

Acc

10000/124/8

HARB
MAY 4

10000/124/8

HARBORS, AND PORTS
MAY 44 - MAY 45

IRN-8

MAPS FILMED ON
35MM ROLL

1617

785020

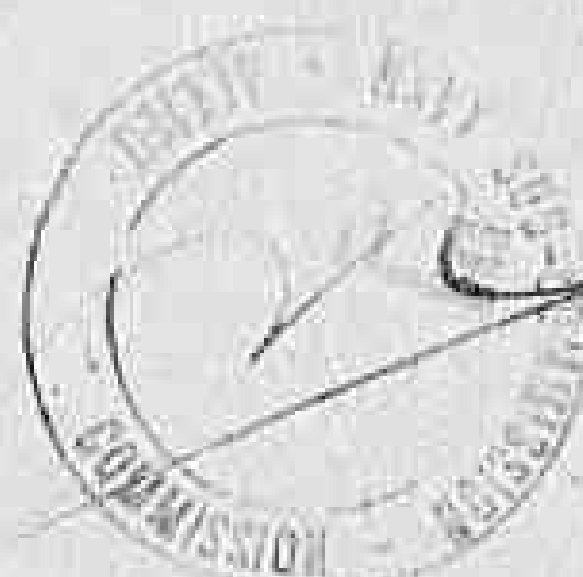
HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2518
31 May 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Italian Navy Chart of VENICE Harbor, including
obstructions, dated 15 May 1945.
Enclosure: (A) Copy of subject chart.
1. Enclosure (A) is forwarded herewith for information.

H. W. ZIMM,
COMMOBORG, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER

Copy to:
ComNavNAW
FOTALI
METBO
TRANSPORTATION SQ.
All w/copy of enclosure (A).



www

1366

1 RN - 8

NOTIC VENICE (R) FOTALL.

NAVY SUB-COMMISSION
ROME.

RESTRICTED.

PARTY TO SCREEN PERSONNEL ENROUTE TO PROCEED FROM ROME IN TWO OR THREE DAYS
TIME WHEN TRANSPORT AVAILABLE.
FOTALL'S 1611003. MAY.

-221611E. MAY.

REF. ITALIAN PORT PARTY FOR VENICE.

1364

DIST. 3,6,9,10.

T.P. P.L.

T.O.B. 1701/22.

22/5/45.

I R N 8

DATE: 19 May
 FROM: T. POWE
 TO: NAVY SUB-COMM HQ, AC.

FORWARDED FOR APPROPRIATE ACTION

REAR ADMIRAL

NOIC VENICE (R) TOTALI ROME

TOTALI

RESTRICTED IMPORTANT.

YOUR 170842. THE FOLLOWING NAVAL PARTIES HAVE BEEN SENT TO VENICE

1. PORT PARTY OF 9 OFFICERS 8 P.O.'S AND 30 RATINGS SENT FROM TARANTO. PARA. 2 OF MY 161308 NOT TO TOTALI ROME REFERS.

2. PARTY OF 30 OFFICERS AND RATINGS BEING SENT FROM ROME TO SCREEN PERSONNEL

TOTALI ROME IS REQUESTED TO SIGNAL N.T.A. VENICE. MY 101255 REFERS.

181108 3 MAY.

DIE. 3.6.9.10. (REQUEST NO. OF ITALIAN PORT PARTY)

P.L.T.P. TOR 1805/18

19/5/45

POTALLI ROME (E) POTALLI

NOIC VENICE.

IMPORTANT RESTRICTED.

REQUEST APPROXIMATE NUMBER OF ITALIAN PORT PARTY. POTALLI 161308 B NOT
TO POTALLI ROME AND 121026 B REFER.

170842 B MAY,

DIN. 3.6.9.10. (REF. PORT PARTY FOR VENICE.)

DATE: 17 ~~5. MAR. 1945~~ 1441/17
FROM: POTALLI ROME
TO : NAVY SUB-COMMISSION, HQ. AG.

17/5/45. 1362

FORWARDED FOR APPROPRIATE ACTION.

df
REAR ADMIRAL.

NAVAL MESSAGE.

S. 1320c.

(Established - May, 1933)
(Revised - December, 1933)

To:

From:

NOTO SAVONA (R) C IN C MED. NOTO LEGHORN. TOTALL ROME

TCNAM.

NOTO GENOA NOTO NAPLES

CONFIDENTIAL.

PART ITEM WILL BE WITHDRAWN FROM SAVONA AFTER FULFILLMENT OF THE FOLLOWING COMMITMENTS.

- (A) SUFFICIENT UNBLOCKING OF THE ENTRANCE TO PERMIT COASTAL TRAFFIC FREE ACCESS.
- (B) CLEARANCE OF ALL MINES IN THE HARBOUR
- (C) SURVEY OF THE HARBOUR AND ENTRANCE.

2. REQUEST YOU WILL STATE 14 DAYS IN ADVANCE WHEN YOU EXPECT TO COMPLETE REQUIREMENTS IN PARA. 1 IN ORDER THAT NOTICE MAY BE GIVEN TO THE ITALIAN ADMINISTRATION WHICH WILL RECEIVE YOU.

3. AFTER RELIEF IT IS NOT ANTICIPATED THAT PARTY ITEM WILL BE REQUIRED FOR FURTHER PORT OPENING DUTIES AND INDIVIDUAL DISPOSAL. INSTRUCTIONS WILL BE REQUESTED FROM C IN C MED.

4. LIEUT. COMDR. (S) WALLACE IS NOW TO TRANSFER PERMANENT STORES IN SAVONA TO THE CHARGE OF ANOTHER OFFICER R AND PROCEED TO TURN OVER THE MAIN BULK OF THE PORT PARTY SET OF STORES TO RSO'S LEGHORN AND NAPLES.

171005 B MAY.

DIS. 3.9.10.

P.L.T.P. TOR 1330/17

17/5/45.

DATE: 17th May, 1945
 FROM: TOTALL, ROME.
 TO : NAVY SUB-COMM SIGNS, HQ, AC.

FORWARDED FOR APPROPRIATE ACTION.

1361

IRNF *df* REAR ADMIRAL

GBC/adp

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref. : AC/568/I/Tn 3

17 May 1945

SUBJECT : Port of Savona.

TO : G-4 (Mov & Tn) A.P.H.Q.

1. Attached is copy of a recent report on the port of Savona made by a member of this Sub-Commission.

2. In view of the excellent report on existing port and clearance facilities and what would appear to be only minor requirements in clearing the port entrance, it is requested that an effort should be made to put this work in hand without delay, in order that the port may be used at the earliest possible moment.

For the Chief Commissioner :

G.B. Godfrey
G.B. GODFREY,
Major I.E.

Copy to : Navy Sub-Commission. 
Shipping Sub-Commission.

1360

IRN f

MED STATION 382 B

C IN C MED.

CONFIDENTIAL MESSAGE.

FLAMM'S COMMAND POST AT LEGHORN CLOSED DOWN AT 0001 B MAY 16TH FROM THAT TIME
 NOTO LEGHORN WILL BE RESPONSIBLE FOR THE MOVEMENT OF SHIPPING IN THE LIGURIAN
 SEA EAST OF CORNELIA AND A LINE JOINING CAP CORSE TO THE FRODO-ITALIAN FRONTIER
 AND NORTH OF A LINE JOINING POSITIONS 42 05 NORTH 09 31 EAST 42 05 NORTH 11 15 EAST
 AND 42 22 NORTH 11 27 EAST. ALL SIGNALS RELATING TO MOVEMENTS IN THIS
 AREA ARE TO INCLUDE NOTO LEGHORN AND FLAMM IN THE ADDRESS.
 MESSAGE 416 B OF 14TH FEB. IS CANCELLED.

DATE: 18th May, 1945

164201 B MAX.

FROM: FOTAJ, ROME

TO: DIR. 3.5.6.7.9.10. HQ. AC.

HAND P.L. FOR A.L. 10/5

18/5/45.

1359

REAR ADMIRAL

11 R N 8

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - Rome
Date: 16 May '45
Ref.: 287/CO

Subject: Port Party for Manfredonia.

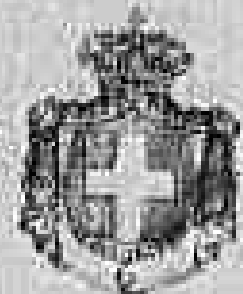
1. Your NSC/2329 of 3rd inst. refers.
2. Maridipart Taranto has been instructed to form above party, making direct arrangements with F.O.T.A.
3. Above Maridipart informs that all Manfredonia Port Services are now being undertaken by I.R.N. personnel.

CHIEF OF CABINET

DG/P.

IRN 8

1358

*Ministero della Marina*

GABINETTO

Uff. Collegamento

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Roma, 16 Maggio 1945

At NAVY SUB-COMMISSION
HEADQUARTERS, A.C.Prot. N° 287/CO *Allegati*

ARGOMENTO: Nuclei portuali per Manfredonia.

1. Riferimento vostro NSC/2329 del 3 corrente.
2. Maridipart Taranto ha avuto istruzioni per la formazione dei nuclei in argomento prendendo diretti accordi col F.O.T.A.-
3. Lo stesso Maridipart ha comunicato che tutti i Servizi Portuali di Manfredonia sono già assicurati da personale della R. Marina.

IL CAPO DI GABINETTO
G. di V. T. VASSINI

1357

MINISTRY OF MARINE.

NAVY SUB-COMMISSION
ROME.

IMPORTANT.

AN IMMEDIATE REPLY IS REQUESTED TO LETTER M.S.C./2329 DATED 3RD MAY.
SUBJECT PORT PARTY MANFREDONIA. IT IS PROBABLE THAT PARTY WILL BE
REQUIRED TO TAKE OVER ON MONDAY 21ST MAY.

-181611B.

DIST. 3,6,9,10.

1356

T.P.L. HAND.

C.O.D.P.M./18.

