total	% Time Idle
MEDITERRANEAN THEATER (Cont'd)														
Piraeus	4	32,272	1.3	1,076	22	9.0	896	26	5	33	9	-	42	21.4
Reggio	1	3,898	1.0	780	45	5.0	780	37	1	5	1	-	6	16.7
Saloniks	3	23,097	1.7	1,050	23	9.0	855	31	3	19	8	-	27	29.6
SUMMARY	84	584,026	1.5	1,064	4	7.6	918	4	108	608	198	-	806	24.6
PERSIAN GULF COMMAND														
Khorramshahr	1	9,850	1.5	895	36	11.0	895	27	1	13	-	-	13	0
SUMMARY	1	9,850	1.5	895	7	11.0	895	5	1	13	-	-	13	0
INDIA-BURMA														
Calcutta	20	208,009	2.4	3,059	1	3.5	2,930	1	23	70	4	-	74	5.4
SUMMARY	20	208,009	2.4	3,059	1	3.5	2,930	1	23	70	4	-	74	5.4
SOUTHWEST PACIFIC														
Biak Island	7	56,131	2.2	936	32	12.4	645	43	7	61	18	-	79	22.8
Brisbane	0	-	-	-	-	-	-	-	1	12	-	-	12	0
Finschhafen	4	35,716	2.1	992	29	9.7	916	25	7	57	14	1	72	19.4
Hollandia	4	48,861	2.4	905	35	14.7	828	32	5	62	9	-	71	12.7
Leyte	19	152,057	2.1	356	53	28.7	279	55	53	519	410	-	929	44.1
Lingayen	23	202,356	1.7	621	49	21.1	417	49	46	403	229	-	632	36.2
Manus	0	-	-	-	-	-	-	-	2	-	3	-	3	100.0
Mindoro	4	38,883	2.4	794	43	13.0	748	39	6	54	38	-	92	41.3
Subic Bay	0	-	-	-	-	-	-	-	3	49	2	-	51	3.9
Sydney	2	5,062	1.1	562	51	4.5	562	46	4	24	23	6	53	43.4
SUMMARY	63	539,046	1.9	581	8	20.3	422	8	134	1,241	746	7	1,994	37.4
PACIFIC OCEAN AREAS (Excluding Forward Areas)														
Espiritu Santo	2	14,212	2.4	1,777	4	4.0	1,777	3	2	8	1	-	9	11.1
Guadalcanal	4	25,385	1.7	1,104	20	6.0	1,058	16	5	32	4	-	36	11.1
Honolulu	24	243,492	2.2	1,739	5	6.4	1,581	5	32	176	38	2	216	17.6

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SUMMARY	1	9,850	1.5	895	7	11.0	895	5	1	13	-	-	13	0
INDIA-BURMA														
Calcutta	20	208,009	2.4	3,059	1	3.5	2,930	1	23	70	4	-	74	5.4
SUMMARY	20	208,009	2.4	3,059	1	3.5	2,930	1	23	70	4	-	74	5.4
SOUTHWEST PACIFIC														
Biak Island	7	56,131	2.2	936	32	12.4	645	43	7	61	18	-	79	22.8
Brisbane	0	-	-	-	-	-	-	-	1	12	-	-	12	0
Finschhafen	4	35,716	2.1	992	29	9.7	916	25	7	57	14	1	72	19.4
Hollandia	4	46,861	2.4	905	35	14.7	828	32	5	62	9	-	71	12.7
Leyte	19	152,037	2.1	386	53	28.7	279	55	53	519	410	-	929	44.1
Lingayen	23	202,356	1.7	621	49	21.1	417	49	46	403	229	-	632	36.2
Manus	0	-	-	-	-	-	-	-	2	-	3	-	3	100.0
Mindoro	4	38,883	2.4	794	43	13.0	748	39	6	54	38	-	92	41.3
Subic Bay	0	-	-	-	-	-	-	-	3	49	2	-	51	3.9
Sydney	2	5,062	1.1	562	51	4.5	562	46	4	24	23	6	53	43.4
SUMMARY	63	539,046	1.9	581	8	20.3	422	8	134	1,241	746	7	1,994	37.4
PACIFIC OCEAN AREAS (Excluding Forward Areas)														
Espiritu Santo	2	14,212	2.4	1,777	4	4.0	1,777	3	2	8	1	-	9	11.1
Guadalcanal	4	25,385	1.7	1,104	20	6.0	1,058	16	5	32	4	-	36	11.1
Honolulu	24	243,492	2.2	1,739	5	6.4	1,581	5	32	176	38	2	216	17.6
Noumea	5	43,835	1.8	1,370	7	6.4	1,370	7	6	41	4	-	45	8.9
Pearl Harbor	1	5,863	2.7	1,173	15	15.0	391	51	1	5	10	-	15	66.7
Russell Islands	1	1,006	3.9	1,006	28	1.0	1,006	18	1	1	-	-	1	0
SUMMARY	37	333,793	2.1	1,597	2	6.3	1,426	2	47	263	57	2	322	17.7
ALASKAN DEPARTMENT														
Adak	7	12,161	2.2	1,351	8	1.4	1,216	11	8	16	4	-	20	20.0
Amchitka	1	1,135	1.8	568	50	3.0	378	52	1	6	-	-	6	0
Attu	2	8,152	1.4	741	47	6.5	627	44	3	13	4	-	17	23.5
Dutch Harbor	4	2,891	1.7	964	30	1.0	723	41	6	9	2	1	12	16.7
Ketchikan	0	-	-	-	-	-	-	-	2	9	1	1	11	9.1
Kodiak	0	-	-	-	-	-	-	-	2	4	1	-	5	20.0
Umnak	1	434	1.8	217	57	2.0	217	57	1	2	-	-	2	0
Whittier	4	6,957	1.6	870	38	2.0	870	30	5	11	1	-	12	8.3
SUMMARY	19	31,730	1.7	907	6	2.1	793	6	28	70	13	2	85	15.3
GRAND SUMMARY	592	4,383,859	1.8	983	-	9.6	773	-	765	4,662	1,663	34	6,359	26.2

* Covers all time during month, from arrival to sailing or release to WSA, for those vessels scheduled to work at port.

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Prepared by Water Division, OCT
26 March 1945

Declassified E.O. 12356 Section 3.3/NND No. 785020

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PROCESSING BAGGAGE RETURNED FROM OVERSEAS

U. S. Ports of Embarkation are experiencing great difficulty in processing baggage returned from overseas. Baggage is arriving without inventories and certificates of inspection, and, in some cases, is poorly tagged. Baggage bearing certificates of inspection has been opened by customs officials and has been found to contain prohibited items and items which require certificates of authorization in order to pass the port inspecting agencies.

Improperly prepared baggage is delayed in clearing the port, occupies vitally needed in-transit storage space, and necessitates additional handling and administrative work.

To relieve this situation and preclude the possibility of U.S. Ports being faced with a baggage problem of enormous proportions, it is requested that theater personnel comply with the following directives when preparing baggage for return to U. S.:

(1). WD Circular No. 335, 1944, as amended by WD Circular No. 31, 1945.

(2). Letter AG 524 (18 May 44) OB-S-E-SPMOT-M, dated 29 August 1944, Subject: Processing of Baggage from Overseas, as amended by letter, same file and subject, dated 25 January 1945.

PIER TO WAREHOUSE DELIVERIES ON OAHU

Under a new plan, now in effect, the Army Port and Service Command of Central Pacific Base Command, POA, is responsible for the movement of all cargo except self-propelled equipment between Honolulu piers and Army warehouses and storage areas on Oahu. This new plan appears to be an excellent solution to a problem which has resulted in delay and lack of coordination when the operations were not centralized under one command. The Army Port and Service Command expects the new plan to speed pier operations and expedite ship turnaround. Details of the operations and responsibilities are reproduced here so that other areas may compare the relative merits of the Oahu plan with those of the procedure in effect in respective areas.

SECTION I

OPERATIONS

1. A coordination meeting will be held daily at 1100 by Army Port and Service Command (Army Transport Division) at the ATD Conference Room. At this meeting, all available information, reference incoming cargo (type, amount, approximate time of unloading, etc.) will be disseminated. All service liaison officers and representatives of operating sections, Army Port and Service Command, will attend this meeting.

2. Services will be supplied with a manifest at least thirty-six (36) hours prior to arrival of the vessel, and they will notify Army Port and Service Command (ATD) at least twenty-four (24) hours prior to discharge of a vessel as to place cargo is to be delivered, (warehouse, base yard, storage area, or transit warehouse), also capacity (in terms of truckloads per hour) of area and facilities at unloading point.

3. Army Port and Service Command (Transportation Division) provides at the piers materials handling equipment, trucks and/or rail cars to the extent available in ratio to tonnages, urgency, loading and unloading facilities available, and distances involved. Service provides materials handling equipment at warehouse, base yard, storage area, or transit warehouse.

4. Army Port and Service Command (Transportation Division) will notify the respective service at least twelve (12) hours prior to delivery as to time cargo will commence to arrive at unloading point, estimated time of completion and the number of men necessary to handle cargo thereat expeditiously. (This number must conform to like number at the loading point in order to expedite turn-around of trucks.)

5. Army Port and Service Command (ATD) provides supervision and labor at piers for loading and unloading transportation.

6. Army Port and Service Command (ATD) checks cargo on transportation and provides driver with three (3) copies of the shipping form or attaches three (3) copies to the railroad cars for cargo leaving the piers. One (1) copy to be given to the gateman; one (1) copy to be signed by the service and retained by the driver (noting shortages, if any), to be turned in to Army Port and Service Command (Transportation Division); one (1) copy to be retained by the service. The service checks cargo on transportation to the piers and provides driver or attaches to the railroad cars four (4) copies of the shipping form. One (1) copy to be signed by Army Port and Service Command (ATD) (noting shortages, if any) and returned to the service (liaison officer); three (3) copies to be retained by ATD for use in cargo planning and manifests.

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SECTION II

RESPONSIBILITIES

1. The services are responsible for the movement and servicing of all self-propelled equipment (vehicles, tanks, LVTs, tractors, etc.) which are to be moved to and from piers.

2. The services are responsible for unloading and loading cargo on the transportation at warehouse, base yards, storage areas, or transit warehouse on a twenty-four (24) hour basis, according to priorities established by Army Port and Service Command (ATD).

3. The services are responsible to furnish Army Port and Service Command (Transportation Division) twelve (12) hours in advance all available information on type and amount of cargo as well as personnel and loading facilities at loading point, etc., on all cargo destined to the piers.

4. Army Port and Service Command (Transportation Division) is responsible for dispatching transportation (truck or rail) to the piers for incoming cargo and to the storage area for outgoing cargo.

5. Army Port and Service Command and respective services will call on labor pool when, and to the extent, necessary.

6. To avoid unnecessary duplication of certain types of special transportation equipment used by particular services in moving equipment and cargo typical of that service, the services will make available to Army Port and Service Command, on call and accompanied by operating personnel, types of equipment listed below:

Lowbed, 22-ton, with prime mover
Trucks, mobile crane, 10-15 ton capacity
M-5 Tractor, crawler type
20-30 ton semi, cab over engine
12-ton semi
10-ton flatbed, cab over engine
5-ton flatbed
DT flatbed
Tractors, International
Lumber carriers
Vans

ARMY-NAVY SPARE PARTS AGREEMENT

A copy of the latest revision to the Army-Navy agreement on supply of spare parts for marine craft internal combustion engines is attached. The revision does not represent a material change from previous procedure but the obvious lack of ready information on this subject, evidenced by misrouting of requisitions for marine craft spare parts, warrants the additional distribution.

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO MARINA
CAGLIARI

N. 2044

31 January 1945

From : Port Commander, Cagliari
To : Allied Commission, Sardinia, Cagliari
M.M.I.A., Cagliari
D.M.W.T.R., Cagliari
B.N.L.O., Cagliari

Subject : Port Organization

1. After the experience of operating the Port of Cagliari for the last two months, this Command believes that R.Italian Army Embarkation & Disembarkation Office (Ufficio Imbarchi & Sbarchi del R.E.) is to be subdivided in its main functions of directing port operations and acting as company for loading and unloading cargoes belonging to the Italian Armed Forces.

2. To that end, while R.I.Army Embarkation & Disembarkation Office still controls loading & unloading military cargoes, starting from 0800 of 5 February 1945, a Port Direction (Direzione Porto) will be operating in the port area for and on behalf of Port Commander, Cagliari. Major MELISSARI will be in charge of this organization and will apply for specific purposes to Officers of the R.I.N. and R.I.Army.

3. This organization officially approves a status which was already existing and will enable the Port Commander to lend more promptly his assistance and control to all Port Operation

L. BORGHI
Commander, R.I.N.
Port Commandant

4081

Rec'd
0940
1 Feb 45

FILE: PORT OPERATIONS

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION GC/rrc 17 JAN 45

COMANDO MILITARE DELLA SARDEGNA
Staff Operations Office

No. 213/3-3/OP AFO 75/A, 16 January 1945

SUBJECT: Personnel Employed by the Allied Headquarters At La Maddalena.

TO : M.M.I.A. - Colonel Simmons' Office - CAGLIARI.

The following personnel of the 1st Bn 236th I.S. Regt - located at la Maddalena, is permanently employed by the Allied Hq in that Archipelago:

	NCO	MEN
- Guards at the Regina Elena Barracks		10
- Guard at Minesweeper & British Commissariat		14
- Interpreter	1	
- Cook		1

Therefore, you are kindly requested to consider said personnel as over-strength of the T/O set forth for the 236 I.S. Regt, forming an Autonomous unit to be supplied by the Allied authorities.

We await your decision in this matter.

THE CHIEF OF STAFF
Colonel Luigi Castellani
/s/ L. Castellani

"I" 25/1
Enclosure
Memo to Col CPK
(5)

4033

FILE: CALABRIA ARV.

COMANDO MILITARE DELLA SARDEGNA
Stato Maggiore - Ufficio Operazioni

- - - -

N. 213/3-3 /op. di pròt. P.M.75/a li, 16 gennaio 1945

OGGETTO: personale al servizio del Comando Alleato di La Maddalena.-

ALLA M.M.I.A. - Ufficio del Colonnello Simmons - Cagliari

Il seguente personale del I/btg.236° rgt.s.i., dislocato a La Maddalena, presta permanentemente la sua opera a favore del Comando Alleato in quell'arcipelago:

	sottufficiali	truppe
- guardia alla caserma "Regina Elena"	-	10
- " dragamine e Commissariato Inglese	-	14
- interprete	1	-
- cuoco	-	1

Pregasi pertanto esaminare la possibilità di voler considerare detti elementi in più rispetto all'organico previsto per il 236° rgt.s.i. costituendo un reparto a sé stante da vettovagliare a cura delle autorità alleate.

Si resta in attesa delle decisioni in merito.-

d'ordine
IL CAPO DI STATO MAGGIORE
(Colonnello Luigi Castellani)

Declassified E.O. 12356 Section 3.3/NND No. 785020

Il seguente personale del I/btg.236° rgt.s.i., dislocato a La Maddalena, presta permanentemente la sua opera a favore del Comando Alleato in quell'arcipelago:

	sottufficiali	truppa
- guardia alla caserma "Regina Elena"	-	10
- " dragamine e Commissariato Inglese	-	14
- interprete	1	-
- cuoco	-	1

Pregami pertanto esaminare la possibilità di voler considerare detti elementi in più rispetto all'organico previsto per il 236° rgt.s.i. costituendo un reparto a sé stante da vettovagliare a cura delle autorità alleate.

Si resta in attesa delle decisioni in merito.-

d'ordine
IL CAPO DI STATO MAGGIORE
(Colonnello Luigi Castellani)

COMANDO MILITARE SARDEGNA

4152

Recd 1000
17 JAN 45
G/

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

Cagliari, 9 January 1945

REFERENCE: TPTH/1605

SUBJECT: Port Meeting

TO: M.M.I.A., SARDINIA (Att. Colonel SIMMONS)

1. With reference to your letter of the 7th of January 1945, I am very sorry the Port Meeting of the 7th of January proved to be abortive. These meetings are held every day, but on Sundays, if there happens to be a small amount of traffic, there is not always a full attendance.

2. Had I known that you intended to go to this particular Port Meeting I would have made a point of attending myself also in person.

J. A. C. PENNYCUICK,
Colonel,
Regional Commissioner.

JACP/gch.

Rec'd 1550
10 JAN 45
G/.

4081

File Port Operations

1889

Declassified E.O. 12356 Section 3.3/NND No. 785020

Y F/vjt

LIAISON OFFICER
LAND FORCES SUB COMMISSION
ALLIED COMMISSION (MMIA)
A.P.O. 397, U.S. Army

7 January 1945

SUBJECT: Port Meeting

TO : Allied Regional Commissioner, Sardinia, Cagliari

1. In response to your letters of 20 December 1944 (signed A. N. Copeland) and 5 January 1945, you are advised that, due to extremely limited personnel with consequent heavy duties throughout the day, it has not been practicable to assign an officer of this Mission to attend your daily port meeting.