18/5/45.
8

C IN C MED. INDIC MANTREDONIA, BARI, BARLETTA, ANCONA,
VAM. CFM, TOTALI ROME SNOVA.

TOTALI.

RESTRICTED.

INTEND THAT PORT OF MANTREDONIA SHOULD BE TAKEN OVER IN TOTO BY ITALIANS
ON MONDAY 21ST MAY.

2. COMMUNICATION WILL BE BY TELEPHONE THROUGH ITALIAN NAVAL H.Q. BARI.

161302 B MAY.

DATE: 17th May, 1945
FROM: TALL ROME
TO: NAV. PUB. COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION.

2229/16
REAR ADMIRAL.

17/5/45 1355

1628

785020

HEADQUARTERS, ALLIED COMMISSION
APC 394
Navy Sub-Commission

RSC/2329

3 May 1945.

From: Navy Sub-Commission, Hq, AC.
To : Ministry of Marine, Rome.
Subject: MANFREDONIA.

1. It is requested that a Port Party be formed for Manfredonia.
2. Please advise the date by which this party will be ready.

H. ST. J. BUTLER,
Captain, U. S. Navy,
for REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.



4 MAY 1945

1354

B

A handwritten signature or set of initials, possibly "L.A.", written in dark ink.

FOURTE (R) VAM CFW CFB FOCAL POINT MANFREDONIA

O IN C 12D.

CONFIDENTIAL.

PROPOSALS IN YOUR 301145 APRIL (BEING PASSED TO VAM) APPROVED IN PRINCIPLE
BUT COMMAND OF THE PORT MUST REMAIN BRITISH WHILE CFB REMAINS. SURPLUS
RATINGS SHOULD BE RETURNED TO MALTA.

011208 B MAY.

DIS. 3.9.10.

P.L.T.P. TOR 1920/2

2/5/15

1353

POTALI ROME

POTALI

IMPORTANT RESTRICTED.

IT HAS BEEN DECIDED TO TURN MANFREDONIA OVER TO THE ITALIANS AS SOON AS POSSIBLE.
PLEASE INFORM MINISTER ACCORDINGLY AND REQUEST HIM TO FORM AN ITALIAN PORT
PARTY FORTHWITH. REPORT DATE BY WHICH THIS PARTY WILL BE READY TO TAKE OVER THE PORT

DATE: 18 May, 1945.

301150 B APRIL.

FROM: POTALI TO: DIRECTOR, HQ ASD.

TO: DIS. 3.9.10.

FORWARDED FOR APPS.

P.L.T.P.

TOR 2136/30

1/5/55.

1352

REAR ADMIRAL

C IN C MED. (R) CFW, CFB MANFREDONIA FOTALI ROME.

FOTALI.

CONFIDENTIAL.

IN VIEW OF DEPARTURE OF PARTY OBOR FROM MANFREDONIA IT IS PROPOSED TO TURN THE PORT OVER TO THE ITALIANS. MINISTER OF MARINE IS BEING ASKED TO FORM A PORT PARTY FORTHWITH. C.O. OF CFB MANFREDONIA WILL ASSUME DUTIES OF R.N.O. WITH THE VERY SMALL BASE PARTY ALREADY IN THE PORT. 1 CYBER OFFICER AND ABOUT 20 COMMUNICATION RATINGS WILL BE RELEASED.
2. REQUEST VERY EARLY COVERING APPROVAL.

301145 B APRIL

DIS. 3.9.10.

P.L.T.P. TOR 2140/30

1/5/45.

1351

NAVY SUB COMMISSION ROME (R) JONAM LECHORN

JONAM.

NOLO GENOA.

RESTRICTED.

SU COMMISSION NOLO GENOA 112356 B MAY. REQUEST YOU TAKE NECESSARY ACTION.

111301 B MAY.

DIS. 3.9.10. (REF. REQUEST FOR 2 OFFICERS AND 3 P.O'S.)

P.L.T.P. FOR 1629/14

15/5/5a

1350

MINISTRY OF MARINE

NAVI SUB COMMISSION ROME.

THE FOLLOWING MESSAGE HAS BEEN RECEIVED FROM COLOMEL RUFFINI GENOA 1"

" 2 OFFICERS AND 3 PETTY OFFICERS ALLOCATED FOR GENOA PORT SHOULD BE
SENT AS SOON AS POSSIBLE AND SHOULD BE FULLY EQUIPPED WITH FOOD AND CLOTHING"

20112 B MAY.

DIS. 3.6.9.10.

P.D. 112. HAND TOC IN TRANSIT.

20/5/40.

1349

NAVY SUB COMMISSION ROME (RR) FOMAM

NOIC GENOA.

RESTRICTED.

REQUEST YOU WILL PASS THE FOLLOWING MESSAGES ^{M. R. M.} TO GENERAL MATTEINI FROM:
COLONEL RUFFINI (THAT) 2 OFFICERS AND 3 P.O.'S ALLOCATED FOR GENOA PORT SHOULD
BE SENT AS SOON AS POSSIBLE, AND SHOULD BE FULLY EQUIPPED WITH FOOD AND CLOTHING.
END.

161528 3 MAY.

DIS. 5.6.2.10.

P.L.T.P. TOR 1705/17

18/5/45.

1348

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome
Date: 17.3.45
Ref.: SM.5283

Subject: Use of I.R.N. Personnel.

Ref. your L.312/2 of 25th ulto.

The possibility of forming new port working parties with existing I.R.N. personnel will receive every consideration.

While awaiting further communications from you under this heading, you are informed that the Port W. Party at Brindisi, composed of 394 men, is not being very fully employed and could be transferred elsewhere where there might be a greater need of its services.



for CHIEF OF STAFF

DATE: 21 March, 1948.
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, HQ. AC.

DG/P.
FORWARDED FOR APPROPRIATE ACTION

1347

IRN 8 REAR ADMIRAL.

Mod.39

17 MAR. 1946

19 A

Roma,

Stato Maggiore della R. Marina

Pope. M.D.S. 211 P.M.1

Al F.O.L.I. = ROMA -

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Prot. N. 5283 Allegato

ARGOMENTO: Impiego del personale della R. Marina Italiana.

Riferimento al foglio D.312/2 del 25 febbraio 1945.

La possibilità di fornire con il personale disponibile della R. Marina nuovi reparti per lavori portuali sarà tenuta nella dovuta considerazione.

Per il momento in attesa di ulteriori comunicazioni da parte di codesto F.O.L.I., si informa che una compagnia di manovalanza della R. Marina di 394 uomini trova scarsa utilizzazione nel porto di Brindisi e potrebbe essere trasferita in altra località ove si manifestassero maggiori necessità d'impiego.

CAPO DI STATO MAGGIORE

L. Accorvi

1346

Mod. 39

17 MAR. 1946

19 A

Roma,

Stato Maggiore della R. Marina

P.M.1

P.M.1.3. Off.

P.O.L.I. = ROMA =

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Ind. N. 5283 Allegati

ARGOMENTO: Impiego del personale della R. Marina italiana.

Riferimento al foglio L.312/2 del 25 febbraio 1945.

La possibilità di formare con il personale disponibile della R. Marina nuovi reparti per lavori portuali sarà tenuta nella dovuta considerazione.

Per il momento in attesa di ulteriori comunicazioni da parte di codesto P.O.L.I., si informa che una compagnia di manovalanza della R. Marina di 324 uomini trova scarse utilizzazione nel porto di Brindisi e potrebbe essere trasferita in altra località ove si manifestassero maggiori necessità d'impiego.

IL CAPO DI STATO MAGGIORE

L. Accorvi

1346

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 7 May '45
Ref.: SM.9181

Subject: Transfer of Officers to La Spezia and Genoa
to muster personnel.

Further to our letter N°7793 of 20th ulto.

While awaiting your decisions re. transfer of I.R.N. personnel to Bases up North, the need is pointed out to send Mustering Commissions as soon as possible to LA SPEZIA, VENICE and GENOA to muster and check I.R.N. personnel which are bound to be in these ports in considerable numbers.

The personnel we wish to send figure in attached list and are included in list sent with our above-cited in the groups appointed to form the C.C.R. in La Spezia, Genoa and Venice, with the exception of Major (Pay.) PITOTTI included in the Genoa Group in place of Major (Pay.) BOSCO, who has not yet returned from abroad. Also, S/Lt. CASIRAGHI has been included as L/O to Commander of Genoa party.

To render assistance to I.R.N. personnel and their families, each group is supplied with funds and adequate supplies.

The transport will return to Rome as it will be used, when authorized, to transfer remaining personnel and gear to the other Bases.

for CHIEF OF STAFF

DG/P.


JRN 8

1345



Roma 7 maggio 1945

STATO MAGGIORE DELLA R. MARINA

NAVY SUB COMMISSION A.C.
HEADQUARTERS ALLIED COMMISSION
= R O M A =

REPARTO M.D.S. P.M.1

Prot. N. SM/9181

Allegati

Indirizzo telegr.: MARISTAT

Argomento: Invio ufficiali alla Spezia ed a Genova per raccolta personale.

Prosecuzione foglio n.7793 in data 20 aprile c.a. di questo Stato Maggiore

Nell'attesa che codesta S.Commissioni comunichi le proprie decisioni circa l'invio di personale della R.Marina nelle varie sedi dell'Italia Settentrionale, si fa presente la necessità di inviare al più presto possibile alla SPEZIA, a VENEZIA ed a GENOVA il personale facente parte delle Commissioni per il censimento, l'esame e la raccolta dei militari della R.Marina che certamente affluiranno numerosi nelle predette località.

Il personale che si richiede di inviare risulta dal foglio allegato ed è compreso nell'elenco trasmesso con il foglio cui si fa prosecuzione, nei gruppi designati a costituire le C.C.R. della Spezia, di Genova e di Venezia, eccetto il Magg.Comm.PITOTTI incluso nel gruppo di Genova al posto del Magg.Comm.BOSCO non ancora giunto dall'estero dove si trova. Così pure il S.T.V. CASIRAGHI è stato aggiunto quale Ufficiale di collegamento presso il Comandante del nucleo di Genova.