2. However, in deference to your repeated request, the undersigned accompanied by executive officer reported to the office of the Port Commander at 1530 hours this date and experienced the following chronological series of events:

1533 Was conducted to a room which was the office of a chap in some sort of naval uniform who neglected to state his name. No one else was present and the proprietor of the office seemed surprised at the interruption.

1535 After some hasty consultation, chairs were brought into the office and another naval chap appeared. Much telephoning apparently resulted in disappointment in not reaching desired individual (unknown to writer).

1540 Major Melissari (Italian Army Port Embarkation Officer) arrived accompanied by Lieutenant Bonnelli, (Italian Naval Liaison Officer)

1545 Some desultory conversation between Major Melissari, Lieutenant Bonnelli, and unknown naval chap ensued in which proprietor of office interjected an occasional question or remark.

1555 Each member of group agreed that there was no business to be transacted and undersigned departed. 4:30

3. It is obvious that no useful purpose was served by the attendance of an MMIA officer at such a meeting. In the event that

— Port Opn.

1890

Declassified E.O. 12356 Section 3.3/NND No. 785020

any matter of importance to the Allied Regional Commissioner, the Port Commander, or other official presents itself in which I can be of any assistance, I shall be only too glad to confer. Otherwise, and of necessity, the meetings will remain unattended.

F. L. SIMMONS
Colonel, Infantry
Senior Liaison Officer

4079

Declassified E.O. 12356 Section 3.3/NND No. 785020

DATE	REASON
2 Jan 45	
3 Jan 45	
4 Jan 45	
5 Jan 45	
6 Jan 45	

A. F. De Stefano
A. F. DE STEFANO
Captain, Infantry

1st Ind. 7 January 1945

SARDINIA DETACHMENT, LAND FORCES SUB COMM. AC (MMIA), APO 397, U. S. Army.

TO: Captain A. F. De Stefano, Infantry.

1. Due to the fact that my duties are so diversified, I have found it impracticable to attend these meetings.

2. My memory is not good enough to even begin to allow a compliance with paragraph 2 of basic letter.

S D Martin
S. D. MARTIN,
Major, C.M.P.

1892

Declassified E.O. 12356 Section 3.3/NND No. 785020

Y AFDS/rrc

LIAISON OFFICER
LAND FORCES SUB COMMISSION
ALLIED COMMISSION (M.M.I.A.)
A.P.O. 397, U.S. Army

7 January 1945

SUBJECT: Daily Port Meeting.

TO : Major S. D. Martin.

1. On 21 December 1944 you were requested to attend Daily Port Meeting held at 1530 hours at AC Headquarters, Cagliari when practicable. The files indicate that you O.K.'d this request and initialed same.

2. Will you kindly complete the following indicating WHY you were unable to attend on the dates indicated:

DATE	REASON
21 Dec 44	
22 Dec 44	
23 Dec 44	
24 Dec 44	
25 Dec 44	
26 Dec 44	
27 Dec 44	
28 Dec 44	
29 Dec 44	
30 Dec 44	
31 Dec 44	
1 Jan 45	L. T. S.

1893

Declassified E.O. 12356 Section 3.3/NND No. 785020

CRET

SECRET

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

5th January 1945

Reference : Tptn/1605

Subject : Daily Port Meeting

To : M.M.I.A.

With reference to my letter of the above number dated 20th December 1944, I am informed that no Officer from your staff has attended any Port Meeting. As a considerable weight of M.M.I.A. Equipment and vehicles have been and are being shipped from CAGLIARI, the assistance of one of your staff would be a great help to the Port Committee.

J.A.C. PENNYCUICK,
Colonel.
Regional Commissioner.

JACP/ajs.

Rec'd
0900
6 Jan 44

4077

FILE: PORT OPERATION

11894

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

20th December 1944.

Ref. Iptn/1605.

Subject : Daily Port Meeting.

To : Land Forces Sub-Commission, (MMIA)
(Attention of Col. SIMMONS)

1. A daily Port Meeting is held at the Port on each day at 1530 hours.

2. It would be appreciated if a Representative of your Headquarters could attend the above mentioned Meeting when any ships are loading MMIA Vehicles or Equipment in the Port of CAGLIARI.

For the Regional Commissioner,

A. N. COPELAND.
Captain.
for J. R. B. TURNER.
Captain.
Regional Commerce Officer.

He
Major Martin:
attend these meetings
when practicable.

4676

T 895

Declassified E.O. 12356 Section 3.3/NND No. 785020

Y GDM/vjt

LIAISON OFFICER
LAND FORCES SUB COMMISSION
ALLIED COMMISSION MMIA
A.P.O. 397, U.S. Army

8 January 1945

SUBJECT: Movement of Italian Army Equipment to the Port

TO : Colonel F. L. Simmons

1. At 10:00 hours on January 8 1945 a meeting was held in the headquarters of the Italian Military Command of Sardinia to discuss the movement of Italian equipment to the Port of Cagliari for shipment to the mainland. The meeting was very orderly and was presided over by Captain Chiappa, operations chief.

Present were the following officers:

Col. Perdisa	Engineers
Capt. Valori	Engineers
Major Palma	Quartermaster
Major Meliscari	In charge of port loading
Major Lollai	In charge of railroads
Capt. Chiappa	Operations
Lieut. Terenziani	Assistant operations
Major Martin	MMIA
Pvt. Merli (I)	Interpreter MMIA

2. Colonel Perdisa and Major Palma stated that they had equipment ready in their depots but no transportation had been allocated. Major Lollai sprang to his feet and said they had not made a request for any rail transport. A discussion ensued. It was decided that the following would be allocated commencing 9 January 1945:

6 freight cars a day to Abassenta of which 4 would be for engineers and 2 for quartermaster.
4 freight cars a day to Ploache for engineers
4 freight cars a day to Siliqua for engineers

3. Colonel Perdisa and Major Palma said that they did not have enough men to pack equipment, label it, check it and load this number of cars a day. Captain Chiappa said he would ask the Chief of Staff to allocate the following Army men or hire more civilians:

1 platoon to Ploaghe
1 platoon to Siliqua
2 platoons to Abassenta

File (5)

4. Colonel Perdisa said he had 140 tons of equipment ready in depots in Cagliari but no means to move it to the port. Lieut. Terenziani said he had received no request up until this morning just before the meeting. He said he would dispatch the necessary trucks starting at 14:00 hours this date.

4675

Port operations

Declassified E.O. 12356 Section 3.3/NND No. 785020

5. Colonel Perdisa and Major Palma raised the question of port storage of this equipment. Captain Chiappa stated that Major Melissari would back-pile all engineer in the port and that the clothing would be sent to 7th Base Clothing Depots.

6. It was decided that every morning at 0900 hours the following officers would meet at C.M.S. to coordinate all activities in the movement of this material and equipment:

Lieutenant Cinti	Engineers
Lieutenant Caro	Quartermaster
Lieutenant Costallucci	Port
Marasciello Spiga	Truck Co.
Lieutenant Ruggeri	Railroad
Lieutenant Terenziani	Assistant Operations
M.R.I.A. Representative	

S D Martin
S. D. MARTIN
Major, C.M.P.

4674

Declassified E.O. 12356 Section 3.3/NND No. 785020

ROUTINE RESTRICTED 29 1130A

FROM MMIA

TO MMIA LO SARDINIA

O.664

LATEST ITALIAN STRENGTH RETURN SHOWS CALABRIA DIV STRENGTH 334 OFFICERS 5104 ORs TOTAL 5438. IF THIS IS CORRECT THIS UNIT MUST BE REDUCED TO CEILING OF 5000 ALL RANKS AND SURPLUS PERSONNEL CONCENTRATED FOR SHIPMENT TO MAINLAND. ADVISE THIS HQ OF NUMBERS AVAILABLE FOR SHIPMENT

RESCRIPT 30 DECEMBER 1944 /rrc

"D" ← Confer with d/s + report

me 5438
800
4638

5081
800
4281

30
12
42

Capt Morelli

4673

FILE: CALABRIA DIV.

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION CC/rro - 15 DEC 44

COMANDO MILITARE DELLA SARDEGNA
Organization Office

Used as a basis of calculation is the "PRESENT STRENGTH & THAT ATTACHED TO OTHER UNITS" reported as of 9 December 1944, to be 1,058 officers and 10,960 enlisted men, Carabinieri excluded.

Subtracting from this figure the following group to remain in Sardinia:

	OFFICERS	EM	
-Hq & services	261	1379	
-Calabria Division	283	4717	
-Radio Sardinia	5	45	5000
-Service Unit for Allies	14	114	
-7th Autonomous unit for servicemen awaiting trial	10	180	
-Servicemen awaiting trial	-	235	
-Sardinia Bn for public order	24	491	
	597	7161	

There remain:

A. Servicemen to be Shipped to Mainland:

-volunteers for combat groups and cadre personnel			12	91
-dischargees, servicemen to be sent on convalescent leave over 60 days and servicemen to be transferred			16	86
-recoverable for further duty on the mainland:	OFFRS	EM		
.Infantry and Arty personnel	190	850		
.To be used as laborers				
.Medical Corps	51	40		
.QM Corps	40	654		
.Engineer Corps	43	142		
.Drivers	28	422	383	2497
.Mechanics (M/T)	19	272		
.7th Topographic Section	2	11		
.Geotopographic Section	5	6		
.M/T Depot to be shipped to the mainland	5	100		
			411	2674

B. Probable Servicemen to be recovered from Hospitals 50 125

4672

"II"

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subtracting from the personnel referred to in paragraph A. the following personnel departed between the 9 and 14 December:

	OFFRS	MN
-Volunteers	2	60
-Congedandi and transfers	25	185
-Artillery & Infantry personnel	19	500
-QM personnel	4	258
-Engineer personnel	3	92
-Drivers	5	286
	58	1381

the following is the group to be shipped to mainland:

-Volunteers	10	31
-Congedandi - Convalescent leave - Transfer	-	--
-Personnel to be used as laborers for further employment	171	350
-Medical Corps	51	40
-QM Corps	36	396
-Engineer Corps	40	90
-Drivers	23	136
-Mechanics (M/T)	19	272
-7th Topographic Section	2	11
-Geotopographic Section	5	6
-Poetto Park	5	100
	362	1361*

* It is necessary to subtract 9 officers and 68 enlisted men (20 infantry and artillery personnel and 48 drawn from patients) departed 14 Dec on convalescent leave.

4071

COMANDO MILITARE DELLA SARDEGNA
- Ufficio Ordinamento -

A base dei calcoli è stata presa la "FORZA PRESENTE E AGGREGATA AD ALTRI CORPI" risultante dalla situazione al 9 dicembre 1944, pari a ufficiali 1058 e 10960 truppa, esclusi i CC.RR?

Detraendo da tale forza il seguente scaglione destinato a restare in Sardegna:

	Uff.li	Truppa
- comandi e servizi	261	1.379
- divisione "Calabria"	283	4.717
- radio "Sardegna"	5	45
- reparto servizi per A.A.	14	114
- 7° reparto autonomo militari attesa G.	10	180
- militari attesa giudizio	-	235
- btg. "Sardegna per servizio C.P.	24	491
	597	7.161

Restano:

A.- Militari da avviare in continente:

- volontari per gruppi di combattimento e personale inquadramento	12	91
- congedandi, militari da avviare in licenza di convalescenza superiore a 60 gg. e militari in trasferimento	16	86
- recuperabili per ulteriore impiego in continente:		

	Uff.li	Truppa		
. elementi di ftr.e art.	190	850		
. utilizzabili come lav.				
. sanità	51	40		
. sussistenza	40	654		
. genieri	43	142		
. autieri	28	422	383	2.497
. meccanici automobilisti	19	272		
. 7ª sezione topografica	2	11		
. sezione geotopografica	5	6		
. deposito automezzi da	5	100		

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- [illegible]		
- btg. "Sardegna per servizio C.P.	24	491
	597	7.161

R e s t a n o:

A.- **Militari da avviare in continente:**

- volontari per gruppi di combattimento e personale inquadramento	12	91
- congedandi, militari da avviare in licenza di convalescenza superiore a 60 gg. e militari in trasferimento	16	86
- recuperabili per ulteriore impiego in continente:		

	Uff.li	Truppa		
. elementi di ftr.e art.	190	850		
. utilizzabili come lav.				
. sanità	51	40		
. sussistenza	40	654		
. genieri	43	142		
. autieri	28	422	383	2.497
. meccanici automobilisti	19	272		
. 7ª sezione topografica	2	11		
. sezione geotopografica	5	6		
. deposito automezzi da avviare in continente	5	100		
			411	2.674

B.- **Eventuali militari ricuperabili degenti negli ospedali** 50 1.125

./.

DEC 14 1944

Declassified E.O. 12356 Section 3.3/NND No. 785080

Detraendo dagli elementi della lettera A) il seguente personale partito tra il 9 e 14 dicembre:

	Uff.li	Truppa
- volontari	2	60
- congedandi e militari in trasferimento	25	185
- elementi di artiglieria e fanteria	19	500
- sussistenza	4	258
- genieri	3	92
- autieri	5	286
	58	1.381

lo scaglione da avviare in continente risulta:

- volontari	10	31
- congedandi-licenza conv.-trasferiti	-	-
- militari utilizzabili come rinforzi per ulteriore impiego	171	350
- sanità	51	40
- sussistenza	35	396
- genieri	40	50
- autieri	23	136
- meccanici automobilisti	19	272
- 7ª sezione topografica	2	11
- sezione geotopografica	5	6
- autoparco Pecetto	5	100
	362	1.361 (.)

(.) Occorre detrarre 9 ufficiali e 68 truppa (20 fanteria e artiglieria e 48 tratti dai ricoverati negli ospedali) partiti in licenza convalescenza il giorno 14.

Declassified E.O. 12356 Section 3.3/NND No. 785020

Le scaglione da avviare in continente risulta:

- volontari	10	31
- congedandi-licenza conv.-trasferiti	-	-
- militari utilizzabili come [illegible] per ulteriore impiego	171	350
- sanità	51	40
- sussistenza	35	396
- genieri	40	50
- autieri	23	136
- meccanici automobilisti	19	272
- 7^ sezione topografica	2	11
- sezione geotopografica	5	6
- autoparco Pecetto	5	100
	362	1.361 (.)

(.) Occorre detrarre 9 ufficiali e 68 truppa (20 fanteria e artiglieria e 48 tratti dai ricoverati negli ospedali) partiti in licenza convalescenza il giorno 14.

Declassified E.O. 12356 Section 3.3/NND No. 785020

1904

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION GC/rrc 29 DEC 44

COMANDO MILITARE DELLA SARDEGNA
T.A.V. Office

No. 6430/Prot. APO 75/A, 27 December 44

SUBJECT: Port Services.

MEMO FOR COLONEL F. L. SIMMONS

Reference our conference of 22 December, you are informed that:

1. I deem that the limited supervision mentioned by you is due to insufficient skilled personnel for the special service more than the shortage of personnel; on the other hand it is not possible to find better ones.

We still await Major Melissari who could improve the service, owing to his specific competency.

2. It is incorrect that Capt Cecconi discontinued the port works during the meal hours. On the contrary, I was assured that said officer before leaving his place of duty for any reason made arrangements for the loading to continue without any delay.

3. The guard for the materials has been strengthened and I believe that it will now be sufficient to perform the task assigned to it.

4. In regard to the delay concerning the truck service at the "Magazzino Casermaggio" (Barracks equipment warehouse), the concerned agent has been repproached by me to ensure more punctuality and accuracy in the performance of the service in question.

5. I repproached Capt Cecconi to ensure a more attentive behavior toward Allied officers.

In this connection, I inform you of further inconveniencies, causes for complaint, in the subject service, which impedes the regular performance of port activities:

a) Un expected arrival of vessels, without previous information about the loading of the same. This fact was particularly emphasized in regard to the last ship which arrived, due to its varied loading. Such inconvenience does not permit the prearranging and organizing of an adequate unloading service at the moment of the docking or of anchoring the vessel.

4608

"The file Port (5)"

FILE: PORT OPERATION

1905

Declassified E.O. 12356 Section 3.3/NND No. 785020

b) the starting of the unloading operation is then further delayed by the failure in delivering the loading manifest in due time to the competent office upon arrival of vessel. This, since the only document which accompanies the freight, a single copy, is delivered to the concerned office after being passed through the Allied office (Mr. Thomas). However, it has been arranged for a reconnaissance to be made on board in order to ascertain the existing freight, even without the loading manifest.

c) the following are the negative elements which hinder the general port services:

- the recent transfer of responsibility of a few branches of the activity in question from Military to Civil agencies, which was necessary in order to enable the Civil agencies to supervise later on all the port traffic as it was in the past, but which caused a certain crisis in the port operation at the beginning, due to the inexperience of the personnel in performing the tasks.

- interferences of various nature, with the consequent issue of orders and counter-orders. To avoid such inconvenience it is necessary that each order be given exclusively to the competent office, which, in turn, will provide for the forwarding of the same to the dependent executive organs. For such purpose there exists a Liaison Officer with the Royal Navy and a Port Committee to which the various wishes must be represented and orders communicated as well as all the information concerning the mal-functioning of this or that service which sometimes, for excessive zeal, is sent to the superior authorities by elements more or less interested in the same services, without first examining thoroughly the matter to establish the reason which caused the claimed mal-service.