Per l'assistenza del personale della R.Marina e famiglie, ciascun gruppo è fornito di un fondo scorta e di materiale necessario all'attività del gruppo stesso.

Gli automezzi torneranno a Roma perchè dovranno, quando autorizzati, effettuare il trasporto nelle sedi del rimanente personale e materiale.

IL CAPO DI STATO MAGGIORE

LACCOMA 1344

PERSONALE PER LE PRIME OPERAZIONI DI RACCOLTA DEL PERSONALE

A LA SPEZIA - GENOVA - VENEZIA -

=====

A LA SPEZIA : Cap. Freg. GASPARI
 Cap. Corv. SILVESTRI
 " " DEL PIN AZZO
 Ten. Vasc. GIRIBALDI
 2° Capo Fur. TALLINI
 Marinaio VIVALDI
 " LOTTERO
 " ORECCO
 " BERNETTIERI

Luigi
 Danilo
 Gino
 Angelo
 Parisi
 Angelo
 Domenico
 Gotardo
 Renato

A VENEZIA : Cap. Corv. FRIGERIO
 " " MARESCA
 Cap. Clem. FISCAL
 CoFur. 2° TUFARI
 Marinaio Guzzini
 " ZAMI
 " PADUAN

Pier Alberto
 Oderisio
 Vittorio
 Massimo
 Mario
 Olivo
 Roberto

A GENOVA : Cap. Vasc. GARINO
 Cap. Freg. BERNETTI
 S.T.V. CASIRAGHI
 Magg. Comm. PITOTTI
 CoFur. 1° LAGANA
 CoFur. 3° BUGLIARELLI
 Marinaio TURCHET
 " SCICCHITANO

Silvio
 Emanuele
 Riccardo
 Mario
 Filippo
 Aurelio
 Luigi
 Attila

AUTOMEZZIPer Genova e ritorno

- Fiat 1100 targa R.M. 10039 - autista PIFANI Luciano
 - Alfa Romeo " " 8711 - FORNUNATO Antonio
 ALLAVENA Antonio

Per Spezia e ritorno

- Fiat 508 targa R.M. 10026 - autista SCIARRETTA Gian Maria
 - Bianchi M. " " 5265 - LIGUORI Luigi

A LA SPEZIA : Cap. Freg. GASPARINI
 Cap. Corv. SILVESERI
 " " DEL PIN AZZO
 Ten. Vasc. GIRIBALDI
 200Capo Fur. TALLINI
 Marinaio VIVALDI
 " LOTTERO
 " ORECCO
 " BERNETTIERI

Luigi
 Danilo
 Gino
 Angelo
 Parisi
 Angelo
 Domenico
 Gottardo
 Renato

A VENEZIA : Cap. Corv. FRIGERIO
 " " MARESCA
 Cap. CREM. FISCAL
 CoFur. 2^a TUFARI
 Marinaio Guzzini
 " ZAMBI
 " PADUAN

Pier Alberto
 Oderisio
 Vittorio
 Massimo
 Mario
 Olivo
 Roberto

A GENOVA : Cap. Vasc. GARINO
 Cap. Freg. BERNETTI
 S.T.V. CASIRAGHI
 Mags. Comm. PITOTTI
 CoFur. 1^a LAGANA
 CoFur. 3^a BUGLIARELLI
 Marinaio TURCHET
 " SCICCHITANO

Silvio
 Emanuele
 Riccardo
 Mario
 Filippo
 Aurelio
 Luigi
 Attila

AUTOMEZZI

Per Genova e ritorno

- Fiat 1100 targa R.M. 10039 - autista
 - Alfa Romeo " " 8711 -

PIRANI Luciano
 FORTUNATO Antonio
 ALLAVENA Antonio

Per Spezia e ritorno

- Fiat 508 targa R.M. 10026 - autista
 - Bianchi M. " " 5265 -

SCIARRETTA Gian Maria
 LIGUORI Luigi
 ROMITI Attilio

Per Venezia e ritorno

- Aprilia targa R.M. 5272 - autista
 - Bianchi M. " " 5292 -

2000Mtz DI GAETANO Oscar
 VALENTE Luciano
 FELTRI Franco

1641

*Luigi
 17/5.*

*Luigi
 17/5.*

*Luigi
 17/5.*

1642

785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

NSC/2417
15 May 1945.

From: Navy Sub-Commission, HQ., Allied Commission.
To : Chief Commissioner, Allied Commission.
Subject: Port of Messina.

1. The following paraphrased translation of a censorship intercept is forwarded for information. The intercept was obtained by the Civil Censorship Group, Italy from a letter which was sent in April 1945 to the Inter-ministerial port Committee, Rome by Franco FABIANO, Secretary of the Committee of National Liberation, Via Madonna Mercede, 6, Messina;

"The provincial C.L.N., Messina petitions making Messina a free port.

The long history of Messina as a free port, from the time of Roger the Norman 1061 until free ports were abolished in Italy in 1862, is recalled. The geographical position of Messina at the cross-roads of maritime routes East and West and its facilities as a port in every respect are set forth, for example:

1. It is a center for more than 40 navigational lines from almost every part of the world and possesses means of the first order for fuel supply and supply of naval stores; a tremendous commercial and agricultural hinterland consisting of the fertile zone of Calabria, rich in numerous products and activities and also the splendid Northern and Southern Ionian Coasts; fertile plain of Milazzo renowned for its early season products.

2. Messina has all the elements necessary and indispensable for the much wished industrialization of Sicilian agriculture.

3. In consideration of the foregoing and particularly considering the fact that the City was destroyed by earthquake December 1908 and again damaged more than any other city in Sicily by the operations of the

WWW
7

17 MAY 1945

1343

CONFIDENTIAL

NSC/2417
15 May 1945.

Subject: port of Messina.

present war, the National Government and all proper authorities are requested to grant to the City of Messina the privileges of a free port, or warehouse zone, as an element indispensable to its port activities and one of the essential factors amongst the forces for the revival of the City.

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCPAC
Civil Affairs Section, AC.
POLAD (B)
POLAD (A)
Transportation S/G
MEDBO.

1342

Mod. 6

CIVIL CENSORSHIP GROUP / ITALY NS/C.A.
RISERVATA LUOGO ROMA

UFFICIO DI CENSURA N. di prot. 12158

MITT. <u>AVV. FRANCO TABIARO</u> <u>Segretario G.L.N.</u> <u>Via Madonna Mercedes 6</u> <u>Messina</u>		DEST. <u>COMMISSIONE INTERMINISTERIALE</u> <u>DEI PORTI</u> ROMA	
Indicare il luogo del timbro postale quando manca l'indirizzo.			
DATA DI COMUNICAZIONE O DEL TIMBRO POSTALE SE LA LETTERA È SENZA DATA DC: 14/4/45 EP: 23/4/45	TIPO DI POSTA ORD.	NUMERO DELLA RACCOMANDATA /	LINGUA ITAL.
		PERVENUTA CENSURATA DA /	ALLEGATO /
ANNOTAZIONI PRECEDENTI nessuna	SEGNALAZIONI LOCALI INFO.DIV.AC.	SEGNALAZIONI DEL C. C. S.	
ORIGINE CENSURA ITALIANA I CENSURA ALLEATA	PROVVEDIMENTO ADOTTATO: I TRATTENUTA RECISA FOTOGRAFATA INVIATA CON COMMENTI A		

I. SHIPPINGOSSERVAZIONI

THE PROVINCIAL NATIONAL LIBERATION COMMITTEE REQUESTS
THAT MESSINA BE MADE A "FREE PORT".
IL COMITATO PROVINCIALE DI LIBERAZIONE NAZIONALE
RICHIEDE LA CONCESSIONE DEL PORTO FRANCO PER MESSINA

Ritenuto che la Città di Messina - unica per parecchi secoli, a seguito di concessione fatta da Ruggero il Normanno nel 1061 - ha goduto il privilegio del PORTO FRANCO, privilegio riconosciuto e confermato sino alla data di abolizione di tutti i Porti franchi successivamente istituiti in Italia, di cui alla legge 28 dicembre 1862;

Considerando che la detta legge, pure abolendo a Messina il Porto franco, le concedeva il diritto di istituire uno a simiglianza di quello di Genova, e cioè un PUNTO A DEPOSITO FRANCO, diritto posteriormente confermato con le disposizioni dell'art. 14 del R.D. luglio 1915 n. 1295;

Tenuto presente che la Città di MESSINA offre tutti i requisiti per godere dell'invocato privilegio, e cioè:

1°) Sua posizione geografica, sulla rotta delle grandi vie marine per l'oriente e l'occidente, e idoneità e capacità del suo porto sotto ogni aspetto;

2°) Centro di contatto con oltre 40 linee di navigazione di quasi tutte le parti del mondo, e principalmente di quelle del Nord Europa, Me-

COMMISSIONE INTERMINISTRIALE

DEI PORTI

Roma

Avv. Franco FABIANO

Segretario C.I.N.

Via Madonna Mercedes 6

Messina
Indicare il luogo del timbro postale quando manca l'indirizzo.

DATA DI COMUNICAZIONE O DEL TIMBRO POSTALE SE LA LETTERA È SENZA DATA DC: 14/4/45 TP: 23/4/45	TIPO DI POSTA ORD.	NUMERO DELLA RACCOMANDATA /	LINGUA ITAL.	PERVENUTA CENSURATA DA /	ALLEGATO /
ANNOTAZIONI PRECEDENTI nessuna	SEGNALAZIONI LOCALI INFO.DIV.AC.		SEGNALAZIONI DEL C. C. S.		PROVVEDIMENTO ADOTTATO: I TRATTENUTA RECISA FOTOGRAFATA INVIATA CON COMMENTI A:
ORIGINE CENSURA ITALIANA CENSURA ALLEATA	I				

I. SHIPPING

OSSERVAZIONI

THE PROVINCIAL NATIONAL LIBERATION COMMITTEE REQUESTS
THAT MESSINA BE MADE A "FREE PORT".
IL COMITATO PROVINCIALE DI LIBERAZIONE NAZIONALE
RICHIEDE LA CONCESSIONE DEL PORTO FRANCO PER MESSINA

Ritenuto che la Città di Messina - unica per parecchi secoli, a seguito di concessione fatta da Ruggero il Normanno nel 1061 - ha goduto il privilegio del PORTO FRANCO, privilegio riconosciuto e confermato sino alla data di abolizione di tutti i Porti franchi successivamente istituiti in Italia, di cui alla legge 28 dicembre 1862;

Considerando che la detta legge, pure abolendo a Messina il Porto franco, le concedeva il diritto di istituire uno a simiglianza di quello di Genova, e cioè un PUNTO A DEPOSITO FRANCO, diritto posteriormente confermato con le disposizioni dell'art. 14 del R.D. luglio 1915 n. 1295;

Tenuto presente che la Città di MESSINA offre tutti i requisiti per godere dell'invocato privilegio, e cioè:

- 1°) Sua posizione geografica, sulla rotta delle grandi vie marine per l'oriente e l'occidente, e idoneità e capacità del suo Porto sotto ogni aspetto;
- 2°) Centro di contatto con oltre 40 linee di navigazione di quasi tutte le parti del mondo, e principalmente di quelle del Nord Europa, Mediterraneo orientale ed occidentale, e Nord America Atlantico;
- 3°) Funzione di primo piano per rifornimento di combustibili solidi e liquidi, e di provviste navali dei piroscafi di transito;

CENSORE

REVISORE

Data d'esame

Awiso speciale

RISERVATA

CIVIL CENSORSHIP GROUP / ITALY

RISERVATA

LUOGO

UFFICIO DI CENSURA

N. di prot. 12158/2

MITT.

DEST.

Indicare il luogo del timbro postale quando manca l'indirizzo.

DATA DI COMUNICAZIONE O DEL
TIMBRO POSTALE SE LA LETTERA È
SENZA DATA

TIPO DI POSTA

NUMERO DELLA
RACCOMANDATA

LINGUA

PERVENUTA
CENSURATA DA

ALLEGATO

ANNOTAZIONI PRECEDENTI

SEGNALAZIONI LOCALI

SEGNALAZIONI DEL C. C. S.

PROVVEDIMENTO ADOTTATO:

TRATTENUTA
RECISA
FOTOGRAFATA
INVIATA CON
COMMENTI A:

INOLTATA
TOLTA DAL
CORSO
AL MITTENTE

ORIGINE

CENSURA ITALIANA
CENSURA ALLEATA

OSSERVAZIONI

4°) Vasto hinterland commerciale ed agricolo, costituito dalla fecon-
da zona Calabria, ricca di numerosi prodotti e di prospere attività,
nonchè della magnifica plaga jonica delle riviere nord e sud, esse
della fertile piana di Milazzo, rinomata per i suoi prodotti primaticci;
5°) Possesso delle condizioni necessarie e indispensabili per la
tanto auspicata creazione della industrializzazione agricola sicilia-
na.

Considerato quanto sopra, e presi in particolare disamina i diver-
si aspetti della Città, distrutta dal terremoto del 28 dicembre 1908,
e nuovamente distrutta come nessun'altra città della Sicilia, dagli
eventi bellici della presente guerra, nella delicata fase della sua
ricostruzione;

C H I E D E

al GOVERNO Nazionale ed alle Autorità competenti, che - riconoscendo
il diritto proveniente da leggi antiche e nuove, sia confermato e
concesso alla Città di MESSINA il privilegio della ZONA O DEL
O PUNTO FRANCO alimento vitale e indispensabile dell'attività portua-
le, ed uno dei fattori essenziali delle forze propulsive della rinna-
scita di MESSINA.

MITT.

DEST.

Indicare il luogo del timbro postale quando manca l'indirizzo.

DATA DI COMUNICAZIONE O DEL TIMBRO POSTALE SE LA LETTERA È SENZA DATA	TIPO DI POSTA	NUMERO DELLA RACCOMANDATA	LINGUA	PERVENUTA CENSURATA DA	ALLEGATO
ANNOTAZIONI PRECEDENTI			SEGNALAZIONI DEL C. C. S.		
ORIGINE CENSURA ITALIANA CENSURA ALLEATA			PROVVEDIMENTO ADOTTATO: TRATTENUTA RECISA FOTOGRAFATA INVIATA CON COMMENTI A:		

OSSERVAZIONI

4°) Vasto hinterland commerciale ed agricolo, costituito dalla feconda zona Calabro, ricca di numerosi prodotti e di prospere attività, nonché della magnifica plaga jonica delle riviere nord e sud, esse della fertile piana di Milazzo, rinomata per i suoi prodotti primaticci;

5°) Possesso delle condizioni necessarie e indispensabili per la tanto auspicata creazione della industrializzazione agricola siciliana.

Considerato quanto sopra, e presi in particolare disamina i diversi aspetti della Città, distrutta dal terremoto del 28 dicembre 1908, e nuovamente distrutta come nessun'altra città della Sicilia, dagli eventi bellici della presente guerra, nella delicata fase della sua ricostruzione;

C H I E D E

al GOVERNO Nazionale ed alle autorità competenti, che - riconoscendo il diritto proveniente da leggi antiche e nuove, sia confermato e concesso alla Città di MESSINA il privilegio della ZONA O DEL PORTO O PUNTO FRANCO alimento vitale e indispensabile dell'attività portuale, ed uno dei fattori essenziali delle forze propulsive della rinascita di MESSINA.

CENSORE 4096/4142

REVISORE ACCO ROME

Data d'esame 28/4/45

Avviso speciale

RISERVATA

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/2328

4 May 1945.

FILE

From: Navy Sub-Commission, Hq, AG.
To : Ministry of Marine, Rome.
Subject: Port Parties.

For your information a communication has been received from Flag Officer Northern Area Mediterranean that;

- (a) Port Party for La Spezia comprising 100 officers and ratings will leave Naples on Thursday next, 3rd May 1945 in "GLIO" for Leghorn.
- (b) Port Party for Savona has not yet arrived in Naples. It is hoped that this party will be ready to leave Naples on Sunday next, 5th May 1945.

(Sgd) G. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AG.



7 MAY 1945

IRN F

WWW

7.

1339

14 May, 1945

F. TALLI, RO
NAVY DEPT. WASHINGTON, D.C.

FORWARDED FOR ASST. SEC. NAVY

REAR ADMIRAL

FONAM LEGHORN (R) C IN C MED. POTALI ROME NOIC NAPLES

FONAM.

NOIC LEGHORN.

CONFIDENTIAL.

YOUR 301957 B NOT TO NOIC NAPLES OR NOIC LEGHORN.

2. INTEND 100 OFFICERS AND MEN OF ITALIAN PORT PARTY FOR SPEZIA LEAVE NAPLES
P.M. THURSDAY 3RD MAY IN ITALIAN DESTROYER CLIO FOR LEGHORN FOR ONWARD ROUTING
SPEZIA.

5. ITALIAN PORT PARTY FOR SAVONA NOT YET ARRIVED FROM TARANTO HAS BEEN HASTENED
AND SHOULD BE READY TO LEAVE NAPLES SUNDAY 6TH MAY.

011121 B MAY.

1338

DIS. 3.9.10. P.L.T.P. TOR 011149

1/5/45.

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

File
HSC/1845.

SECRET

16 March 1945.

From: Navy Sub-Commission, Hq. AC.
To : Flag Officer Northern Area Mediterranean.
Subject: Italian Naval Divers for GENOA.
Enclosure: Navy Sub-Commission's letter HSC/1823
of 16 March 1945.

With reference to FORM 698-37 dated 3rd March 1945,
a copy of Navy Sub-Commission's letter HSC/1823 is forward-
ed for information.

(Sgd) G. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

Copy to:
C in C, Med.
TOTALI
MOIC Party "JIG"
No. 1 Mobile Naval Bomb Disposal Unit.



1337

18 MAR 1945

SECRET

COPY

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

SECRET

RSC/1823
18 March 1945S-E-C-R-E-T:

From: Navy Sub-Commission, Rq. Allied Commission.
To : Ministry of Marine - Rome.
Subject: Italian Naval Divers for GENOA.

1. For the future operation of clearing the port of GENOA, it is desired to obtain the services of up to six Italian Naval divers to work under the direction of the Officer-in-Charge, Mobile Naval Bomb Disposal Unit. Their work would be to search areas of the harbour to be cleared of wrecks, mines, etc., which, when found, would be dealt with by two trained divers already attached to the unit.

2. It is suggested that the party should be under a Chief Petty Officer and that it can be made available from the unit being trained by Captain FORZA.

3. No date can be specified when they will be required and it is requested that the party continues with its present training program until called for.

REAR-ADMIRAL
CHIEF, NAVY SUBCOMMISSION, AC.

SECRET

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

785020
NSC/1821

14 March 1945.

From: Navy Sub-Commission, Hq, AC.
To : Ministry of Marine, Rome.
Subject: Boom Defence, MADDALENA.

1. It has been suggested to Flag Officer Northern Area Mediterranean that the iron wire used in the grommets of the boom nets at MADDALENA would be useful either for nail making or for reinforcing concrete. Each grommet contains about 9 yards of wire, and in Maddalena there are many nets so damaged as to be useless for relaying without extensive repair. At present they are merely rusting away. There are also available men to unwind the grommets. Normally employed on boom work, they are often idle because bad weather makes boom work impossible.

2. Flag Officer Northern Area Mediterranean considers the above to be a sound suggestion which the Ministry of Marine might like to undertake. There is no objection to the unwinding of the nets provided that they are first shown to a representative of the British Naval Liaison Officer, MADDALENA for verification that they are beyond repair.