- limited experience of the personnel employed with the various port services, to which is to be added the insufficient nourishment permitted by the daily pay in comparison to the increased cost of living, as a result of which the efficiency of the personnel assigned to such heavy work as is generally performed in the port, is sensibly reduced.

- deficiency of vehicles for transporting material unloaded along the main dock from the freight cars to other berths. It is to be noted that the Poetto Park has no trucks available since they were all shipped to the mainland.

- difficulty in handling freight cars due to the lack of coal for the locomotives; we tried to eliminate this inconvenience using two tractors;

- other minor difficulties due to the general shortage of means.

4567

THE CHIEF OF STAFF
/t/ Col Luigi Castellani
/s/ L. Castellani

COMANDO MILITARE DELLA SARDEGNA
-Ufficio T.A.V.-

N° 6430 di prot.

P.M. 75/A 27 dicembre 1944

OGGETTO : servizi portuali.-

= PRO=MEMORIA PER IL SIG. COL. F.L. SIMMONS=

Con riferimento al nostro colloquio del 22 c.m., Le comunico:

1.- La scarsa sorveglianza lamentata, ritengo sia da attribuirsi più che a personale insufficiente, a scarsa idoneità del personale stesso allo speciale servizio, per il quale d'altra parte non è possibile trovarne di migliore .
Si attende sempre il Maggiore Melissari che, data la sua specifica competenza, potrà determinare un miglioramento nel servizio.

2.- Non è risultato esatto che il Cap. CECCONI faccia sospendere i lavori del porto durante le ore di mensa.- Mi è stato anzi assicurato che l'Ufficiale, prima di lasciare il servizio per una ragione qualsiasi, predispone perchè le operazioni in corso non abbiano a subire ritardo alcuno.-

3.- La guardia ai materiali è stata rinforzata e ritengo sia ora sufficiente per assolvere il compito assegnatole.-

4.- Per quanto riguarda il ritardo riscontrato nel servizio degli autocarri al Magazzino Casermaggio, ho richiamato l'Ente interessato a una maggiore puntualità e precisione nell'assolvimento del servizio di cui trattasi.-

5.- Ho richiamato il Cap. CECCONI ad un contegno più riguardoso verso gli Ufficiali alleati.-
Con l'occasione segnalo altri inconvenienti che si hanno a lamentare nei servizi in oggetto, inconvenienti che disturbano il regolare svolgimento dell'attività portuale:
a)- Arrivo improvviso di piroscafi, senza preventiva comunicazione circa il carico dei piroscafi stessi. Questo fatto è stato di particolare rilievo per l'ultimo piroscafo arrivato in quanto il suo carico era molto vario. Tale inconveniente non consente di predisporre un organizzato servizio di scarico al momento dell'attracco in banchina o dell'ancoraggio in rada.-
b)- L'inizio delle operazioni di scarico, subisce poi un'ulteriore

Declassified E.O. 12356 Section 3.3/NND No. 785020

1.- La scarsa sorveglianza lamentata, ritengo sia da attribuirsi più che a personale insufficiente, a scarsa idoneità del personale stesso allo speciale servizio, per il quale d'altra parte non è possibile trovarne di migliore .
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b)- L'inizio delle operazioni di scarico, subisce poi un'ulteriore ritardo a causa della mancata tempestiva consegna di regolare "polizza di carico" all'Ufficio competente, all'arrivo del naviglio. E ciò perchè l'unico documento che accompagna le merci in un'unica copia, giunge all'ufficio interessato dopo essere stato in visione al Comando alleato (Sig. THOMAS). Comunque

./.

Rec'd: OPD
22 DEC 1944

Declassified E.O. 12356 Section 3.3/NND No. 785020

è stato disposto per una ricognizione a bordo delle merci ivi esistenti per rendersene conto anche senza polizza di carico.-

c)- Elementi negativi che incidono sul funzionamento dei servizi portuali in genere, sono:

- recente passaggio di gestione di alcune branche dell'attività in parola da Enti militari a Enti civili, passaggio che si è reso necessario al fine di consentire che in un secondo tempo tutto il traffico portuale venga assolto, come per il passato, da Enti civili, ma che nel primo momento per la novità del personale ha comportato una certa crisi nel funzionamento del porto;
- interferenze di varia indole, con la conseguente emanazione di ordini e contrordini. Per ovviare a tale inconveniente è necessario che ogni ordine sia impartito esclusivamente all'ufficio competente che poi provvede a inoltrarlo agli organi esecutivi dipendenti. Esiste all'uopo un Ufficiale collegamento porto presso la Regia Marina ed un Comitato Porto ai quali debbono essere rappresentati i vari desideri e comunicati gli ordini. Altrettanto dicasi per le segnalazioni relative al cattivo funzionamento di questo o quel servizio che a volte, per eccessivo zelo, vengono fatti ad autorità superiori da parte di elementi più o meno interessati nei servizi stessi, senza prima approfondire le cause che hanno dato origine al preteso disservizio;
- scarsa pratica del personale impiegato nei vari servizi portuali, cui va aggiunta la scarsa nutrizione che consente la paga giornaliera posta in relazione all'aumentato costo della vita; il che riduce sensibilmente il rendimento del personale stesso preposto ad un lavoro tanto faticoso qual'è in genere quello che si svolge nei porti;
- deficienza di mezzi di trasporto del materiale che in ferrovie depositano lungo i binari della banchina principale quando i materiali stessi debbono raggiungere altre banchine.

  Da notare che l'autoparco del Porto non dispone di autocarri partiti tutti per il continente;
- difficoltà della manovra dei carri ferroviari per diretto di carbone alle locomotive; inconveniente al quale si è cercato di porre riparo con due trattori;
- altre difficoltà minori dipendenti dalla generale scarsezza di mezzi.-

Declassified E.O. 12356 Section 3.3/NND No. 785030

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cato di porre riparo con due trattori;
- altre difficoltà minori dipendenti dalla generale scarsezza
di mezzi.-

IL CAPO DI STATO MAGGIORE
(Col. Luigi Castellani)

COMANDO MILITARE DELLA SARDEGNA

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Transportation - Port of Cagliari

Col Simmons:

Land Forces
Sub Commission, AC (MMIA)
Rome
AG/5
24 December 1944

To : Economic Section, Allied Commission

Reference your letter of 21 Dec 44, above subject. (Evidently your file 6.04/ES)

1. A large number of Italian Army motor vehicles were found to be in Sardinia. These vehicles have been and are being repaired for the use of the Italian Army and transfer to the mainland. None of the vehicles considered economically repairable for transfer to the mainland can be given to the Regional Commissioner, Sardinia for civilian work, inasmuch as the Italian Army does not now have sufficient vehicles to meet its commitments as demanded by the Allies.

2. The Regional Commissioner, Sardinia requested 50 trucks for port work. This request is shown in Annex B to AFHQ letter HSD/460 of 9 December. MMIA had previously authorized the transfer of 100 trucks from the Italian Army pool in Sardinia to the Regional Commissioner. These trucks are not considered economically repairable for Italian Army use. However, since the Italian Army shop is to remain in Sardinia longer than anticipated, we are processing these 100 vehicles through the Italian Army shop before delivery to the Regional Commissioner. It appears that only 13 of the repaired vehicles have been delivered and an estimated rate of hand-over of 40 per month in the future. We will be glad to deliver all unrepaired vehicles at once if he so desires, so that the Regional Commissioner can repair them in his own shops. It must be understood that our shops must process Army vehicles destined for the mainland in order to maintain our shipping priorities.

3. Shipments by the Italian Army through the Port of Cagliari are handled in Italian Army trucks organically assigned to the Italian Army in Sardinia.

4. We have also loaned some trucks to the OC 63d Staging Wing in Sardinia as requested by the Regional Commissioner. We now find that the Italian Air Force in Sardinia itself has more than sufficient trucks for this purpose, and we are taking steps to get the Air Corps to meet their own commitments.

(5)

Read
3 GEN 1945
0800
3 Jan 1945
(R)

4665
Port operations

FILE:

Declassified E.O. 12356 Section 3.3/NND No. 785020

5. It is possible that some hundreds of Italian Army vehicles will be turned over to the Regional Commissioner in Sardinia when the Italian Army work shop goes to the mainland. These vehicles will be available for civilian use, but must be repaired in civilian work shops.

CLAYTON P. KEHR, Colonel
for Major General
Land Forces
Sub Commission, AC (MMIA)

CPK/lnk

cc Civil Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785020

RESTRICTED PRIORITY (IMPORTANT) 22 1630A

FROM MMIA

TO PENSOUTH FOR ACTION, FOR INFO MMIA LO ALCOM SARDINIA

AQ 2447

FOR MMIA LO. CONFIRMING CONVERSATION. MAJOR GIUSEPPE MELISSARI NOW ON TEMPORARY LIAISON DUTY CRUISER ABRUZZI URGENTLY REQUIRED FOR DUTY IN SARDINIA. PLEASE ENDEAVOUR CONTACT AND DESPATCH SOONEST TO COL SIMMONS

RESCRIPT 24 DECEMBER 1944 /rrc

File

5

"Ic"

4063

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION GC/rrc 22 DEC 44

COMANDO MILITARE DELLA SARDEGNA
The Chief of Staff

To Colonel F. L. SIMMONS
M.M.I.A. Liaison Officer. Cagliari

APO 75/A, 20 Dec 44

Reference conversation this evening, you are informed of the name of the officer to be assigned to the embarkation and debarkation office:

Major MELISSARI Giuseppe

now liaison officer on the cruiser Duca degli Abruzzi.

THE CHIEF OF STAFF
L. Castellani
/s/ L. Castellani

File

4062

FILE: PORT OPERATION

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO MILITARE DELLA SARDEGNA
IL CAPO DI S. M.

P.M.75/A, 20 dicembre 1944

Al Signor Colonnello
F.L. S I M M O N S
Ufficiale di Collegamento M.M.I.A.

CAGLIARI

Con riferimento alla conferenzione avuta questa sera, Le comunico il nome dell'ufficiale da destinare all'ufficio imbarchi e sbarchi

Maggiore MELISSARI Giuseppe

attualmente ufficiale di collegamento a bordo dello incrociatore "Duca degli Abruzzi".

IL CAPO DI STATO MAGGIORE
= L. Castellani =

L. Castellani

Rel. 21/12/44

4661

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION OC/vjt 21/12/44

MILITARY HEADQUARTERS OF SARDINIA

File No. 14387/1-17/op di prot

SUBJECT: Organization and Functioning of Port of Cagliari

MEMO TO: Colonel Simmons

Appendix: 1 chart

a) Agencies coordinating and executing Port operation

1. Naval Headquarters: Is responsible for the general direction of the port and performs liaison service between the various foreign and national agencies interested in the traffic.

2. Embarkation and Debarkation Office: Is responsible for all embarkation operations, both civilian and military; uses special agents (Goldstaub and Fernis).

3. The agents are directly responsible for loading and unloading operations and make use of the "control contractors" for the control of port laborers.

4. Port Labor Company: Is composed of civilian laborers who are directly subordinate to the agents, through the control contractors.

b) Executive Directives

5. The agents together with the Embarkation and Debarkation office will determine in advance the time required for the loading and unloading of vessels after taking into account such factors as tonnage, freight, availability of means for unloading and urgency of ships departure. It is to be noted that it is also profitable for the agent to speed up the operation.

6. For any necessity the Embarkation and Debarkation office must apply to the agent or to his representative who is always present at the port, and through him the man-power needed to handle military and civilian freight at the dock can be increased.

7. The speed of the loading and unloading operation is closely connected with the availability of vehicles. According to the present situation, with the military vehicles available it is not possible to work more than two shifts loading and unloading two hatches of two ships or four hatches on a single ship.

4069

8. The policy concerning the docking of vessels to the berths in regard to the water level has already been taken into consideration. However we cannot discount the various exigencies among the most important of which is that the Via Roma dock is the only one served by rail. The railway of the S. Agostino and Sanita berths are being repaired.

FILE: PORT OPERATION

L. Castellani /s/

n. 1438/1-17/op. di prot.

COMANDO MILITARE DELLA SARDEGNA

all.: 1 grafico

promemoria per il Sig. Colonnello S I M M O N S

oggetto : organizzazione e funzionamento del porto di Cagliari. -

a)- Enti che regolano ed eseguono le operazioni del porto :

1.- Comando Marina: ha la direzione generale del porto e fa il collegamento fra i vari enti esteri e nazionali interessati al traffico.

2.- Ufficio I.S.: risponde di tutte le operazioni nel porto di imbarco e sbarco, sia per civili, sia per militari, valendosi degli agenti appositi (Coldstano e Tarmis).

3.- Gli agenti hanno responsabilità diretta delle operazioni di carico e scarico e si valgono delle "imprese di controllo" per il controllo sui lavoratori portuali.

4.- Co. lavoratori portuali: è costituita da operai civili che dipendono direttamente dagli agenti, tramite imprese di controllo.

b)- Modalità esecutive :

5.- La durata di carico e scarico del piroscafo viene concordata in precedenza tra agenti ed ufficio I. Imbarchi e Sbarchi in base al tonnellaggio, merci, disponibilità mezzi scarico, urgenza partenza piroscafo. Tenere presente che l'agente ha una quota remunerativa sulla celerità delle operazioni.

6.- L'ufficio I.S. fa capo per ogni necessità, all'agente od al suo rappresentante, sempre presente al porto, e può imporre - tramite suo -, sia per merci militari che civili, aggiunta di manovalanze per le operazioni di banchina.

7.- La celerità maggiore o minore delle operazioni di carico e scarico è legata alla disponibilità degli automezzi. Nella situazione presente con gli automezzi militari non è possibile lavorare per più di due turni al carico ed allo scarico di due piroscafi a due mani ciascuno, oppure di un piroscafo a quattro mani.

Declassified E.O. 12356 Section 3.3/NND No. 785020

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3.- Gli agenti hanno responsabilità dirette delle operazioni di carico e scarico e si valgono delle "imprese di controllo" per il controllo sui lavoratori portuali.

4.- Op. lavoratori portuali: è costituita da operai civili che dipendono direttamente dagli agenti, tramite imprese di controllo.

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8.- Si tiene conto già delle norme riguardante l'attracco delle navi alle banchine, avuto riguardo ai fondali. Però non si può prescindere dalle varie esigenze tra cui principale quella dell'unica banchina servita da binario ferroviario (via Roma). Si sta provvedendo a riattare il binario della banchina S. Agostino e Sanità.

4059

Ricd. 1410
21 dic. 1944
G.