(Sgd.) G. L. WARREN
REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

Copy to:
FCNAR-Naples.
FOTALI-Taranto
BNLO-Maddalena



18 MAR 1945

1336 WWW
3

From: The British Naval Liaison Officer, Maddalena.

Date: 12th February 1945. No. P1/3999.

To: The Flag Officer Northern Area Mediterranean.

- - - - -

MATERIAL OF BOOM NETS (ITALIAN)

It has been suggested that the iron wire used in the grommets of these nets would be useful either for nail making or for reinforcing concrete. Each grommet contains about 9 yards of wire, and in Maddalena there are many nets so damaged as to be useless for re-laying without extensive repair. At present they are merely rusting away. There are also available men to unwind the grommets. Normally employed on boom work, they are often idle because bad weather makes boom work impossible.

2. If the Allied or Italian authorities need the material, it is suggested that the work of dismantling the nets be put in hand as convenient, and the material be shipped out when opportunity occurs.

B. I. O'Donnell
(B. I. O'DONNELL)
COMMANDER ROYAL NAVY.



1335

BOOM DEFENCE MADDALENA - WITHDRAWAL.

(The British Naval Liaison Officer, Maddalena's No. P1/3999
dated 12th February, 1945).

II.

No. FONAM.1097-42.

THE FLAG OFFICER,
LIAISON ITALY (ROME).

(Copy to: The British Naval Liaison Officer,
Maddalena).

This seems to be a sound suggestion and one which
the Ministry of Marine might like to undertake.

2. The Royal Navy has no objection to the unwinding
of the nets provided that they are first shown to a repre-
sentative of the British Naval Liaison Officer, Maddalena
who will certify that they are beyond repair.

Northern Area,
Mediterranean.
At NAPLES.
8th March, 1945.

C. Aspin
for REAR ADMIRAL.

TE: 12 March, 1945.
TO: CIV: FOTALLI, ROME.
TO: NAVY SUB-COMMISSION, HQ. AC.



FORWARDED FOR APPROPRIATE ACTION.

By REAR ADMIRAL

HEADQUARTERS ALLIED COMMISSION
APO 391
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/7/8/Tn6

CHEN/101
6 March 1945

SUBJECT : Port Equipment (Buoys in).
Torre Annunziata Harbor

TO : Navy Sub-Commission
Attention: Commodore, H. W. Zirola

1. Reference is made to your NSC/1717 dated 1 March 1945.
2. The Transportation Sub-Commission desires that the buoys be replaced in Torre Annunziata Harbour as they are required for mooring vessels that are unable to remain at dock during rough weather.
3. Our letter AC/7/8/Tn6 dated 1 March refers.

W. W. Warkley
u
CHARLES C. CROOKS
Chief, Ports & Whse. Div.
Transportation Sub-Commission

1 RN F

1334

NAVAL MESSAGE.

(GV466) WT. 37566, D. 8313, 12,500 M. 13/43, D. & S. 1/10, 55,700

S. 1320c.

(Established—May, 1930.)
(Revised—December, 1931.)

To:

NOIC NAPLES, (R) FONAM, TRANSPORTATION S/C.

From:

NAVY SUB COMMISSION.

RESTRICTED.DEFERRED.

REFERENCE YOUR 281001A.

TRANSPORTATION SUB COMMISSION, A.C. STATES THAT TWO BUOYS ARE REQUIRED
IN TORRE ANNUNZIATA HARBOUR AND REQUESTS THAT THEY BE REPLACED.

-071733A, MARCH.

REF. BUOYS WERE NOT REPLACED IN TORRE ANNUNZIATA HARBOUR, IF DESIRED CAN
BE REPLACED.

DIST. 3,6,9,10.

T.P.

P.L.

T.O.D. 1815/7

8/3/45.

1333

HEADQUARTERS ALLIED COMMISSION
AFC 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/7/8/Tnt

GWEN/1nd
1 March 1945

SUBJECT : Port Equipment,
Torre Annunziata

TO : Navy Sub-Commission

1. Reference Naval Messages 241051 A - 24/2/45 and 281001A - 28/2/45.
2. It is requested that the two buoys be replaced in Torre Annunziata Harbour as they are required for mooring vessels that are unable to remain at dock during rough weather.

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

1332
FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1717
1 March 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. AC.
Subject: Torre Annunziata Harbor, Buoys in.
Reference: (a) Transportation Sub-Comm. ltr AC/514/100/TN 3
dated 20 February 1945.
Enclosure: (A) Copy Navy Sub-Commission despatch 241051-February.
(B) Copy NOIC Naples despatch 281001-February.

1. Paragraph 3 of reference (a) suggested that the Navy Sub-Commission contact the Italian Navy in regard to replacing and repairing two buoys in Torre Annunziata Harbor.
2. Torre Annunziata Harbor is under the control of Flag Officer Northern Area, Mediterranean and Naval Officer-in-Charge, Naples.
3. In accordance with reference (a), the Navy Sub-Commission requested NOIC Naples to consider the matter of replacing the two buoys. (See enclosure (A)).
4. Enclosure (B), a reply from NOIC Naples, indicates that the buoys will be replaced if desired, but that they were not put back in the harbor because they obstructed the movement of ships going alongside piers.
5. Information is requested as to whether the Transportation Sub-Commission desires that the buoys be replaced in view of paragraph 1 of enclosure (B). Upon receipt of a reply an appropriate despatch will be sent to NOIC Naples.



H. W. ZIRGLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

3 MAR 1945

1331

NAVAL MESSAGE

TO: NOIC NAPLES (R) FONAM TRANSPORTATION S/C

FROM: NAVY SUB-COMMISSION
ROME.

RESTRICTED DEFERRED.

TRANSPORTATION SUB-COMMISSION, A.C. REQUESTS THAT CONSIDERATION BE GIVEN TO REPLACING TWO BUOYS IN TORRE ANNUNZIATA HARBOUR AS THEY ARE REQUIRED FOR MOORING VESSELS THAT ARE UNABLE TO REMAIN AT DOCK DURING ROUGH WEATHER.

241051 A

DIS. 3.9.10

P.L.T.P. HAND TO TRANSPORTATION S/O TOP 1107/24 24/2/45,

(ENCLOSURE (A)).

1330

NAVAL MESSAGE

TO: NAVY SUB COMM, (R) FOMAM, TRANSPORTATION
SUB COMM.

FROM: NOIC, NAPLES.

RESTRICTED:

REFERENCE YOUR 241051A.

BUOYS WERE NOT REPLACED IN TORRE ANNUNZIATA HARBOUR BECAUSE THEY
OBSTRUCTED MOVEMENTS OF SHIPS GOING ALONGSIDE PIERRS.

(2) IF IT IS STILL DESIRED TO HAVE THE BUOYS THEY CAN BE REPLACED.

281001A.

REF. CONSIDERATION BE GIVEN TO REPLACING BUOYS IN TORRE ANNUNZIATA HARBOUR.

DIST. 3, 9, 10.

T.P.

, P.J.

T.O.B. 1329

28/2/45.

(ENCLOSURE (B)).

1329

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/1730
3 March 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Slipway at Torre Annunziata.

1. In answer to Ministry of Marine letter SM.335 of 5 January 1945, it is regretted that after careful investigation, it is necessary to inform the Ministry that the slipway at Torre Annunziata cannot be released to the I.M.I. Company at this time.

2. The slipway and surrounding area at Torre Annunziata are being used for the repair and construction of barges for the port. It is considered that to release any portion of the installation to civilian firms would interfere with the present operations.

H. V. ZIPOLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.



5 MAR 1945

1328

Office of Naval Officer in Charge,
Naples Area.

7th February, 1945.

No.187/97.

THE FLAG OFFICER,
NORTHERN AREA MEDITERRANEAN.

SLIPWAY AT TORRE ANNUNZIATA.

With reference to the Flag Officer,
Taranto, Adriatic & Liaison, Italy, Rome's letter
No. L.161/2 of 14th January and your No. FONAM
476-18 of 27th January, the enclosed report has
now been received from Headquarters, 8th Port of
Embarkation.



HEADQUARTERS
8TH PORT OF EMBARKATION
APO 780

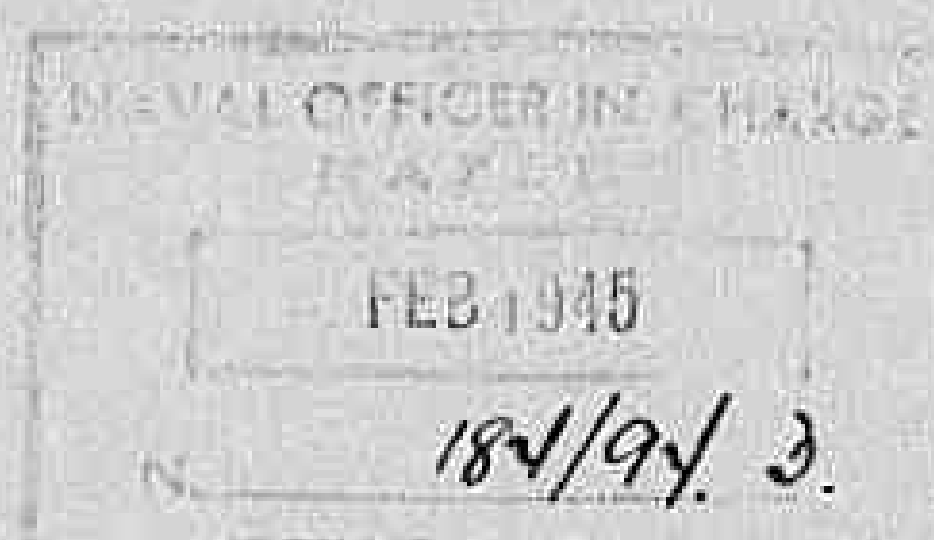
5 February 1945

MEMORANDUM:

TO : Naval Officer in Charge, Naples Area.

1. Slipway and surrounding area at Torre Annunziata are being used at the present time for repair and construction of barges for this port. To release any portion of the installation to civilian firms operating on different projects would, it is believed, interfere with and hamper the present operations.

2. Request of the Ministry of Marine for the release of slipway to the Industrie Marittime Italiane is, therefore, unfavorably considered by this Headquarters at the present time.



HAROLD C. PETZ
Colonel, TC
Commanding

1327

SLIPWAY AT TORRE ANNUNZIATA
(Naval Officer in Charge, Naples Area's
letter No. 187/97 dated 7th February, 1945.)

II.

No. FONAM. 476-18.
FLAG OFFICER, LIAISON ITALY. (ROME)
(Copy to :- Naval Officer in Charge,
Naples Area.)

Forwarded further to my 476-18
dated 10th February, 1945.

Northern Area,
Mediterranean.
At NAPLES.
19th February, 1945.

C. Appelt
for REAR ADMIRAL.



Office of Flag Officer
Northern Area
Mediterranean

At NAPLES, 10th February, 1945.

No. NUTAH 176-13.
SECRETARY TO FLAG OFFICER
LIAISON ITALY, ROME.

SLIPWAY AT TORRE ANNUNZIATA.

With reference to your L161/2 dated 14th January, 1945 the following report has been received from Naval Officer in Charge, Naples Area:-

" This matter has already been taken up with the Resident Naval Officer Castellammare and Torre Annunziata who advises that the slipway in question is controlled by the United States Engineers.

Reference has therefore been made to the Port Commandant for a decision. "

2. Further reply will be made as soon as possible.



[Signature]
SECRETARY.

BUT/3.

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome
Date: 5/1/45
Ref.: SM.335

Subject: Slipway at Torre Annunziata.

The I.M.I. Co (Industrie Marittime Italiane) - which also undertakes Ship salvage work - has asked to be allowed the use of a slipway constructed at Torre Annunziata by Allied Authorities close to the above Co's Yard.

As it is considered that this Shipyard, only equipped for repair work, shortly should increase its activities, we ask you to kindly approve I.M.I.Co's request and thus enable it to carry out repairs to small craft of Allied and Italian Navies, apart from ship salvaging and re-conditioning.

for CHIEF OF STAFF

DG/P.



1326

9

OFFICE COPY

SLIPWAY AT TORRE ANNUNZIATA.
(Ministry of Marine's letter No. M.335 of
5th January, 1945)

II.

No. L.161/2.

FLAG OFFICER NORTHERN AREA,
MEDITERRANEAN.

(Copy to :- Naval Officer-in-Charge,
Naples Area.)

Referred. Your remarks would be
appreciated.

(Sgd.) I. M. PALMER.

ROME,

14th January, 1945.

for REAR ADMIRAL.

B.V.
3/1/45

FLAG OFFICER LIAISON, ITALY,
ALLIED COMMISSION,
HEADQUARTERS,
ROME.

1st February, 1945.

No. L.161/2.

SECRETARY TO
FLAG OFFICER NORTHERN AREA,
MEDITERRANEAN.

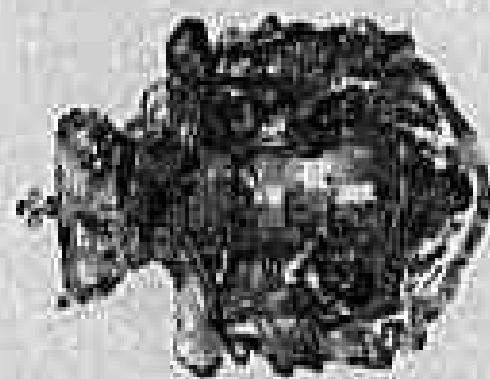
SLIPWAY AT TORRE ANNUNZIATA.

It is requested an early reply may be
made to my letter No. L.161/2 of 14th January, 1945.

F. H. THOMAS
LIEUTENANT (S) R.N.V.R.
SECRETARY TO
P.O.L.I. - ROME.

28/1
17/1
12/1

Mod. 39



Inte. Maggiore della R. Marina

Roma, 5 Gennaio 1945 A

Al F. O. L. I.

Rep. M.D.S. M. B.D.

A O M A

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Int. N. 225 Allegato

ARGOMENTO. Scalo di alaggio a Torre Annunziata. =

La Società I.M.I. (Industrie Marittime Italiane) - che svolge la sua attività anche in recuperi marittimi - ha richiesto in concessione l'uso di uno scalo di alaggio costruito dalle Autorità Alleate a Torre Annunziata in prossimità del cantiere di detta Società.

Poiché si ritiene che tale cantiere, attualmente attrezzato per soli lavori di riparazione, debba in prossimo futuro avere un maggior sviluppo si prega esaminare la possibilità di accoglimento della richiesta che consentirebbe alla Società I.M.I. di provvedere, oltre al recupero ed alla rimessa in efficienza del naviglio affondato, anche a lavori di riparazione interessanti piccole Unità delle Marine Alleate e della R. Marina. =

IL CAPO DI STATO MAGGIORE

[Signature]

1325

CONFIDENTIAL

Office of Flag Officer,
Northern Area,
Mediterranean.

At Naples. 27th January, 1945.

IN. RONAM. 1476-18

OFFICE OF FLAG OFFICER IN CHARGE, NORTHERN AREA.

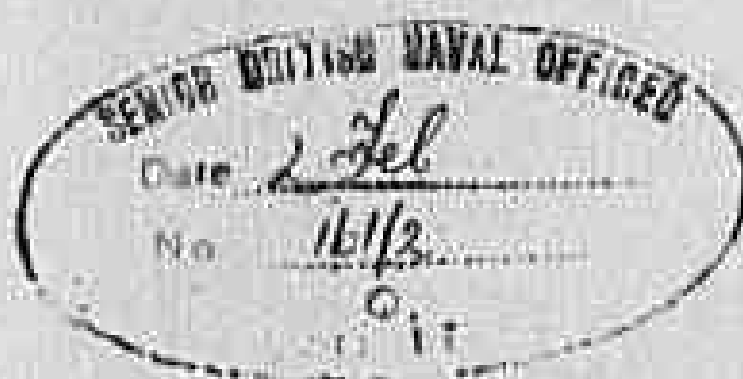
(Copy to :- Flag Officer,
Liaison Italy, Rome).

SHIPWAY AT TORRE ANNUNZIATA.

Request your early remarks on Flag Officer Liaison
Italy's (Rome) No. L. 164/2 dated 14th January, 1945, regarding
use of shipway at Torre Annunziata by Industrie Marittime Italiane
Company.

(Sgd) G. APPLETON

FOR REAR ADMIRAL.



9
FILE 1324

SLIPWAY AT TORRE ANNUNZIATA.

(Ministry of Marine's letter No. SM 335 of
5th January, 1945.)

II.

No. L.161/2.

FLAG OFFICER NORTHERN AREA,
MEDITERRANEAN.

(Copy to :- Naval Officer in Charge,
Naples Area.)

Referred, Your remarks would be
appreciated.

ROME.

14th January, 1945.

FOR REAR ADMIRAL.

MIA (21/28)

MIA (21/28) 16/0000 12/45 12/45 12/45

NAVAL MESSAGE

5. 1370d.

Declassified - May 1998
Revised - January 1998

To:

NOIC NAVAL (R) FORM TRANSPORTATION S/C.

FROM:

NAVY SUB.COMMISSION
FORMS.RESTRICTED DEFERRED.

TRANSPORTATION SUB. COMMISSION A.C. REQUESTS THAT CONSIDERATION

BE GIVEN TO REPLACING TWO BUOYS IN TORRE ANNUNZIATA HARBOUR AS THEY
ARE REQUIRED FOR MOORING VESSELS THAT ARE UNABLE TO REMAIN AT DOCK
DURING ROUGH WEATHER.

241051 A

DIS. 3.9.10.

P.L.T.P. HAND TO TRANSPORTATION S/C.

FOI 1107/21.

24/2/15.

1323

STA 121/38

WT 37200-170013 10.0000 12/45 1.116 51.780

NAVAL MESSAGE

S. 13256.

Issued—May 1956
Revised—January 1957

To NAVY SUB COMM. (R) POTAM, TRANSPORTATION

FROM

NORIC NAPLES.

SUB COMM.

RESTRICTED.

REFERENCE YOUR 241051A.

BUOYS WERE NOT REPLACED IN TORRE ANNUNZIATA HARBOUR BECAUSE THEY
OBSTRUCTED MOVEMENTS OF SHIPS GOING ALONGSIDE PIERS.

(2) IF IT IS STILL DESIRED TO HAVE THE BUOYS THEY CAN BE REPLACED.

-251001A.

REF. CONSIDERATION BE GIVEN TO REPLACING BUOYS IN TORRE ANNUNZIATA HARBOUR.

DIST. 3, 9, 10.

T.P.

P.L.

T.O.R. 1329.

25/2/55.

1322

ANNOC/PA

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Tele : 434

20 Feb. 1945

Our ref.: AC/541/114/Th 3

SUBJECT : Dredging Salerno

TO : G-4 (~~Nov & Th~~) ~~A.F.R.C.~~

In order to increase the port capacity of Salerno, a dredging operation is necessary.

There is a bar with 23' draft which could be dredged to 20'. A passage 8 metres wide could be cleared in 10 days, which would be sufficient to admit a Liberty. It is estimated that it would take six weeks to give an overall depth of 24'.

The West Quay has a draft of 24', and such a dredging operation would obviate lightening to 22' at Castellammare.

It is therefore requested that the dredger "Roma", now in Naples be sent to Salerno to carry out this work.

Copy to : ~~AC/541/114/Th 3~~ (2)

Navy Sub-Commission

Ports & Warehouses Div. In. 5/0.

Robert H. Taylor
 ROBERT H. TAYLOR
 DIRECTOR

1321

Tele : 484

20 Feb. 1945

Our ref.: AC/541/114/Tn 3

SUBJECT : Dredging Salerno

TO : G-4 (Moy & Tn) ~~A.P.N.C.~~

In order to increase the port capacity of Salerno, a dredging operation is necessary.