L'Artillon

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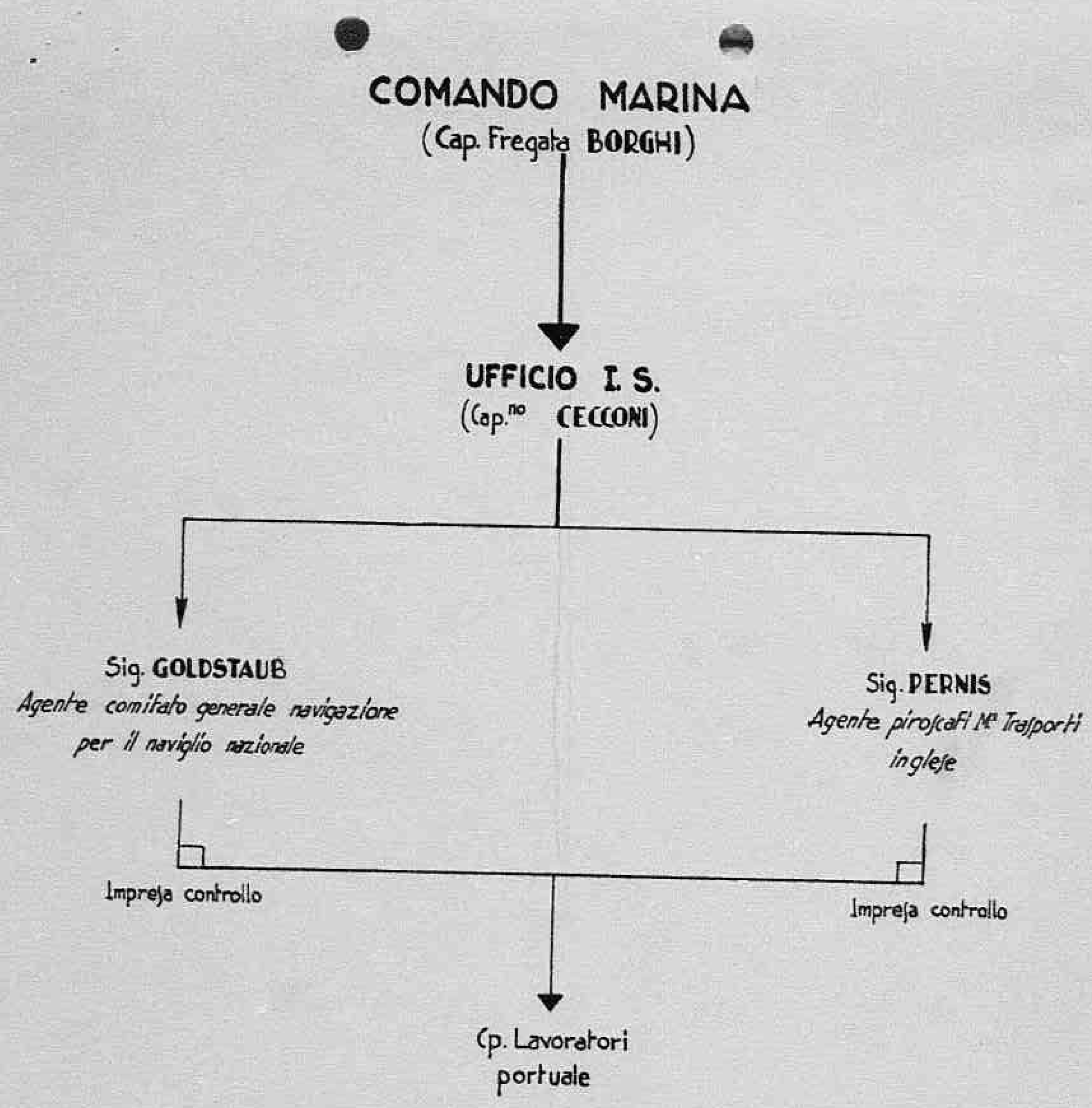

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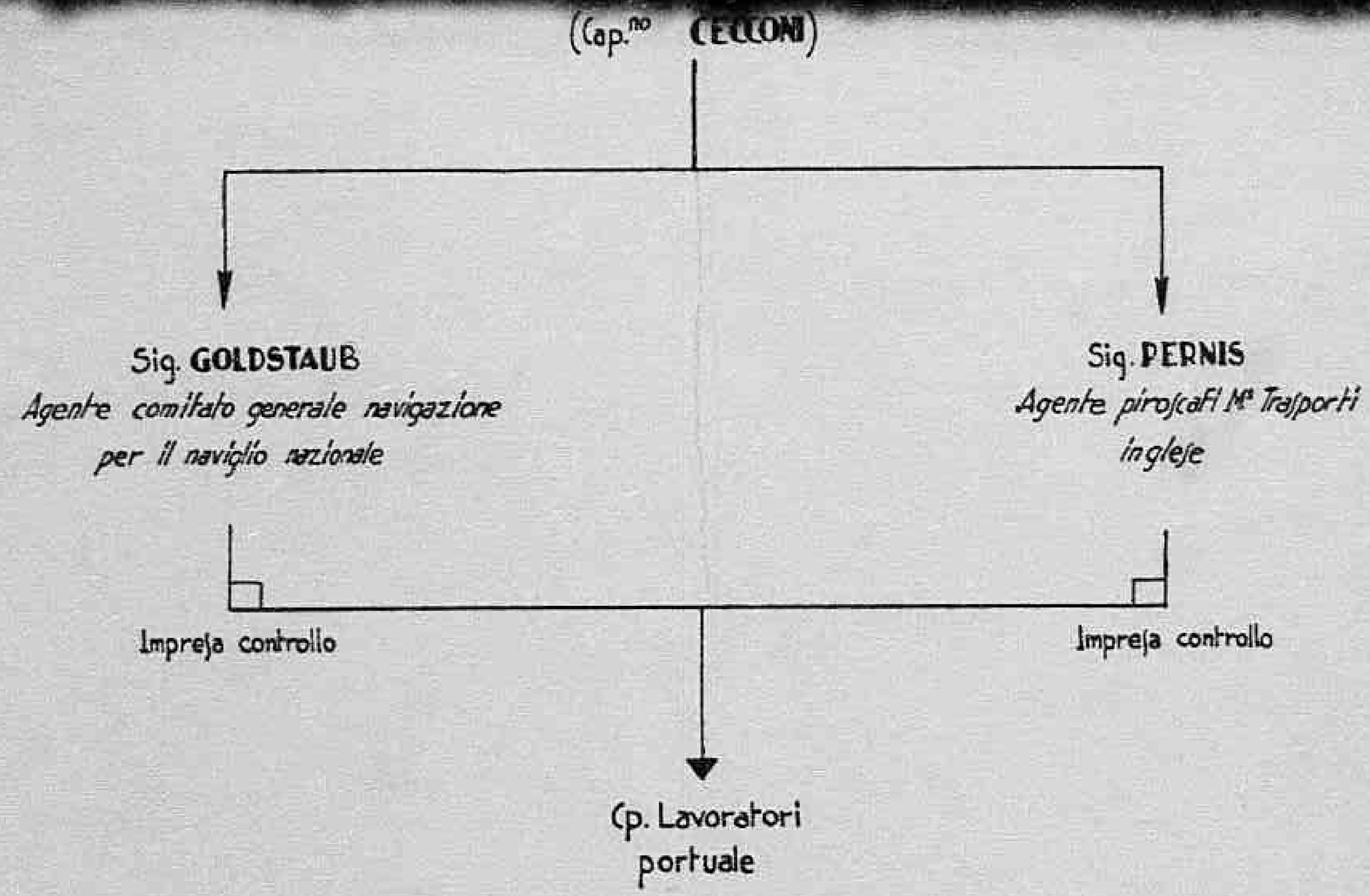

4058

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Declassified E.O. 12356 Section 3.3/NND No. 785020

31 Dec. 1944

MEMORANDUM: To Col. F. L. Simmons.

This morning I made a tour of the docks and depots before going to the office. I checked Cpl Pugliese at the port at 0640 and he reported that no trucks had yet arrived. He also reported that apparently the guards where were charged with guarding the supplies backpiled on the dock were not doing their job. I arrived at the Casermaggio Depot at the same time as the first truck arrived. It was then 0655 and I examined the dispatch ticket that the driver had. I found that he had not been dispatched from the Motor Pool until 0545. I also learned that instead of the six trucks which had been requested, only two were dispatched.

George L. Fossett
Maj. C.E.

Copy of memo from Cpl Pugliese attached.

Port Officer

Declassified E.O. 12356 Section 3.3/NND No. 785020

LIAISON OFFICER
LAND FORCES SUB COMMISSION
ALLIED COMMISSION (M.M.I.A.)
Allied Garrison Sardinia
A.P.O. 397, U.S. Army

21 December 1944

MEMORANDUM TO: George L. Fossett, Major, C.E.

At 6:45 this morning I arrived at the Port in Cagliari. The men, I understand, are supposed to start working at 7 but they did not come till 7:30. After arriving they started to load the 80 bales of blankets that were brought down from the Caserangio Store, last night.

I found that one bale containing 30 blankets had been opened-result, one blanket left. Also a bale of cotton sheets, with about 10 left. This bale contained 50 sheets. I was told by an Italian soldier that the civilian workers there, helped themselves.

The first vehicle (loaded with clothing & equipment) from the Caserangio Store arrived at the Port at 8:45. Because of their late arrival, loading was delayed. Vehicles loaded with Engineer equipment and supplies arrived at 9:10, also causing a delay in the loading.

Cpl. S. Pugliese

1922

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Y 3DM/rrc

LIAISON OFFICER
LAND FORCES SUB COMMISSION
ALLIED COMMISSION (M.M.I.A.)
Allied Garrison Sardinia
A.P.O. 397, U.S. Army

20 December 1944

SUBJECT: Summary of Port Operation.

MEMO : To Colonel F. L. Simmons.

1. The man responsible for the over-all operation of the Port is Commander Borghi, Italian Navy.

2. The man responsible for the land traffic side of the port is Major Iollai, Italian Army.

3. The man responsible for the actual operation of physically getting the equipment to shipside for loading is Captain Ceconi, Italian Army.

4. The actual loading of the ship is being done by Mr. Pernia, a civilian contractor hired by and paid by Mr. A.S. Thomas, British Ministry of War Transport Representative.

5. The actual docking and sailing of the ships is done by Lieut Bonelli, Italian Navy.

6. The signals and over-all supervision of the movement of the ships in and out of the harbor to their destination is Lieut Ness, British Navy.

Lt Martin
S. O. MARTIN
Major, C.M.P.

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION GC/rrc 24 DECEMBER 44

NAVAL HEADQUARTERS
Cagliari

No. 22496 Cagliari, 19 December 1944

FROM: Commandant, Naval Headquarters, Cagliari

TO : Colonel SIMMONS, Senior Liaison Officer, M.M.I.A., Cagliari.

SUBJECT: S.S. Samfeugh.

APPENDIX: (a) Copy of letter from D.M.W.T.R., Cagliari dated 18 Dec.

1. Appendix (a) is herewith forwarded to you with the request that explanation be given to us in order to enable us to send a reply to D.M.W.T.R.

2. The statement as of paragraph 1 - Appendix (a) concerning the time that the vessel was ready for loading does not agree with the time communicated by the Liaison Officer of this Headquarters in letter No. 013 of 17 December, since the following agreement reached between Major Martin, the Agent of D.M.W.T.R. and a representative of this Headquarters, it was determined to start loading said vessel possibly at about 1900 hours in consideration of the lack of vehicles.

THE COMMANDER
Commander Luigi BORGHI
/s/ BORGHI

Copy to Major Martin

4054

FILE: PORT OPERATION

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO MARINA
Cagliari

Prot. N. 22496

Cagliari, 19 Dic. 1944

Da : Comandante, Comando Marina, Cagliari
A : Colonnello SIMMONS, Senior Liaison Officer, M.M.I.A., Cagliari

Argomento : S/S "SAMFEUGH"

Allegato : (a) copia di lettera ricevuta dal D.M.W.T.R., Cagliari in data 18 corrente

1. L'allegato (a) Vi viene inviato per conoscenza con preghiera di volerci fornire informazioni che ci mettano in grado di rispondere alla lettera del D.M.W.T.R.

2. La dichiarazione contenuta nel paragrafo 1. dell'allegato (a) in riferimento all'ora in cui la nave era pronta a ricevere, differisce da quella comunicata dall'Ufficiale di Collegamento di questo Comando con foglio n° 013 del 17 corrente in quanto che, per accordi intervenuti a bordo fra il Magg. MARTIN, l'agente del D.M.W.T.R. e un rappresentante di questo Comando, considerando l'indisponibilità di automezzi, era stato convenuto di iniziare la caricazione possibilmente alle ore 1900.

IL COMANDANTE
Capitano di Fregata
(Luigi BORGHI)

Copia a :
- D.M.W.T.R., Cagliari

4653

Declassified E.O. 12356 Section 3.3/NND No. 785020

FROM: D.M.W.T.R. CAGLIARI
DATE: 18TH DECEMBER 1944
TO : PORT COMMANDER, CAGLIARI

SUBJECT: s.s. "SAMFEUGH" .

1. The above named vessel was alongside and all ready to load her cargo at 1400 December 17th.

2. It is requested that an explanation be furnished as to why subject vessel only commenced shipment at 1200 today.

/s/
MINISTRY OF WAR TRANSPORT
CAGLIARI
DEPUTY REPRESENTATIVE
D . THOMAS

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

Reference : Sptn/1605.

28th November 1944.

Subject : Transport for Port of CAGLIARI.

To : Col. SIMMONS, M.M.I.A.

1. The question of transport for the Port of Cagliari is critical because two of the three transport Companies working with the Port have been withdrawn and the third has been suddenly reduced.

2. As a result of a Port Conference on the 27th., I was informed that this third and last company had only been able to provide 15 trucks out of a complement of 35.

3. The reason given was that the remaining trucks had been withdrawn to ABBASANTA for overhaul and could not be replaced for about 48 hours. This was done, so I am informed, on the orders of Major Hall.

4. Unfortunately we had no notice of this withdrawal and as a result the offloading of the grain ship TWEEDSMUIR has already been prolonged by about 12 hours. The berthing of a second Grain Ship, now in the outer harbour, has also been delayed.

5. I called a Conference on the afternoon of the 27th and arranged for the immediate withdrawal of up to 14 civilian lorries from other services so that these could be placed at the disposal of the Port temporarily.

The Port Commander also promised to attempt to borrow lorries from the Italian Air Force and the Italian Army.

6. We realise fully that trucks must be withdrawn for overhaul and repair from time to time but in this case the particular moment selected for the withdrawal of the 20 trucks was inopportune and no notice seems to have been given.

7. I have cabled to ask for [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785020

that this [illegible]
out of a complement of 38.

3. The reason given was that the remaining trucks had been withdrawn to ABBASANTA for overhaul and could not be replaced for about 48 hours. This was done, so I am informed, on the orders of Major Hall.

4. Unfortunately we had no notice of this withdrawal and as a result the offloading of the grain ship TWEEDSMUIR has already been prolonged by about 12 hours. The berthing of a second Grain Ship, now in the outer harbour, has also been delayed.

5. I called a Conference on the afternoon of the 27th and arranged for the immediate withdrawal of up to 14 civilian lorries from other services so that these could be placed at the disposal of the Port temporarily.

The Port Commander also promised to attempt to borrow lorries from the Italian Air Force and the Italian Army.

6. We realise fully that trucks must be withdrawn for overhaul and repair from time to time but in this case the particular moment selected for the withdrawal of the 20 trucks was inopportune and no notice seems to have been given.

7. I have Cabled to ask for a quota of 50 Italian Army lorries to be put at the disposal of the port because I understand the [illegible] Company now working at the Port is also to be withdrawn immediately. Pending a reply I should be grateful if you can do what is possible to help in providing any transport that may be available. In the meantime the High Commissioner's Office is also working out a plan to provide essential vehicles from civil sources to avoid delaying ships. The shortage of Tyres and other spare parts makes the civilian transport situation acute.

4051

J.A.C. Pennycuick Colonel

J.A.C. PENNYCUICK,
Colonel.
Regional Commissioner.

JACP/ajs.

Rec'd 16.00 29 Nov 44

File

File. Port operation

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

Y FLS/vjt

LIAISON OFFICER
LAND FORCES SUB COMMISSION
ALLIED COMMISSION (AMGLA)
Allied Garrison Sardinia
A.F.O. 397, U.S. Army

24 November 1944

MEMO TO: Major D. W. Mitchell, T.C.

1. The attached copy of letter, Allied Garrison Commander, is submitted to you with the request that you indicate in as much detail as is practicable your views with regard to transportation requirements in the Port.

F. L. SIMMONS
Colonel, Infantry
Senior Liaison Officer

1 Incl:
copy letter TPTM/1605

4050

FILE: PORT OPERATION

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

18 November 1944

REFERENCE: TPTM/1605

SUBJECT: Trucks for Port of CAGLIARI.

TO: M.M.I.A. (Attention Col. SIMMONS)

1. In our discussions so far the transport for the Port of CAGLIARI has not yet been allowed for.

2. Hitherto the American Port Unit has had at its disposal some 300 trucks and trailers. This Unit has now gone and the rear party under Major MITCHELL has available 3 truck companies (about 150 trucks) from the 205 Italian Division.

3. I understand that the 205 Division trucks will be leaving shortly. May the provision of Italian Army trucks for the Port be considered urgently please. After consultation with the Port authorities I recommend that 120 trucks should be put at their disposal now, that number to be reduced to 50 in February.

J. A. C. FENNYCUICK,
Colonel,
Regional Commissioner,
and Allied Garrison Commander.

JACF/gch

Copy to: A.F.H.Q.
H.Q., A.C.

Recd: 0915
18 Nov 1944
W.

4059

FILE: PORT OPERATION

Declassified E.O. 12356 Section 3.3/NND No. 785020

SECRET

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

Cagliari, 15 November 1944

REFERENCE: TPTN/1605

SUBJECT: Conference on handing over of Port of CAGLIARI

TO: Distribution as below

The attached notes on the conference held at Regional Headquarters, Allied Commission, to discuss the handing over of the Port of CAGLIARI to Italian authorities, are forwarded for your information and retention.

J. A. C. PENNYCUICK,
Colonel,
Regional Commissioner,
and Allied Garrison Commander.

Sch.

DISTRIBUTION

Major MITCHELL, G4 AGS.
Major MARTIN, M.M.I.A.
Lieut. DAVIES, R.N.
Mr. THOMAS, D.M.W.T.R.
British Naval Detachment, CAGLIARI
H.E. The High Commissioner for Sardinia
Cdr. BORGHI, Port Commander (3)
H.Q., Allied Garrison of Sardinia.
Flt.Lt. SMITH, R.A.F. Embarkation Officer

Rec'd 1545 15 Nov 44

4018

FILE: PORT OPERATION

SECRET

CONFERENCE WITH THE ALLIED GARRISON COMMANDER ON HANDING OVER OF THE PORT OF CAGLIARI - 13TH NOVEMBER 1944

Present

Colonel	PENNYCUICK	Regional Commissioner and Allied Garrison Commander.
Captain	TURNER	Allied Commission (Commerce)
Major	MITCHELL	G.4 Allied Garrison
Major	MARTIN	M.M.I.A.
Lieut.	JOHNSON	U.S. Naval Liaison Officer
Lieut.	DAVIES RN.	Sea Transport Liaison Officer
Mr.	THOMAS	D.M.W.T.R.
Lieut.	GREEN, RNVR.	Naval Control Service Officer
Lieut.	NESS, RNR.	British Naval Liaison Officer
Fl. Lt.	SMITH	R.A.F. Embarkation Officer
Dott.	CATENACCI	Secretary General to the High Commissioner
Cdr.	BORGHI	Port Commander (Italian Navy)
Lieut.	MARENA	Royal Italian Navy Liaison Officer

The Garrison Commander, in his opening remarks, welcomed the representatives of the British Naval Detachment and said that the meeting had been called to discuss further the handing over of the control of the Port of CAGLIARI to the Italian authorities and to ensure that all arrangements were complete. The American personnel would complete their operation of the Port on 14th November and would be departing on the morning of 16th November.

Major MITCHELL said that he, with Capt. CAVELL and Capt. WOODS and possibly four E.M. would be staying on until 25 November.

1. The Responsibilities of the Royal Navy.

The Garrison Commander said that the U.S. Naval Detachment had now left and their responsibilities had passed to the British Naval Detachment, who now controlled the movements of ships and the signal side of the operation.

Lieut. GREEN said that the signal apparatus had now been installed but that there was slight trouble with transmission. They were responsible [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785020

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Dott.	CATENACCI	Secretary General to the High Commissioner
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The Garrison Commander said that the U.S. Naval Detachment had now left and their responsibilities had passed to the British Naval Detachment, who now controlled the movements of ships and the signal side of the operation.

Lieut. GREEN said that the signal apparatus had now been installed but that there was slight trouble with transmission. They were responsible for the movement of ships both in and out of the Port but the work of escorting and berthing etc. was actually done by the Italian Naval authorities with whom they were in close liaison.

4017

Lieut. MARENA confirmed that the Italian authorities received the information regarding the movements of ships from the British Naval Detachment and then proceeded to do the necessary work entailed.

The Garrison Commander expressed satisfaction that the Naval side of the operation of the Port was settled.

2. Port Equipment to be handed over by A.G.S.

The Garrison Commander said that a signal had been received from COMZONE MTOUSA addressed to NOIC CAGLIARI stating that the following equipment would be left at the Port of CAGLIARI and signed over to the Allied Commission:

/2 Sets cerhooks.....

Declassified E.O. 12356 Section 3.3/NND No. 785020

2 sets carhooks
10 cargo nets
4 wire rope slings
10 large tarpaulins
2 tow motors
2 twin marine tugs

The necessary Memorandum Receipts would be signed by Lieut. SCANLAN.

Major MITCHELL said that they had asked for the launch "Jemmino" but it had been shipped out. The latest information regarding the heavy crane was that instructions had been received to ship out all cranes. He did, however, propose to hold back the heavy crane until the last and in the meantime it was possible that a reply would be received to their request to retain it in CAGLIARI.

The Garrison Commander emphasised that unless landing craft and Liberty Ships were used in the Port, the heavy crane was essential.

In reply to Major MITCHELL, Lieut. MARENA confirmed that the Italian Navy could provide operators for the crane when the American personnel left.

3. Port Returns to be rendered to A.F.H.Q.

Major MITCHELL said that he would carry on with the rendering of the necessary returns until his departure and he would endeavour to arrange with A.F.H.Q. that only a limited number of returns should be rendered in future as there would be a diminishing amount of traffic in the Port. He would then go into consultation with the officer appointed to be responsible for the returns and explain the system to him.

The Garrison Commander agreed that Captain TURNER should work out the details of the rendering of these returns with Major MITCHELL.

4. To ascertain if Cdr. BORGHI is ready to take over the Port on 14th November.

Cdr. BORGHI confirmed that they were ready to take over the operation of the Port on 14th November.

(a) Carabinieri

Captain TURNER stated that he had information that there were a number of posts at the Port which were not guarded on the previous night.

The Garrison Commander asked Lieut. MARENA to render a detailed report on the Carabinieri guard on the Port, giving the strength [illegible]

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The Garrison Commander asked Lieut. MARENA to render a detailed report on the Carabinieri guard on the Port, giving the strength, times of mounting and relief etc. (Lieut. MARENA rendered this report on 14th November and the Garrison Commander will inspect the Port guards on Thursday, 16th November).

Major MITCHELL drew attention to the fact that guards should not be taken from the 205 Division as they would soon be departing. Lieut. MARENA said that he would look into this matter.

(b) Stevedores (Feeding Arrangements)

The Garrison Commander stated that the Attilio Deffenu Coy would be working for the U.S. Army up until the 14th November, and asked what the position was regarding these stevedores after the departure of the American personnel.

Lieut. MARENA explained that these stevedores would now come under the Transportation Section of the Italian Army who would be responsible for the loading and unloading of ships and they would file their request for the "A" ration supplement with SEPRAL. They would definitely receive this supplement because the Italian Military Authorities acted as agents of the Allies and so they would be considered to be working for the Allies. Therefore they would be entitled to the "A" supplement.

The Garrison Commander, in reply to Major MITCHELL, stated that the Italian

/authorities

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authorities would now be responsible for paying these stevedores.

The Garrison Commander pointed out that A.C. did not hold any food stocks and that they were in the hands of the High Commissioner. A.C. would only enter the picture on questions of decision as to what classes were entitled to supplementary rations.

The question of stevedores working on Sundays was discussed and it was pointed out by Major MITCHELL that the real position was that the men employed on casual labour did not work on Sundays and could not be compelled to do so, but the Attilio Deffenu Coy did work on Sundays and had been fully employed on military cargoes.

(c) Trucks Available

Major MITCHELL said that after his departure there would be one Italian truck Coy available temporarily. This was one of the 205th Division Coys and when the Division moved out some other arrangements would have to be made for trucks.

Major MARTIN stated that no orders for trucks had been received from Cdr. BORGHI and Lieut. MAREMA stated that they had asked the Italian Military Command for 120 trucks now to deal with Allied military and M.M.I.A. cargo. This number would be reduced to 50 at a later date.

(d) Warehousing

Cdr. BORGHI said that warehouses de-requisitioned by A.G.S. would have to be re-requisitioned for the Italian authorities but he did not think that all the warehouse space would be required.

(e) Ships' Manifests for Allied Goods.

Major MITCHELL stated that after his departure ships' manifests would be consolidated by Major BOLLAI of the Italian Transportation Section.

(f) Shipping Bids from A.F.H.Q.

Major MITCHELL explained that the approved shipping bids received from A.F.H.Q. came to G.4 A.G.S. but that after his departure they would come to Regional Headquarters, Allied Commission who, under A.F.H.Q. instructions, had now been made responsible for those bids.

5. At the close of the conference a short meeting was held at which Lt.Col. CHAYTOR, Regional Food Officer, attended for the purpose of finally deciding the question of the "A" supplementary ration for stevedores.

Lt.Col. CHAYTOR gave assurance that the stevedores of the Attilio Deffenu Coy would receive the "A" scale and that casual labourers would receive it for the days they worked.

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Lt.Col. CHAYTON gave assurance that the stevedores of the Attilio Deffenu Coy would receive the "A" scale and that casual labourers would receive it for the days they worked.

When Mr. THOMAS raised the question of the "A" supplementary ration for labourers employed on civilian cargoes, Lt.Col. CHAYTON explained that all cargoes were, at the moment, treated as military cargoes and that the stevedores would be drawn from the Attilio Deffenu Coy and casual labour. They would receive the "A" Scale.

It was agreed that this would be the best course to adopt until such time as the Port returned to a civilian basis. The Garrison Commander asked Mr. THOMAS to find out what arrangements were being made for the feeding of stevedores in other ports handed over to the Italian authorities.

The question of warehousing civilian goods in CAGLIARI was discussed and it was decided that as no guarantee could be given of the date of shipment of cargoes, shipping priority would be given to those firms who had their goods warehoused in CAGLIARI.

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SECRET

CONFERENCE WITH THE REGIONAL COMMISSIONER ON HANDING OVER OF THE PORT OF CAGLIARI - 7TH NOVEMBER 1944

Present

Colonel	PENNYCUICK	Regional Commissioner
Captain	TURNER	Allied Commission (Commerce)
Major	MITCHELL	G.4. Allied Garrison
Major	MARTIN	M.M.I.A.
Lieut.	DAVIES	R.N.
Mr.	THOMAS	M.W.T.R.
Lieut.	WAY	O.C. U.S. Naval Detachment
Lieut.	JOHNSON	Port Director, U.S. Naval Detachment
Lieut.	LEARY	Executive Officer, U.S. Naval Det.
Cdr.	BORGHI	Port Commander (Italian Navy)
Lieut.	MARENA	Royal Italian Navy Liaison Officer to U.S. Naval Detachment.

1. The Regional Commissioner, outlining the purpose of the meeting, said that Captain TURNER had been over to ROME and had returned with instructions that the operation of the Port of CAGLIARI was to be handed over to the Italian Ministry of Marine.

2. The Regional Commissioner read out the instructions from H.Q. Allied Commission (attached at Appendix "A") and also handed round a diagram submitted by the High Commissioner showing how the Port was originally run. (App. "B").

3. The Regional Commissioner suggested that what they should do at the conference was to compare the manner in which the Port used to be run with the way in which was now operated so that they could find out what would be required for the running of the Port by the Italians and nominate who should run it. The present situation was that the Allied Garrison would be ready to hand over the Port on the morning of the 12th November.

4. Major MITCHELL, explaining the present organisation under the Allied Garrison said that the responsibility of ship loading and unloading was assigned to the U.S. Army and was carried out by a Transportation Port Company who were specialists in the work. They operated the mechanical gear which required skilled handling and supervised a unit of Italian militarised stevedores who worked under contract to the U.S. Army and came directly under the Transportation Officer. Ship movements and defence and safety of the Port were the responsibility of the Navy. The Transportation Port Company who actually operated the cranes and other mechanical gear, consisted of [illegible] five Officers and about 200 [illegible]

to U.S. Naval Detachment.

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5. In reply to Mr. THOMAS, the Regional Commissioner explained that the Italian militarised stevedores (Attilio Deffenu Company) were under certain obligations and discipline and were provided with special rations. They did that work because they were specialists and were thereby excused military service.

6. Lieut. MANENA said that there was a nucleus of 219 such labourers employed in addition to which there were casual labourers employed when required.

7. Major MITCHELL said that they would be taking away all their mechanical gear when they left. There were three American vehicle companies with a total of 300 trucks and trailers and personnel totalling about 330 men. Mechanical gear at the Port included two small cranes, two medium size cranes and one

/large.....

Declassified E.O. 12356 Section 3.3/NND No. 785020

large crane; seven mechanical loaders (fork lifters), 15 to 20 low buggies, and there was also some additional stevedore gear including nets, slings, etc. totalling about 150 tons of miscellaneous equipment. There were also nine barges and two small sea mules. All this personnel and equipment would be taken away, he said.

8. The Regional Commissioner pointed out that traffic at the Port would henceforth be considerably less and he estimated the average imports at 400 tons per day including grain and equipment for the Mining Division, and exports at about 4,000 tons per month. They would have to consider how this traffic could be handled after the departure of the Garrison, and the Regional Commissioner read a letter from Colonel HARDING recommending what equipment should be left here. The equipment recommended consisted of: 15 wires with running hooks; 20 shackles; 30 slings rope; 6 sets of vehicle gear, 3 sets of wire, various sizes; 15 nets; 15 plates and 10 savealls.

9. Lieut. MARENA said that they had asked for: 2 Quickways (motor cranes), 4 Clark tow motors, 20 barrel hooks, 10 nets, 4 wire rope slings, 10 tarpaulins and 50 trucks. These items represented their minimum requirements.

10. Major MITCHELL said that in view of the number of vehicles which he had available to be shipped out he would suggest that a very strong case be put up for the heavy crane (a 20-ton mobile crane) to be left. There were about 1,400 trucks to be shipped (200 R.A.P. and 1,200 Italian) and he was of opinion that if a request was put up through the proper channels the heavy crane could be left.

11. The Regional Commissioner asked Captain TURNER to send a cable to H.Q.,A.C. asking that the crane should be left. (Cable sent 7 Nov 44).

Lieut. DAVIES suggested that the request for 6 vehicle slings be increased to 12 with spare wire. The Regional Commissioner asked Captain TURNER to send a cable amending their previous request in accordance with Lieut. DAVIES' suggestion. (Cable sent 7 Nov. 44).

12. Dealing with the question of transport for the Port, Lieut. MARENA stated that 50 trucks would be required. The Regional Commissioner brought out the point that with a total of 50 trucks an average of not more than 40 would be available for work each day, allowing for maintenance and repairs.

On the suggestion of the Regional Commissioner it was decided to ask M.M.I.A. that 50 trucks be left at the Port with the possibility of that number being increased to a full truck company.

13. Dealing with the question of how they proposed to run the Port, the Regional Commissioner said that the High Commissioner had sketched a plan for its possible organisation but there was one thing about which he was not too happy.

Declassified E.O. 12356 Section 3.3/NND No. 785020

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13. Dealing with the question of how they proposed to run the Port, the Regional Commissioner said that the High Commissioner had sketched a plan for its possible organisation but there was one thing about which he was not too happy. He would prefer to see a definite Port Commander at the head rather than the term "Royal Italian Navy" so that there would be a definite person to approach in all matters appertaining to the Port.

14. Lieut. WAY said he had received a cable from C in C Mediterranean giving authority for the Italian Navy to take over the Port and also a cable stating that a British Naval party was arriving on the 8th November. This party included one Lieutenant, R.N.R. (King's Harbour Master), one Lieutenant R.N.V.R., one Writer and Signal personnel. He did not know what the position would be when this party arrived but it would appear that only one, or possibly none, of the American Naval personnel would be left.

15. The Regional Commissioner said that he had not intended to go into the Naval side of the question but he would be interested to know to what extent they controlled the Port.

Lieut. WAY explained that they were actually the liaison with the Italian Naval authorities. They were informed of berthings, sailings, etc. but the Italian Navy actually did the work. The Italian Navy was set up to carry out this work

/and he.....

Declassified E.O. 12356 Section 3.3/NND No. 785020

and he presumed that the British Naval party would take over those liaison duties. Actually there would be very little change.

16. The Regional Commissioner said that he did not consider it wise that the Allied Commission should deal with Naval messages relating to movements of ships etc.

Lieut. LEARY said that with the inclusion of Signal personnel in the British Naval party it was highly probable that they would deal with all such communications.

17. The Regional Commissioner emphasised that it was essential to have one person, the Port Commander, to be responsible for the working of the Port so that they would know who to communicate with on all matters relating to the Port.

18. Lieut. MARENA said that under their system they had an Officer dealing with the civilian side and an Officer dealing with the military side of port operation. Both these came under the Port Commander, Cdr. BORGHI.

Lieut. LEARY stated that this organisation had worked very smoothly up to the present and when they required anything to be done they merely asked the Port Commander.

19. It was finally decided, in agreement with Cdr. BORGHI and Lieut. MARENA that the Italian authorities would be ready to take over control of the Port by 10th November, and that Cdr. BORGHI should be Port Commander.

20. Mr. THOMAS raised the question of the payment of stevedores when the Garrison left. He pointed out that traffic would now be on a more commercialised basis and he had no authority for the payment to stevedores for unloading of American ships.

Major MITCHELL said that stevedores employed on American ships were under contract to the U.S. Army and payment was cleared through the American Finance Officer. He suggested that the whole question of payment of stevedores should now be put up to A.F.H.Q. so that the position might be clarified.

21. At the end of the meeting it was made clear to Cdr. BORGHI that he was ordered by the Regional Commissioner who is also Allied Garrison Commander (Col. PENNYCUICK) to be prepared to take over the Port by the 11th of November or, if the Americans had not left by that date, at any date subsequent to that.

22. Cdr. BORGHI would be allowed to keep the Italian Army Motor Transport Coy. for use in the Port and this decision was agreed to by Major MARTIN of M.M.I.A.

Declassified E.O. 12356 Section 3.3/NND No. 785020

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22. Cdr. BORGHI would be allowed to keep the Italian Army Motor Transport Coy. for use in the Port and this decision was agreed to by Major MARTIN of M.M.I.A.

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23. In conclusion the Allied Garrison Commander agreed to the organisation of the Port as set out in Appendix "C". This is subject to modification on the arrival of the British Naval party.

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1943

Declassified E.O. 12356 Section 3.3/NND No. 785020

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

SECRET

Cagliari, 8 November 1944

REFERENCE: TPTM/1606

SUBJECT: Port of CAGLIARI

TO: H.E. The High Commissioner for Sardinia

1. With reference to your 9303 - M/XXII of 2 November 1944, I attach a diagram showing the approved organisation for working the Port of CAGLIARI when the American Port Units leave.

2. Slight modifications may have to be made when the British Naval Detachment and Harbour Master arrive but substantially the organisation is that suggested by you.

3. As Allied Garrison Commander, SARDINIA, I am to request that you will issue the necessary instructions for this organisation to take over under the Italian Navy as from 11th November or subsequent date dependent on the departure of the American Units.