There is a bar with 22' draft which could be dredged to 25'. A passage 8 metres wide could be cleared in 10 days, which would be sufficient to admit 4 Liberty. It is estimated that it would take six weeks to give an overall depth of 24'.

The West Quay has a draft of 24', and such a dredging operation would obviate lightening to 22' at Castellammare.

It is therefore requested that the dredger "Roma", now in Naples be sent to Salerno to carry out this work.

Copy to : G-1 A.P.N.C. (5)

Navy Sub-Commission

Ports & Warehouse Div. Tn. 5/a

Robert H. Taylor
ROBERT H. TAYLOR
DIRECTOR

1321

18 M 8

FILE

HEADQUARTERS ALLIED COMMISSION

MJS/hs

APC 394

Office of Chief of Staff

19.04/TS

18 January 1945

SUBJECT: Rehabilitation and Reconstruction of the Port of Civitavecchia.

TO : Economic Section
Public Works and Utilities Sub-Commission
Transportation Sub-Commission
Labor Sub-Commission
Finance Sub-Commission
Navy Sub-Commission
Regional Commissioner, Lazio Region

1. The reconstruction and rehabilitation of the Port of Civitavecchia will be accelerated.
2. The reconstruction of the port will be undertaken by the Italian authorities in conjunction with representatives of Allied Commission, and with assistance from AFHQ.
3. Reconstruction in general will follow the lines laid down as a result of the joint reconnaissance held by the Transportation Sub-Commission, details of which were circulated in minutes of Meeting held at Civitavecchia on 7 Jan 45, Reference AC/41/53/Tn/S. Reconstruction other than railways will be carried out through the Italian Ministry of Public Works, advised and assisted by the Public Works and Utilities Sub-Commission.
4. Reconstruction on Railways will be carried out by the Italian State Railways, advised and assisted by the Transportation Sub-Commission and by DMPS Italy.
5. Salvage below high water level will be carried out under the Italian Interministerial Committee for Non-operational Ship Salvage, etc., and within the limits laid down by C-in-C's letter MED 45/217/4/3 dated 4 Jan 45.
6. Every effort will be made to complete this work with utmost possible speed.
7. The Transportation Sub-Commission will be responsible for co-ordinating the work of the Italian authorities, Allied Commission and the use of personnel, materials and equipment assigned by AFHQ.

1320

Civitavecchia.

TO : Economic Section
 Public Works and Utilities Sub-Commission
 Transportation Sub-Commission
 Labor Sub-Commission
 Finance Sub-Commission
 Navy Sub-Commission
 Regional Commissioner, Lazio Region

1. The reconstruction and rehabilitation of the Port of Civitavecchia will be accelerated.
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7. The Transportation Sub-Commission will be responsible for co-ordinating the work of the Italian authorities, Allied Commission and the use of personnel, materials and equipment assigned by AFHQ.

By Command of Rear Admiral Stone:

Copies for info. to:
 Chief Commissioner (1)
 COS (1)
 Shipping S/C (4)
 Industry S/C (4)
 AFHQ (4)
 MMT (1)
 WSA (1)
 DERS (6)

St. J. P. M. P.
 Brigadier
 Chief of Staff
 (Absent on duty)

FILE

1320

ALSEC/aa

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Meeting to be held at 14.30 hrs. on Thursday
11th January 1945 to discuss the reopening
of the Port of Pionbine.

A G E N D A

1. Estimated tonnages per month into Pionbine.
2. PBS plan, details of cadre to assist in operation.
3. Port clearance facilities.
4. Port facilities and labour (reputed to be 4500 unemployed)
5. Transfer of Leghorn AO warehouse to Pionbine.
6. Coordination of PBS and AO plans.

HARRIET H. TAYLOR
Director

1319

Meeting to be held at 14.30 hrs. on Thursday
11th January 1945 to discuss the reopening
of the Port of Piombino.

A G E N D A

1. Estimated tonnages per month into Piombino.
2. PBS plan, details of cadre to assist in operation.
3. Port clearance facilities.
4. Port facilities and labour (reputed to be 4500 unemployed)
5. Transfer of Leghorn AC warehouse to Piombino.
6. Coordination of PBS and AC plans.

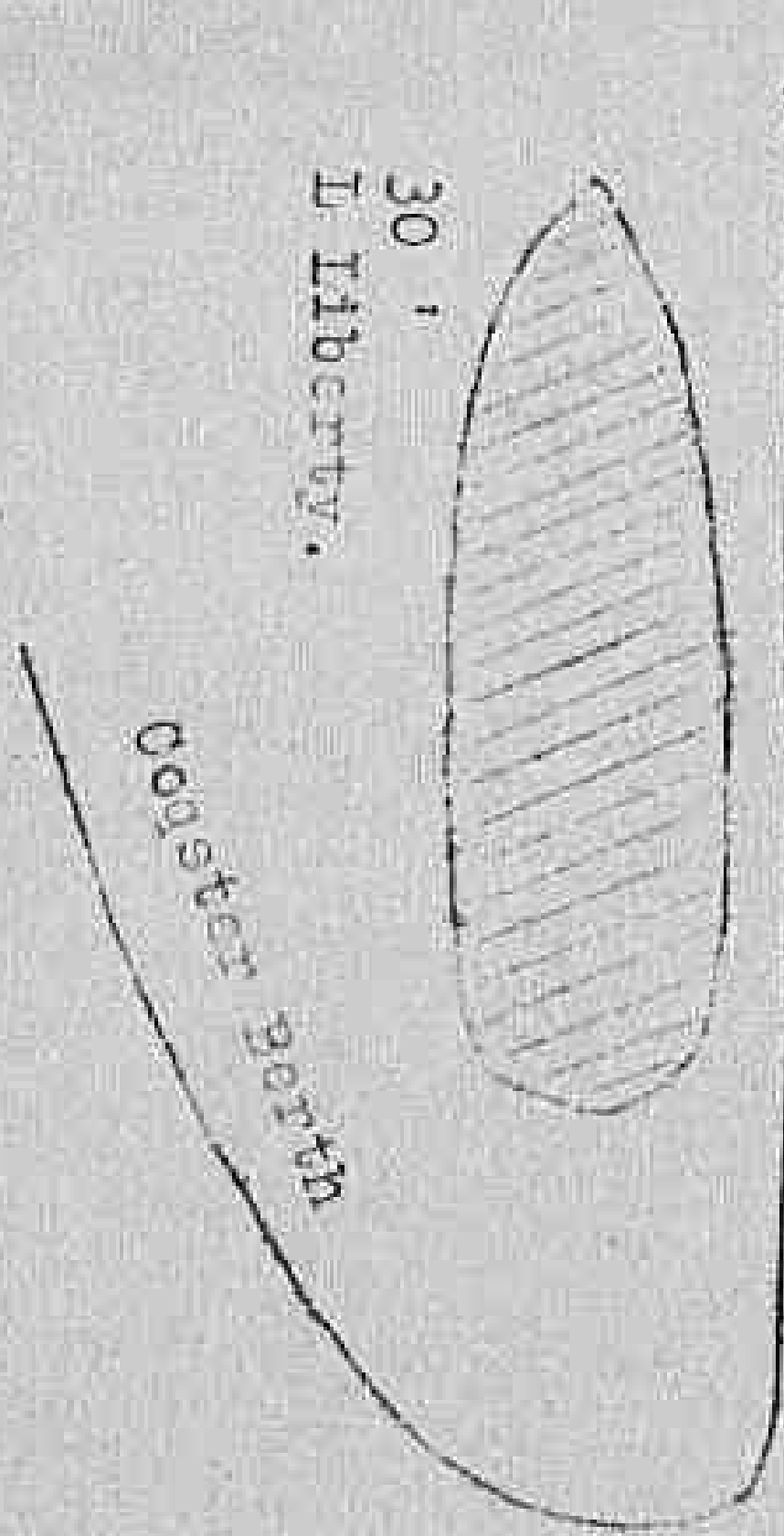
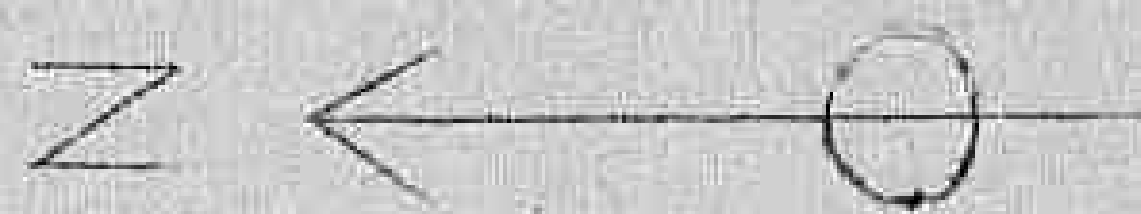
HARRITT H. TAYLOR
Director

1319

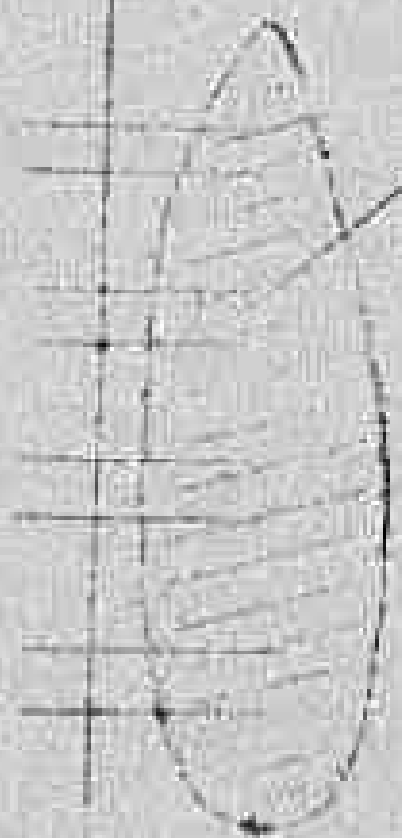
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PORT PLOMBINO.