(4)

J. A. C. Pennycuick

J. A. C. PENNYCUICK,
Colonel,
Allied Garrison Commander,
and Regional Commissioner.

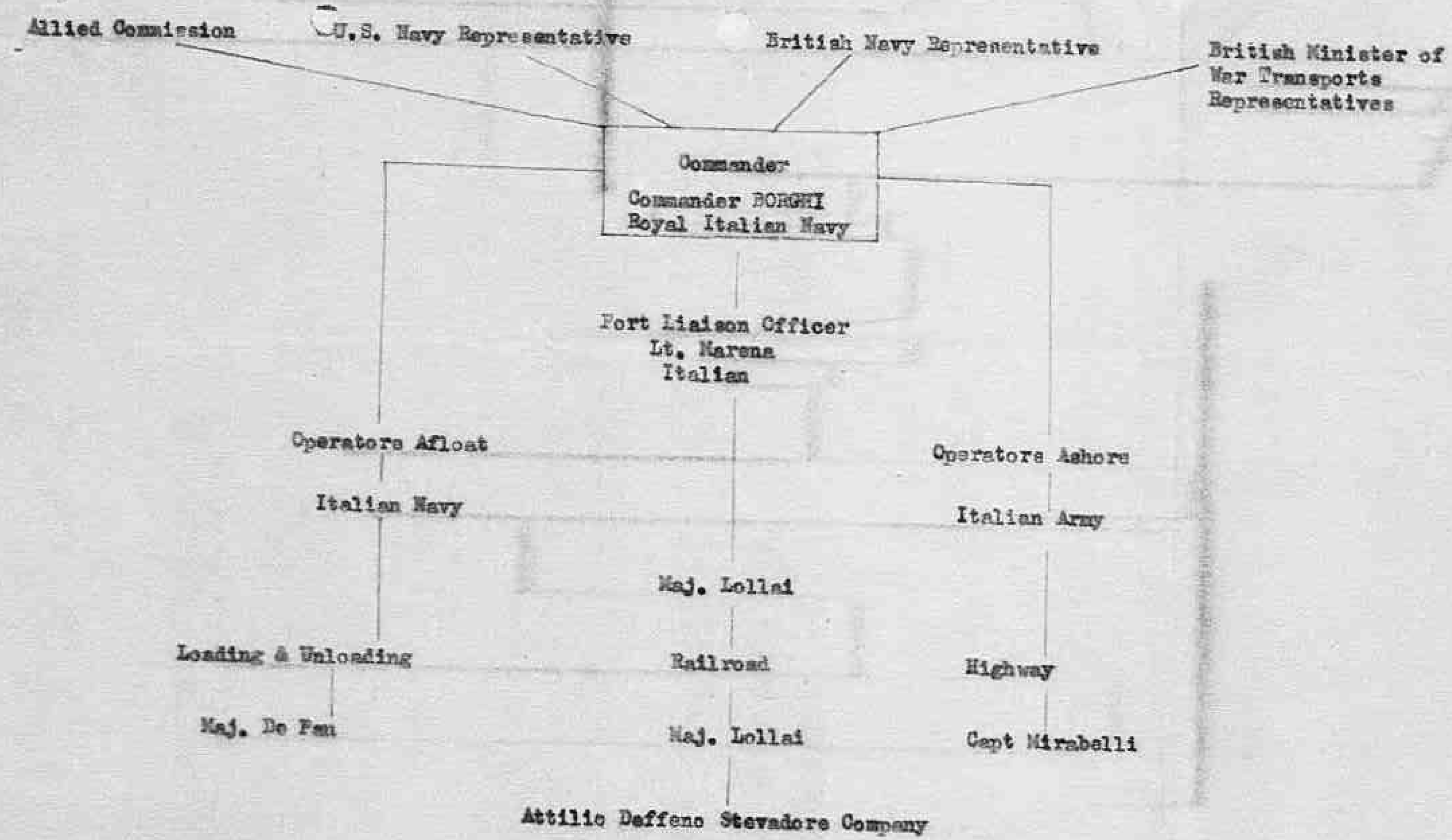
JACP/gcH

Copy to: H.Q., Allied Garrison.
M.M.I.A.
Recd 8 1200.
1705
OJJ

4042

FILE: PORT OPERATION

Sketch of the Organization of the Port of Cagliari



Declassified E.O. 12356 Section 3.3/NND No. 785020

1945

Declassified E.O. 12356 Section 3.3/NND No. 785020

APPENDIX "A"

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel 476704
Our ref : AC.Tn/S/1/67

4 November 1944.

TO : Regional Commissioner
Sardinia Region

SUBJECT : Port of Cagliari.

Further to our previous signals and following conversation today with Capt. Turner, the Port of Cagliari will be handed over to civil use on the closing of American installations.

The hand-over will be through the Allied Naval Authorities to the Italian Ministry of Marine, and the operation and Administration will be carried out by a Port Captain nominated by that Ministry.

Subject to any higher instructions through the High Commissioner for Sardinia, the Italian Ministry of Marine's representative, the Port Captain should take over direct from A.G.S. (Allied Garrison Sardinia) and carry on the operation of the Port.

It is assumed that an Allied N.O.I.C. will be left with the Port Captain for some time.

A Port Committee should be formed with the Port Captain and any other interested parties including a nominee of the High Commissioner and representatives of MWT/WSA and AC to ensure that the quick turn round of shipping for which AFHQ hold ACC responsible is being carried out.

(Signed) F.R.A.Glanville,
Lt. Col.RE,
for D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub.Com.

By Command of Commodore Stone

Copy to :
Economic Section

4070

FILE: PORT OPERATION

APPENDIX "B"

Organisations of Services in the Port of Cagliari from the Beginning of the War to Sept 8, 1943.

Naval Section Headquarters

Port and Traffic Commander

Naval Base and Naval Hqs. Sections

Harbour Defence
Dredging of Security Passages
Pilotage and mooring of vessels
Traffic Section
Use of tugs and pontoons
Anti fire Service
Naval Engineers Technical Section
Forwarding Office
Water Supply
Fuel Supply
Lighthouses and signals

Port Captain's Office

Health and Naval formalities
Dock work discipline
Use of cranes and elevators for loading and unloading operations
Assignment of berths
Lighting of Port lights
Pilotage and mooring of vessels
Harbour Police, Carabinieri and Port Militia
Supply of water to vessels
Anti-fire Service
Administration and employment of seamen
Ordinary services as per navigation laws
Granting of Port Areas
Vigilance on fishing

Military Transp. Delegation	Shipping Offices AGIP	Customs Public Safety Finance Guard	Civil Engineers

(1) Attached to Military Hqs. Sardinia

N.B. A detailed report is attached hereto.

4029

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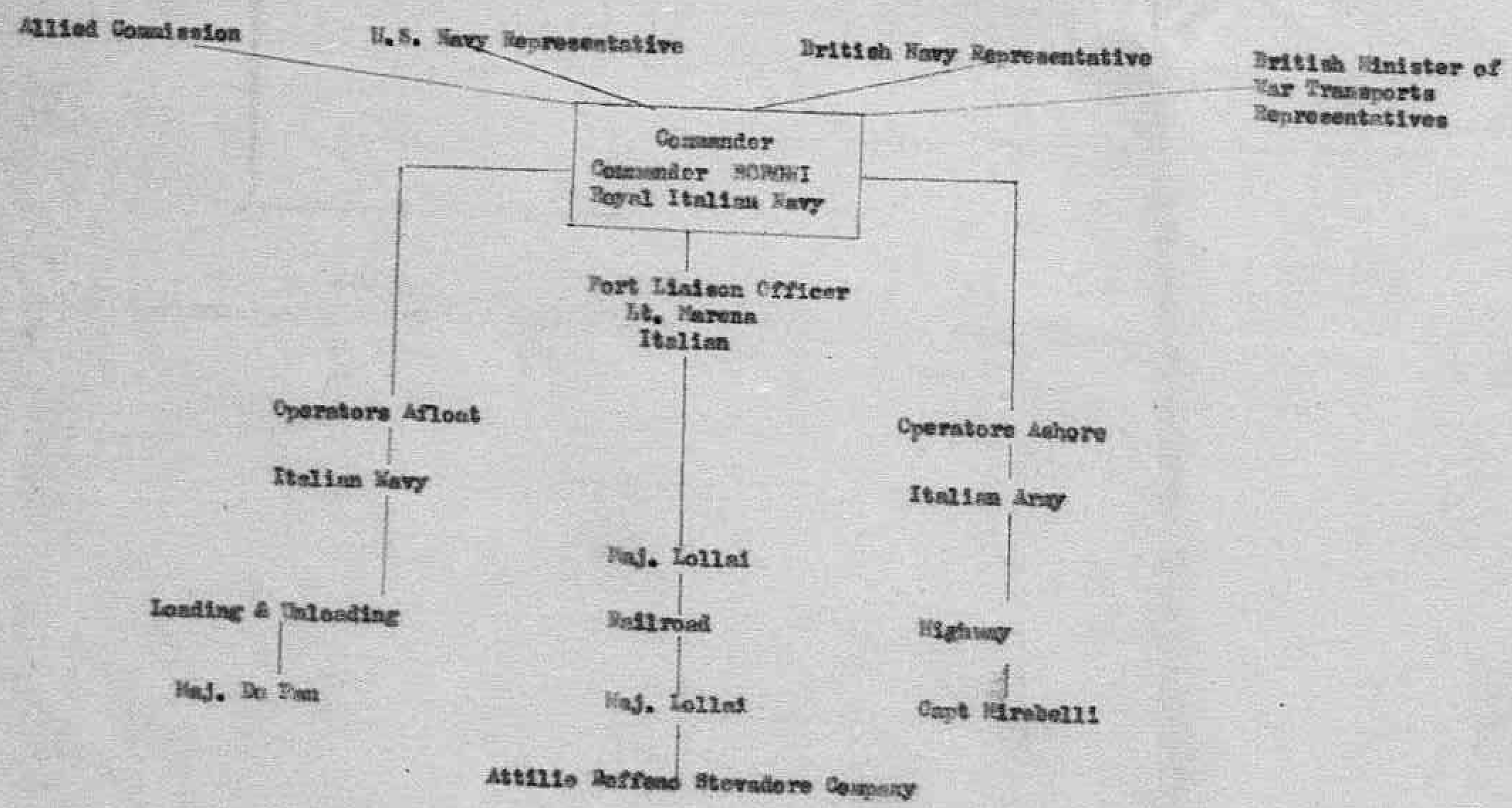
APPENDIX "C"

Sketch of the Organization of the Port of Cagliari



Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION AMT/vjt 18/11/44

MILITARY HEADQUARTERS OF SARDINIA
G-3 Office

File No. 10648/B/ord di prot A.P.O. 50, 16 November 1944

SUBJECT: Truck Group for Service at the Port of Cagliari

TO : Colonel Simmons, MMIA Representative in Sardinia, Cagliari

Reference my letter 10517/B/Ord of 11 November, I beg to inform you that the number of heavy trucks required for the organization of the 55th Autoreparto is 110.

In view of the many duties being performed for the requirements of various public bodies of the city of Cagliari, it is not possible for the moment to take any more vehicles from those on charge to the various units.

THE CHIEF OF STAFF
Colonel Luigi Castellani /t/
L. Castellani /s/

COMANDO MILITARE DELLA SARDEGNA
Ufficio Ordinamento
-----=oCo=-----

N. 10648/B/ord.di prot. P.M.50, 16 novembre 1944

OGGETTO: gruppo autocarri per servizio al porto di Cagliari.-

Al Colonnello SIMMONS
Rappresentante M.M.I.A.in Sardegna

C A G L I A R I

A seguito del foglio n.10517/B/Ord. dell'11 corrente, comunico che il numero degli autocarri pesanti necessari alla costituzione del 55° autoreparto è di 110.

A causa dei numerosi servizi per le necessità di vari enti pubblici della città di Cagliari, non è possibile per ora trarre altri automezzi da quelli in carico ai reparti dipendenti.

D'ordine
IL CAPO DI STATO MAGGIORE
Colonnello Mitt. Castellani -

COMANDO MILITARE DELLA SARDEGNA

Declassified E.O. 12356 Section 3.3/NND No. 785020

A seguito del foglio n.10517/B/Ord. dell'11 corrente, comunico che il numero degli autocarri pesanti necessari alla costituzione del 55° autoreparto è di 110.

A causa dei numerosi servizi per le necessità di vari enti pubblici della città di Cagliari, non è possibile per ora trarre altri automezzi da quelli in carico ai reparti dipendenti.

D'ordine
IL CAPO DI STATO MAGGIORE
Colonnello Mi[illegible] Castellani -

COMANDO MILITARE DELLA SARDEGNA

4026

FILIPPOT OPERATINI

Declassified E.O. 12356 Section 3.3/NND No. 785020

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION AMM/vjt 16/11/44

MILITARY HEADQUARTERS OF SARDINIA
G-3 Office

File No. 10517/B/Ord di prot A.P.O. 50, 11 November 1944

SUBJECT: Truck Group for Port Service

TO : Colonel Simmons, MMLA Representative in Sardinia, Cagliari

Attached letters:

letter 20052 di prot dated 10 November from Naval Headquarters, Cagliari
letter 10517/B/Ord dated 11 November from this Headquarters

Please ask Major Hall to release the necessary trucks, the particulars of which I will communicate directly to the 13th Autopark Directorate.

Not having others available for the moment, I am obliged to take necessary driving personnel from the unit of 250 which is being prepared for the mainland at the disposal of the Allied Headquarters.

I will inform you as to the number remaining available.

THE COMMANDING GENERAL
Brunetto Brunetti /s/

A TRUE COPY:

Lieut Col Chief of G-3 Sect.
(Paolo Spano) /t/
P. Spano /s/

FILE.

4035

FILE: PORT OPERATION

11952

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION AMM/vjt 16/11/44

NAVAL HEADQUARTERS, CAGLIARI
Operations Office

File No. 20052 di prot. Cagliari, 10 November 1944

SUBJECT: Request Truck Group for Port Service

TO : High Commissioner for Sardinia Cagliari

INFO : Military Headquarters of Sardinia Cagliari
Military Transport Delegation

After contacting MMIA to find out the command responsible for the provision and assignation of vehicles indespensable for the port transport service, it has emerged that the High Commissioners Department has been made responsible by the Allied Regional Commissioner for the preparation of all the services necessary for the organization of the port.

Since the above is in relation to paragraph 12 of the appendix to letter TPPN/1605 dated 9 November, please ask Military Headquarters to place at once at the disposal of the Militrary Transport Delegation a group of vehicles consisting of at least 150 trucks with the necessary drivers.

This number of vehicles is considered indespensable at the moment since we have still to provide for the transport and dispatch of very large quantities of materiel belonging to the Allies. Later on when the situation is normalized, it is considered that the number of vehicles can be reduced to 50 in agreement with the Allies.

CAPITANO DI FREGATA
Commander Luigi Borghi /s/

A TRUE COPY

Lieut Col. Chief of G-3 Sect.
(Paolo Spano) /t/
P. Spano /s/

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION AMN/vjt 1911/44

MILITARY HEADQUARTERS OF SARDINIA
G-3 Office

File No. 10517/B/Ord di prot A.P.O. 50, 11 November 1944

SUBJECT: Truck Group for Port Service

TO	:	Headquarters XIII Autogroup	Ghilarza
		Headquarters 13th Drivers Regt. Depot	Cagliari
		13th Autopark Directorate	Abbasanta
INFO	:	Administration Office Military Headquarters	Cagliari
		Services Office Military Headquarters	"
		Operations Office Military Headquarters	"
		Personnel Office Military Headquarters	"
		Naval Headquarters	"

Following the request from MMIA this Headquarters must provide - for duty at the port of Cagliari and for the transfer of very large quantities of materiel belonging to the Allies - a group of trucks not less than 120 which can be reduced to 50 when the situation is returned to normal.

Therefore, I direct:

- In partial modification of letter 10450/B/Ord dated 7 November 1944, the 55th Auto-unit will not be broken up.
- It will form the Auto-section which is to be given to the 118th Auto-unit.
- It will hand over to the Auto-section the trucks performing civilian services.
- It will retain the remaining trucks.
- It will be organized as per attached table.
- It will receive:
  - the trucks which it needs from the 13th Autopark which will take them from the ones destined for the mainland and assembled at Poetto Autopark.
    The 13th Autopark will insure that the trucks handed over are all of the same type.

4033

  - The personnel which it needs from the Provisional Reinforcement Unit at the depot of the 13th Drivers Regt., which will take them from the Reinforcement Unit being prepared for the mainland and referred to in letter 10391/B/Ord dated 6 November.

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Submit an immediate request to this Headquarters for trucks and personnel which are deficient.

The XIII Auto-group Headquarters will arrange the new organization of the 55th Auto-unit.

I will inform you as to which units they will be attached.

THE COMMANDING GENERAL
Brunetto Brunetti /s/

A TRUE COPY:
Lieut Col. Chief G-3 Sect.
(Paolo Spano) /t/
P. Spano /s/

4032

COPIA

COMANDO MILITARE DELLA SARDEGNA
=Ufficio Ordinamento=

N° 10517/B/Ord. di prot.

P.M.50, lì 11 novembre 1944

OGGETTO: gruppo autocarri per servizio al porto.

AL COLONNELLO SIMMONS
Rappresentante M.M.I.A. in Sardegna

CAGLIARI

Allegati fogli:

- n°20052 di prot. in data 10 c.m. del Comando Marina Cagliari;
- n°10517/B/ord. in data 11 c.m. di questo Comando.

Prego interessare il Maggiore HALL per la cessione degli autocarri necessari che mi riservo di comunicare direttamente alla Direzione del 13° Parco Automobilistico.

Non avendo, per il momento, altre disponibilità, sono costretto trarre il personale autiere necessario dalla 250 unità in approntamento per la penisola a disposizione del Comando Alleato/.

Riserva di comunicare la residua disponibilità di tale personale.

IL GENERALE COMANDANTE
F/to Brunetto Brunetti

C. C.
IL TEN. COLONN. CAPO UFF. ORDINAMENTO

Declassified E.O. 12356 Section 3.3/NND No. 785020

Allegati fogli:

- n°20052 di prot. in data 10 c.m. del Comando Marina Cagliari;
- n°10517/B/ord. in data 11 c.m. di questo Comando.

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Riserva di comunicare la residua disponibilità di tale personale.

IL GENERALE COMANDANTE
F/to Brunetto Brunetti

C. C.
IL TEN. COLONN. CAPO UFF. ORDINAMENTO
(Pietro Spanò)

COMANDO MILITARE SARDEGNA

4021

Recd 16 Nov 44
11 45
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Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO MARINA CAGLIARI
Ufficio Operazioni

N. 20052 di prot. Cagliari, 10 novembre 1944

OGGETTO: richiesta gruppo automezzi per servizio porto.

ALL'ALTO COMMISSARIATO PER LA SARDEGNA CAGLIARI
e,per conoscenza:
AL COMANDO MILITARE SARDEGNA CAGLIARI
ALLA DELEGAZIONE TRASPORTI MILITARI CAGLIARI

Questo Comando, preso contatto con la Missione Militare Alleata presso l'Esercito Italiano, per conoscere quale ente doveva provvedere ad assegnare gli automezzi indispensabili per il servizio trasporti del porto, è venuto a conoscenza che codesto Alto Commissariato è stato incaricato dal Commissario Alleato Regionale di disporre per l'approntamento di tutti i servizi occorrenti per l'organizzazione del porto.

Per quanto sopra e in relazione al comma 12 dell'allegato al foglio TRPN/1605 corrente C, si prega voler interessare il Comando Militare della Sardegna affinchè metta subito a disposizione della Delegazione Militare Trasporti un gruppo di automezzi costituito di almeno 120 camions con relativi autisti.

Tale numero di automezzi si ritiene per il momento indispensabile dovendo provvedere ancora al trasporto e spedizione di ingenti quantitativi di materiali appartenenti agli Alleati. - In un secondo tempo, quando la situazione si sarà normalizzata, si ritiene che il numero di automezzi potrà essere ridotto a 50 con convenuto con le Autorità Alleate.-

IL CAPITANO DI FREGATA

Declassified E.O. 12356 Section 3.3/NND No. 785020

Questo Comando, preso contatto con la Missione Militare Alleata presso l'Esercito Italiano, per conoscere quale ente doveva provvedere ad assegnare gli automezzi indispensabili per il servizio trasporti del porto, è venuto a conoscenza che con esso Alto Commissariato è stato incaricato dal Commissario Alleato Regionale di disporre per l'approntamento di tutti i servizi occorrenti per l'organizzazione del porto.

Per quanto sopra e in relazione al comma 12 dell'allegato al foglio TTPM/1605 corrente 9, si prega voler interessare il Comando Militare della Sardegna affinchè metta subito a disposizione della Delegazione Militare Trasporti un gruppo di automezzi costituito di almeno 120 camions con relativi autisti.

Tale numero di automezzi si ritiene per il momento indispensabile dovendo provvedere ancora al trasporto e spedizione di ingenti quantitativi di materiali appartenenti agli Alleati. - In un secondo tempo, quando la situazione si sarà normalizzata, si ritiene che il numero di automezzi potrà essere ridotto a 50 con convenuto con le Autorità Alleate.-

IL CAPITANO DI FREGATA
F.to Comandante Luigi Borghi

P.C.C.
IL TENCOL.STAGGUERRIGIORGRDIN.
- Paolo Spano -

COMANDO MILITARE SARDEGNA

4080

Declassified E.O. 12356 Section 3.3/NND No. 785020

Sp.

COMANDO MILITARE DELLA SARDEGNA
Ufficio Ordinamento
-------oOo-------

N. 10517/B/Ord. di prot. P.M.50, 11 novembre 1944

OGGETTO: gruppo automezzi per servizio al porto.-

AL COMANDO XIII AUTOGRUPPO GHILARZA
AL COMANDO DEPOSITO 13° RGT.AUTIERI CAGLIARI
ALLA DIREZIONE 13° PARCO AUTOMOBILISTICO ABBASANTA

e,per conoscenza:

ALL'UFFICIO AMMINISTRAZIONE COMILIT SEDE
ALL'UFFICIO SERVIZI COMILIT SEDE
ALL'UFFICIO OPERAZIONI COMILIT SEDE
ALL'UFFICIO PERSONALE COMILIT SEDE
AL COMANDO MARINA SEDE

A richiesta della M.M.I.A., questo Comando deve fornire per il servizio al porto di Cagliari e per il trasporto di ingenti quantitativi di materiali appartenenti agli Alleati, un gruppo di autocarri non inferiore a 120,che a situazione normalizzata potrà essere ridotto a 50.

Pertanto, dispongo:

- a parziale modifica del foglio n.10450/B/Ord. in data 7 u.m., il 55° autoreparto non verrà sciolto;
- costituirà l'autosezione da cedere al 110° autoreparto;
- cederà all'autosezione di formazione gli autocarri in servizio civile;
- tratterrà i rimanenti autocarri;
- assumerà le formazioni organiche di cui all'allegato;
- riceverà:
  - <u>gli autocarri in deficienza</u>: dal 13°Parco Automobilistico, che li trarrà da quelli destinati nella penisola ed accentrati all'autoparco "Poetto".
    Il 13° Parco avrà cura che gli autocarri ceduti siano tutti dello stesso tipo;
  - <u>il personale in deficienza</u>: dal reparto provvisorio complementi [illegible]

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ALL'UFFICIO OPERAZIONI COMILIT — SEDE
ALL'UFFICIO PERSONALE COMILIT — SEDE
AL COMANDO MARINA — SEDE
SEDE

A richiesta della M.M.I.A., questo Comando deve fornire per il servizio al porto di Cagliari e per il trasporto di ingenti quantitativi di materiali appartenenti agli Alleati, un gruppo di autocarri non inferiore a 120, che a situazione normalizzata potrà essere ridotto a 50.

Pertanto, dispongo:

- a parziale modifica del foglio n.10450/3/Ord. in data 7 c.m., il 55° autoreparto non verrà sciolto;
- costituirà l'autosezione da cedere al 118° autoreparto;
- cederà all'autosezione di formazione gli autocarri in servizio civile;
- tratterrà i rimanenti autocarri;
- assumerà le formazioni organiche di cui all'allegato;
- riceverà:
  - <u>gli autocarri in deficienza</u>: dal 13°Parco Automobilistico, che li trarrà da quelli destinati nella penisola ed accentrati all'autoparco "Poetto".
    Il 13° Parco avrà cura che gli autocarri ceduti siano tutti dello stesso tipo;
  - <u>il personale in deficienza</u>: dal reparto provvisorio complementi presso il deposito 13° rgt.autieri, che li trarrà dal nucleo complementi in approntamento per la penisola e di cui al foglio n.10391/B/Ord. in data 6 c.m.
    Urgente richiesta a questo Comando degli autocarri e del personale in deficienza.

Provvederà alla nuova organizzazione del 55° autoreparto il Comando del XIII Autogruppo.

Riserva di stabilire le relative dipendenze.

IL GENERALE COMANDANTE
F.to Brunetto Brunetti

P.C.C.
IL TEN.COL.CAPO UFF.ORDIN.
- Paolo Spano -

COMANDO MILITARE ... SARDEGNA

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ORGANICI autoreparto pesante per il servizio al porto di Cagliari a disposizione Comando Guarnigione Alleata.

Comprende :

- comando
- 5 autosezioni pesanti

	Personale			autovetture	motocicli	biciclette
	uff.	sott.	tr.			
COMANDO =						
- comandante (cap.)	1	-	-	1	1	1
- subalt.e disp.	1	-	-	-	-	-
- sottuff.di cont.	-	1	-	-	-	-
- sottuff. a disp.	-	1	-	-	-	-
- graduato di cont.	-	-	1	-	-	-
- meccanici	-	-	2	-	-	-
- ciclisti	-	-	1	-	-	-
- motociclisti	-	-	1	-	-	-
- attendenti	-	-	1	-	-	-
- vetturisti	-	-	1	-	-	-
- servizi vari	-	-	7	-	-	-
Totale Comando :	2	2	14	1	1	1

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COMANDO =						
- comandante (cap.)	1	-	-	1	1	1
- subalt.e disp.	1	-	-	-	-	-
- sottuff.di cont.	-	1	-	-	-	-
- sottuff. a disp.	-	1	-	-	-	-
- graduato di cont.	-	-	1	-	-	-
- meccanici	-	-	2	-	-	-
- ciclisti	-	-	1	-	-	-
- motociclisti	-	-	1	-	-	-
- attendenti	-	-	1	-	-	-
- vetturisti	-	-	1	-	-	-
- servizi vari	-	-	7	-	-	-
Totale Comando :	2	2	14	1	1	1

COMANDO MILITARE DI ZONA TRANSEGNA

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AUTOSEZIONE PESANTE

	Personale			Automotomezzi			
	ufficiali	sottufficiali	truppa	autovetture	autocarri pes.	motocicli	biciclette
Com/te (uff.sub.)	1	-	-	-	-	-	-
Sottuff. aut.	-	1	-	-	-	-	-
Automobilisti :							
- cap.magg.	-	-	1	-	-	-	-
- conduttori	-	-	27	-	-	-	-
- meccanici	-	-	1	-	-	-	-
- motociclisti	-	-	1	-	-	-	-
Autocarri	-	-	-	-	24	-	-
Motocicli	-	-	-	-	-	1	-
Totale autosez.	1	1	30	-	24	1	-
RIEPILOGO =							
- Comando :	2	2	14	1	-	1	1
- 5 autosez. :	5	5	150	-	120	5	-
TOTALE GRUPPO E 5 SEZIONI :	7	7	164	1	120	6	1

Sottuff. sup.	-	-	-	-	-	-	-
Automobilisti :							
- cap.magg.	-	-	1	-	-	-	-
- conduttori	-	-	27	-	-	-	-
- meccanici	-	-	1	-	-	-	-
- motociclisti	-	-	1	-	-	-	-
Autocarri	-	-	-	-	24	-	-
Motocicli	-	-	-	-	-	1	-
Totale autosez.	1	1	30	-	24	1	-
RIEPILOGO =							
- Comando :	2	2	14	1	-	1	1
- 5 autosez. :	5	5	150	-	120	5	-
TOTALE GRUPPO E 5 SEZIONI :	7	7	164	1	120	6	1

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Declassified E.O. 12356 Section 3.3/NND No. 785020

PRIORITY SECRET 121809

FOR ACTION ACC

INFO ALLIED GARRISON SARDINIA, COMZONE NATOUSA, ACC TO STONE FOR ADAMS

FX 51781 SIGNED SACMED CITE FMTPN

PORT GEAR TO BE LEFT AT CAGLIARI REFERRED TO IN MESSAGE 6227, 9 NOVEMBER, FOR USE OF ACC PORT OPERATION IS COVERED IN MESSAGE SSTPN 2066 SSGCS, LX 51384, OF 7 NOVEMBER, SPECIFICALLY PROVIDES FOR 2 SETS CAR HOOKS, 10 CARGO NETS, 4 WIRE ROPE SLINGS, 10 LARGE TARPAULINS (MEDIUM), 2 TOW MOTORS, 2 TWIN MARINE TUGS (CHRYSLER) PLUS 1 LAUNCH NAMES RENNINE.

RESCRIPT VJT 13 NOV. 44

COPY TO MAJOR MARTIN

(4)

4026

ref. message 51384 sent to AGS TPN

FILE: PORT OPERATION

PRECEDENCE

URGENT
C. P.
PRIORITY X
ROUTINE

DATE & TIME GROUPS,

SENT 071952

RECEIVED 080347

FROM: COMLONG

TO : ACC.

INFO: NCIS CAGLIARI, AAI, PONAM NAPLES, PERMASE MAIN, MTOUSA

FROM: ALLIED COMMISSION OF SARDINIA
G-4 TRANSPORTATION SECTION
AI 534

INTER-ALLIED MESSAGE FORMS

EDITED LITERAL TEXT

SECRET

SECURITY CLASSIFICATION

SECRET X
CONFIDENTIAL
RESTRICTED

REFERENCE NUMBERS:

ORIGINATOR: LT.61584

CITE: SACMED 2046 SECRS

G-4 TPT 425

EDITED BY:

Part Gear to be left for use of ACC at Cagliari in conjunction with MMIA Liaison and Italian Movements are chargeable to ACC is the following equipment,

2 Sets earhooks,
10 Cargo Nets,
4 Wire rope slings,
10 Large Tarpaulins (minimum),
2 Tow motors,
2 Twin Marine Tugs,(Chrysler) plus
1 Launch named JENNIFER.

Necessary memorandum receipt will be made on the transfer.

No Cranes will be provided

Declassified E.O. 12356 Section 3.3/NND No. 785020

with MMIA Liaison and Italian Movements are chargeable to ASC in the following equipment:

2 Sets carhooks.
10 Cargo Nets.
4 Wire rope slings.
10 Large Tarpaulins (minimum).
2 Tow motors.
2 Twin Marine Tugs.(Chrysler) plus
1 Launch named JENNINS.

Necessary memorandum receipt will be made on the transfer.

No Cranes will be provided

4025

Distribution:

Major Mitchell
Major Stuart
Port Commander
Navy
Col. Simmons
Allied Commission
File

SECRET

Recd 8 Nov. 1944

FILE: PORT OPERATION

Declassified E.O. 12356 Section 3.3/NND No. 785020

PRECEDENCE

URGENT
A. P.
PRIORITY X
ROUTINE

DATE & TIME GROUPS:

SENT: 071755

RECEIVED 081456

FROM: ROMAN

TO : CINC MED

HEADQUARTERS
ALLIED GARRISON OF SARDINIA
G-4 TRANSPORTATION SECTION
APO 534

SECURITY CLASSIFICATION

SECRET X
CONFIDENTIAL
RESTRICTED

INCOMING MESSAGE FORM

EDITED LITERAL TEXT

SECRET

REFERENCE NUMBERS:

ORIGINATOR:

SITE:

G-4 TPN:

EDITED BY:

INFO: NOIC MADDALENA, 8TH FLEET, COMNAVDET CAGLIARI, ACC, COMSTH PHIB GOVERNOR PALERMO, FOTALL, ROME

1. Anticipate that BELO direct from Maddalena and balance of party by by sea from Naples will arrive Cagliari 10 Nov to comply with CINC MEDS 061818.

2. Consider that maximum of 48 hrs will be required to accomodate British party set up communications and complete turnover.

Refer COM 8TH FLEET 061836 not to all addressees.

3. Request confirmation that sufficient M/T Harbor Craft and Port working apparatus will be left on departure of NAVDET to permit the Italian port party to continue to operate Cagliari effectively

Declassified E.O. 12356 Section 3.3/NND No. 785028

1. Anticipate that BNLO direct from Maddalena and balance of party by by sea from Naples will arrive Cagliari 10 Nov to comply with CINC MEDS 061318.

2. Consider that maximum of 48 hrs will be required to accomodate British party set up communications and complete turnover.

Refer COM 8TH FLEET 061836 net to all addressees.

3. Request confirmation that sufficient M/T Harbor Craft and Port working apparatus will be left on departure of NAVDET to permit the Italian port party to continue to operate Cagliari effectively

4024

Distribution:

Major Mitchell
Major Stuart
Navy
Col Simmons
File

SECRET

Recd 9 Nov
1600
DJ

FILE: PORT OPERATIONS

Declassified E.O. 12356 Section 3.3/NND No. 785020

1970

Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION AMM/vjt 16/11/44

MILITARY HEADQUARTERS OF SARDINIA
G-3 Office

File No. 10517/B/Ord di prot A.P.O. 50, 11 November 1944

SUBJECT: Truck Group for Port Service

TO : Colonel Simmons, MMIA Representative in Sardinia, Cagliari

Attached letters:

letter 20052 di prot dated 10 November from Naval Headquarters, Cagliari
letter 10517/B/Ord dated 11 November from this Headquarters

Please ask Major Hall to release the necessary trucks, the particulars of which I will communicate directly to the 13th Autopark Directorate.

Not having others available for the moment, I am obliged to take necessary driving personnel from the unit of 250 which is being prepared for the mainland at the disposal of the Allied Headquarters.

I will inform you as to the number remaining available.

THE COMMANDING GENERAL
Brunetto Brunetti /s/

A TRUE COPY:

Lieut Col Chief of G-3 Sect.
(Paolo Spano) /t/
P. Spano /s/

4023

FILE: PORT OPERATION

Declassified E.O. 12356 Section 3.3/NND No. 785020

ROUTINE RESTRICTED 04 1802 A

SIGNED SACMED

ACTION TO AC MAIN: CG CONZONE NATOUSA INFO TO HQ MMIA: DMETR CAGLIARI:

AC SARDINIAN REGION: AGC SARDINIA

FX 48184 CITE FHGDM FHGDS (?)

ONE. YOUR MEMO 21 OCT CONSIDERED FOLLOWING GEAR ADEQUATE FOR FUTURE USE OF CAGLIARI.

20 SET CAN HOOKS

17 CARGO NETS.

4 WIRE SLINGS

10 TARPAULINS

TWO. PRESUME THESE ARE IN ADDITION TO REQUIREMENTS DISCUSSED BY AGC SARDINIA AND REGIONAL COMMISSIONER ALLIED COMMISSION. AGC SARDINIA'S AGS A 769 OF 31 OCT NOT TO ALL REFERS. CONFIRM.

THREE. AGC SARDINIA IS REQUESTED TO DELIVER THESE ITEMS TO AC SARDINIA REGION. EQUIPMENT TO BE HANDED OVER TO AC ON MEMORANDUM RECEIPT.

FOUR. ARE AC PERSONNEL AND RESOURCES AT SARDINIA ADEQUATE TO COPE WITH

(A) ITALIAN M/T COMMITMENT OUTLINED IN MY FX 45316 OF 29 OCT 44

(B) APPROX 4000 TONS MILITARY CLEARANCE TO NAPLES INCLUDING 1000 TONS RAF 1400 TONS RASC SUPS 1500 PIGMENT ARE FOR NE AND BND.

(C) 206 RAILWAY WAGONS FOR ALLIED COMMISSION NAPLES

(D) APPROX 1500 MONTHLY IMPORTS AND EXPORTS THEREAFTER FOR SERVICES.

4022

RESCRIPT 5 NOVEMBER 1944 /rrc *No record signal AGS A 769 of 31 Oct*

COPY TO MAJOR MARTIN

Declassified E.O. 12356 Section 3.3/NND No. 785020

Date 29/10

Subject

FROM	TO	REMARKS
C.G.		Please indicate
CHIEF OF STAFF	X	what reply I can
ADJ. GENERAL		make to the attached
DC/S & G - 1		PHC
G - 2		Col Harding has had
G - 3		
G - 4		a conference with
SIGNAL OFF.		
SURGEON		Col Penny cuick -
ENGINEER		
PROV. MARSHAL		details unknown to me.
X ACC/ASC		23/10
STAFF J.A.		Col Clark please
SPECIAL SERV.		[illegible]
6732d Hq & Hq Co.		[illegible]
A.G.S. File		[illegible] answer
		(S) 4021

Declassified E.O. 12356 Section 3.3/NND No. 785020

ALLIED GARRISON OF SARDINIA
APO 534

G-4

31 October 1944

MEMO TO COLONEL SIMMONS:

1. Under AFHQ directives, responsibility for operation of the Port of Cagliari passes to Colonel PENNYCUICK, Regional Commissioner, Allied Commission, Sardinia, upon my permanent departure from the Island, on or about 10 November 1944.

2. As far as I know, there is nothing firm as to the organization, within the Port, that will operate it under Colonel PENNYCUICK'S supervision, although I have made him a recommendation in the matter.

3. With reference to port working gear I recommended to Colonel PENNYCUICK that certain items would be essential, sufficient to work ten hatches. This did not include what I consider "non-essentials" (conveniences), such as mobile cranes, forklifts, and other power equipment, inasmuch as these are critical items and are urgently needed elsewhere in the theater.

4. To expedite a decision on the matter, I have recommended to AFHQ that we leave here the items referred to in paragraph 3 above. I also recommended that we leave here the 20-ton Lima crane for use in expediting the outloading of the large number of Italian vehicles scheduled to go.

1/nov.
May Martin
please confer with
Col. Castellani (c/s) re
this and I will confer in writing on
my return. Thanks.
(5)

C. K. HARDING
Colonel, TSC.
Commanding

4000

12th of Nov

Declassified E.O. 12356 Section 3.3/NND No. 785020

S-E-C-R-E-T

ALLIED GARRISON OF SARDINIA
APO 534 G-5

800.1 30 October 1944

SUBJECT: Future Operations, Port of Cagliari.

TO : The Regional Commissioner, Allied Control Commission, Sardinia.

1. I am under AFHQ instructions to close out all strictly U.S. Army commitments in Sardinia as soon as practicable. It appears that this will be effected about 10 November 1944.

2. The foregoing means that all of the U.S. Army personnel who have been supervising and operating the Port of Cagliari will have departed Sardinia as of about 10 November. It is understood that the U.S. Navy Detachment will depart shortly thereafter.

3. It is understood that upon my permanent departure from Sardinia, about 10 November, AFHQ proposes to designate the senior British officer in Sardinia as the Allied Garrison Commander. It therefore appears that you will succeed me.

4. Under AFHQ Administrative Memorandum No. 80, November 1943, one of the responsibilities of the Allied Garrison Commander is the operation of all ports in Sardinia. It is believed, therefore, that I should give you my views, for whatever they may be worth, by this means, as to a plan of operation and supervision that will permit the Port to continue to serve both the Allied and Italian interests in Sardinia.

5. I attach a diagram which sets forth my recommendation in the matter. It parallels the organization that has proven satisfactory in the past, the Italian Army and Navy being substituted respectively for the U.S. Army and Navy personnel who have been on duty in the Port. It is believed that under the overall supervision of the S.T.O. the Port can be worked satisfactorily.

6. Because it is not available to the Italians, certain port gear should be provided from Allied sources in order that the work in the Port may continue without undue delays/and

S-E-C-R-E-T

FILE PORT OPERATION

1975

Declassified E.O. 12356 Section 3.3/NND No. 785020

Ltr, AGS, file 800.1,
30 October 1944, cont'd.

difficulty. It is suggested that the following equipment should be provided:

15 wires with running hooks
20 shackles
30 slings, rope
6 sets vehicle gear
3 sets wire, various sizes
15 nets
15 plates
10 savealls

The above-listed equipment is available at the Port and if authority could be obtained from the Commanding General, Communications Zone, NATOUSA, it can be left here for your use.

7. For port clearance there should be available a pool of about 30 cargo trucks. There will be no U.S. trucks left here. It is believed they can be provided by the Italian Army.

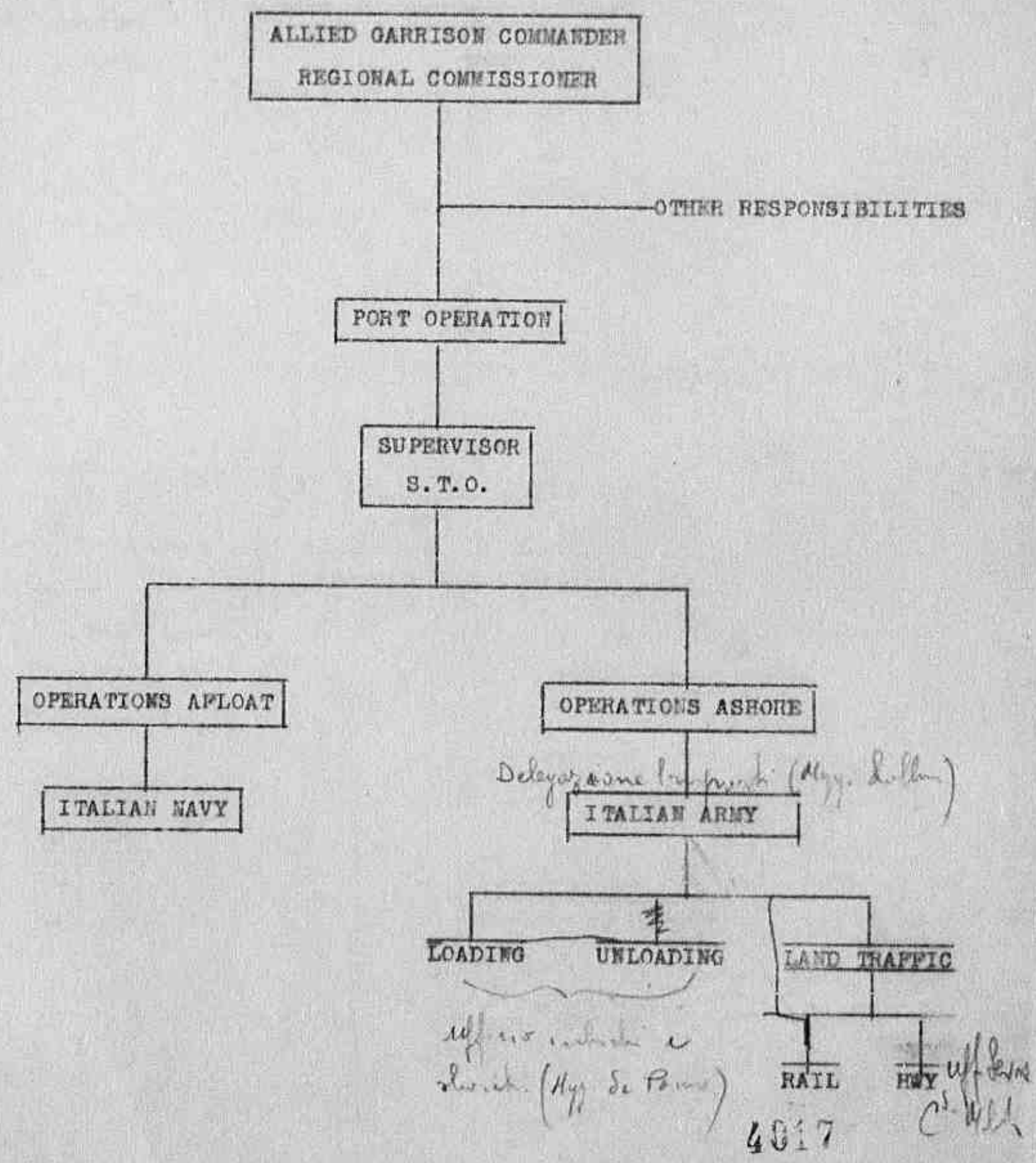
8. Italian agencies interested in the future of the Port have indicated the necessity for the provision of mobile crane, fork lifts, etc. These items are desirable of course but are believed to be more important to the war effort elsewhere. The Port should be able to handle the expected cargo without them.

C. K. HARDING
Colonel, T.C.
Commanding

1 Incl:
Diagram

4018

Declassified E.O. 12356 Section 3.3/NND No. 785020



Declassified E.O. 12356 Section 3.3/NND No. 785020

TRANSLATION 17 OCTOBER 1944

COMANDO MILITARE DELLA SARDEGNA
Chief of Staff - Operation Office

No. 12502/1-2

A.P.O. 50, 13 October 1944

SUBJECT: Organization of the Maritime Transportation Service at the Cagliari Port

TO : COLONEL SIMMONS
Allied Control Commission for Sardinia, Cagliari

Following verbal request, the attached memorandum is herewith forwarded, with the kind request to consider the possibility of maintaining temporarily at the disposal of the Port Company at the present location, the equipment listed in attached memorandum.

By order
THE CHIEF OF STAFF
/t/ Col Luigi Castellani
/s/ Castellani

4016

anm.

FILE: PORT OPERATION

Declassified E.O. 12356 Section 3.3/NND No. 785020

MEMORANDUM:

Upon departure of the Allied Garrison from Sardinia, the activity of the Port organization performed by the "Navy" will be discontinued.

Port activity will be performed by the "ATTILIO DEFFENU" port company (which has a strength of 225 specialized militarized labors that can be strengthened by personnel daily according to the need) for the needs of the Italian troops and possibly for some Allied Units.

The company by being under the control of the Habour Master and composed of militarized personnel will guarantee work even during eventual strikes.

Although the aforesaid Port Company is sufficiently equipped, it would be desirable if the following equipment could be temporarily left on the Island as long as part of the Allied Garrison remain in Sardinia, for the purpose of assuring the necessary speed of embarkation and debarkation operations and to increase the Port equipment:

- 1 or 2 mobile winches
- 2 or 4 automatic lifts
- 10 Jeps nets
- 4 complete metal sling for loading heavy vehicles
- 20 hook-slings for unloading barrels
- 20 or 30 canvas-covers for protecting freight.

11 October 1944

1979

Declassified E.O. 12356 Section 3.3/NND No. 785020

COMANDO MILITARE DELLA SARDEGNA
Stato Maggiore - Ufficio Operazioni

N. 12502/1-2 /op. di prot. P.M. 50 13/10/1944

OGGETTO: organizzazione del servizio dei trasporti marittimi presso il porto di Cagliari.-

AL COLONNELLO SIMMONS
Commissione Alleata per la Sardegna Cagliari

A seguito richiesta verbale, si trasmette l'unito promemoria con preghiera di esaminare la possibilità di lasciare temporaneamente in posto, a disposizione della compagnia portuale, i mezzi in esso elencati.-

d'ordine
IL CAPO DI STATO MAGGIORE
Colonnello Luigi Castellani

COMANDO MILITARE DELLA SARDEGNA

Recd 11:00
15 Oct 944

4014

Declassified E.O. 12356 Section 3.3/NND No. 785020

PROMEMORIA

Con la partenza dalla Sardegna della Guarnigione Alleata cessa l'attività della organizzazione portuale attuata dal "Navy".

Per le necessità delle truppe italiane e per quelle eventuali di qualche unità alleata le operazioni portuali verranno riprese dalla compagnia portuale "Attilio Deffenu" che ha una forza di 225 operai specializzati militarizzati che può essere rinforzata da personale giornaliero a secondo delle necessità.

La compagnia per essere sotto il controllo della Capitaneria di Porto e per avere gli operai militarizzati garantisce il lavoro anche durante eventuali scioperi.

Sebbene la suddetta compagnia portuale sia sufficientemente attrezzata sarebbe desiderabile, per assicurare la necessaria rapidità alle operazioni di imbarco e sbarco, che il Comando della Guarnigione Alleata lasciasse temporaneamente nell'Isola e fino a quando vi sono elementi propri, i seguenti mezzi per potenziare l'attrezzatura portuale:

- 1 o 2 gru mobili
- 2 o 4 autolevatori
- 10 reti giapponesi
- 4 brache di acciaio complete per sollevare automezzi pesanti
- 20 brache a graffe per sbarco fusti
- 20 o 30 copertoni per riparo merci.-

Li, 11 ottobre 1944

secondo delle necessità.

La compagnia per essere sotto il controllo della Capitaneria di Porto e per avere gli operai militarizzati garantisce il lavoro anche durante eventuali scioperi.

Sebbene la suddetta compagnia portuale sia sufficientemente attrezzata sarebbe desiderabile, per assicurare la necessaria rapidità alle operazioni di imbarco e sbarco, che il Comando della Guarnigione Alleata lasciasse temporaneamente nell'Isola e fino a quando vi sono elementi propri, i seguenti mezzi per potenziare l'attrezzatura portuale:

- 1 o 2 gru mobili
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- 10 reti giapponesi
- 4 brache di acciaio complete per sollevare automezzi pesanti
- 20 brache a graffe per sbarco fusti
- 20 o 30 copertoni per riparo merci.-

Il, 11 ottobre 1944

COMANDO MILITARE PELLA SARDEGNA

4013

Fig. Mrn

Declassified E.O. 12356 Section 3.3/NND No. 785020

1982

Declassified E.O. 12356 Section 3.3/NND No. 785020

To: MMIA H.Q.

From: MMIA LO Sardinia

For Kew. Ref. Secret Cable FX 45366 of 29 Oct. and Comzone ~~Signal~~ Cable LX 51384 of 8 Nov. Impossible to load more than half a Valign vehicles at present awaiting shipment unless ~~have crane at present functioning here is allowed to remain~~ allowed to retain Lima crane at present functioning here.

To: MMIA H.Q.

From: MMIA LO Sardinia

112
156
162

For Kew PD Ref Secret Cable FX 45366 of 29 Oct Pd stating Comzone Cable LX 51384 of 8 Nov Pd

No cranes will be provided at port of Cagliari Pd

Impossible to load ~~heavy~~ half ~~vehicles~~ vehicles now awaiting shipment unless allowed to retain Lima crane at present functioning here. for A.G.S. until 12 November.

4012

Declassified E.O. 12356 Section 3.3/NND No. 785020

RIPARTIZIONE DEGLI OPERAI EFFETTIVI DEL CP. PORTUALE
"ATTILIO DEFFENU" in CAGLIARI

Presenti alla data del 5 novembre 1944 — n. 219

- Verricellisti	n° 40
- Stivatori indicatori	n° 30
- Scaricatori e stivatori comuni p.-tutto fare	n° 60
- Salmieri - zappatori - scaricatori comuni	n° 75
- Manovratori di gru	n° 4
- Conducenti di autoelevatori	n° 10
	219

(5)

4011

1984