1318



ILVA'S PIER

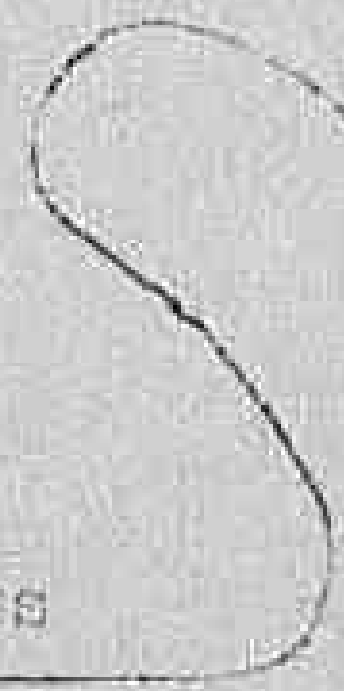


Wreck
Liberty
constructed
Draught
18'

1 Liberty secured
stern to



Wrecks



(Wreck)

PORT PIMBING.

1318

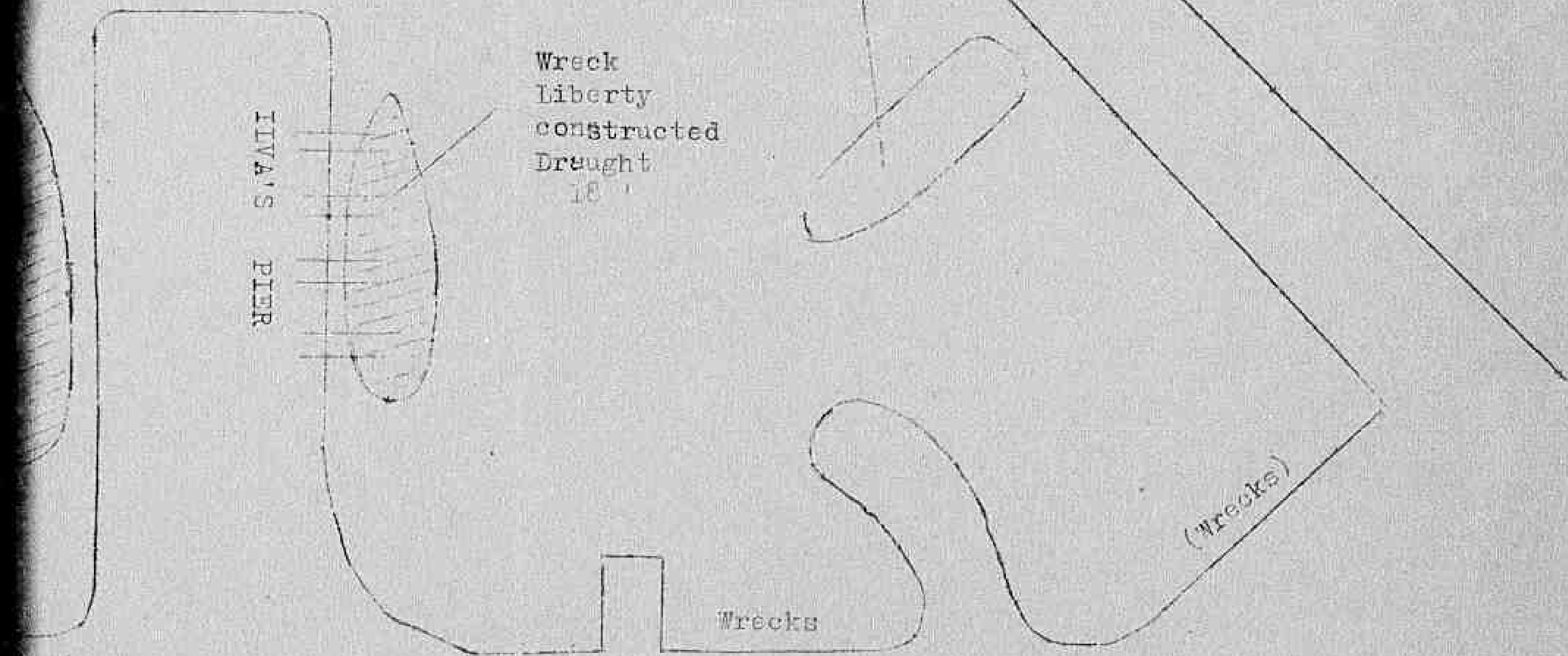
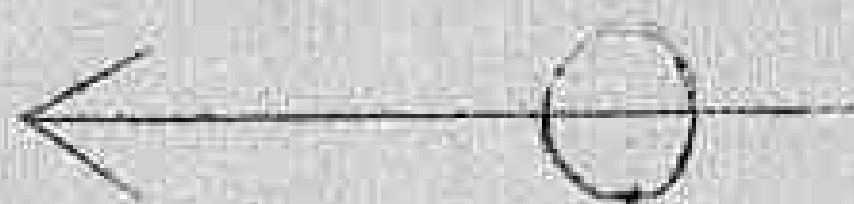
1 Liberty secured
stern to

Wreck
Liberty
constructed
Draught
18'

ILVA'S
PIER

(wrecks)

Wrecks



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission EPO 394

NSC/1437
4 January 1944

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. A.C.
Subject: Navigation Fiumicino - San Paolo.

1. In view of the conference held by the Transportation Sub-Commission, A.C. on 30 December 1944, to discuss the utilization of the Harbor of Fiumicino, no action will be taken on Transportation Sub-Commission letter AC/1/Tn/S of 21 December 1944, pending the receipt of specific information as to what action can be taken by the Navy Sub-Commission, A.C. to facilitate the use of the port.

H. W. ZIROLI,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, AC.



1317

GEW/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478704
Our Ref: AC/1/Tn/S

21 December 1944

SUBJECT: Navigation Fiumicino - San Paolo

To : The Naval Sub-Commission
Allied Commission

The enclosed is a report following a reconnaissance made by representatives of the Sub-Commission on the 20th inst.

It would be appreciated if you could arrange for the necessary equipment and personnel for the clearance of the harbour entrance and river as recommended.

Merritt H. Taylor
U. S. N.
MERRITT H. TAYLOR
Director

Copy to: Industry Sub-Commission
(Coal Division)

1316

10
FILE
www

GE7/1a

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Report following rec'd 20th December 1944

Fiumicino

The entrance is blocked by sunken craft, but there is a passage 7 meters wide allowing vessels to pass drawing not more than 2-4 meters.

Ships could then proceed to coal berth which is equipped with one crane with a capacity of 12/20 tons per hour depending on type of coal to be discharged. Crane discharges direct on the rail waggons.

The entrance is dangerous owing to the swift current which is accelerated by the blockage caused by wrecks, debris and silting.

It is considered essential that this entrance be cleared entirely. For this purpose a dredger of 25 tons is required to clear the debris which would first have to be broken up by explosives.

Clearance would take approx 2 weeks, and the Naval Sub-Commission is being informed of the position.

Tiber - Fiumicino/San Paolo

It would appear that navigation of suitable vessels will not cause any great difficulty, before however initiating any service it is considered necessary to sound and dredge when necessary. From information received it would appear that the part requiring most attention is a stretch of 200 m. just below the quays at S. Paolo with a depth of only 1 meter.

La "LIGURE ROMANA" are taking an active interest in this work and this Sub-Commission is in communication with the Civil Engineering Dept. to accelerate the work.

SAN PAOLO

Facilities exist for discharging coal, but it is apparent that a certain amount of organisation is required and it is

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1315

SAN PAOLO

Facilities exist for discharging coal, but it is apparent that a certain amount of organisation is required and it is proposed to contact the Coal Division to investigate the situation.

HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission
APC 394
Coal Division

CWO/gv

Tel: 478489

Date: 6 Dec. 44

Ref: AC/IND/CD/47/2

SUBJECT: Fiumicino.

TO : Shipping Sub-Commission - Mr. G.A. Bell

1. With reference to your letter of 25th Nov., we have to report that the barge "MARIA" entered Fiumicino yesterday with approximately 250 tons of charcoal and she is now discharging. The writer visited Fiumicino yesterday, interviewed the captain of the barge who stated he had no difficulty in entering the port and did so with the depth of 2.4 metres.

2. From the above it would appear that Fiumicino is now open to take vessels up to this size and that arrangements should be continued whereby coal could be transported from either Gaeta or Civitavecchia to this port for consumption in Rome.

3. The quay at Gaeta is not yet completed, the latest report from the engineers state that it is only a matter of days, however in the meantime coal steamers are arriving and would continue to arrive at Civitavecchia the discharge of which would be accelerated if coal could be loaded over side into barge or small steamer for unloading at Fiumicino or if possible in Rome itself.

4. In view of the above, can arrangements now be made to assemble the vessels mentioned in your letter?

5. Further information has been received that four barges of German origin are being salvaged by the Navy at Orbetello. These are stated to have a particularly light draft and it is understood that they are not required by the Allies. The use of these would also assist in the discharge and we would be pleased if they could be freed for use by private traders.

1314

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For the Chief Commissioner:

W.S. VAUGHAN
Director,
Industry Sub-Comm.

Copy to:

Transportation Sub-Comm.
Navy Sub-Comm.
Salvage Officer, Royal Navy - Naples
AFHQ Coal Section - M.R.S.
Mr. Camelli - Agenzia Marittima
Economic Section

1314

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1438
4 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Industry Sub-Commission.
Subject: Civitavecchia.
Reference (a): Industry Sub-Commission ltr. AC/IND/CP/8/25 of
6 November 1944 to Coal Section Adv. AFHQ.
Enclosure (A): Ministry of Marine ltr. B6234 of 31 December 1944.

1. As a result of reference (a), the Navy Sub-Commission requested the Ministry of Marine to investigate the degree to which the new coal berth at Civitavecchia was blocked by the sunken minesweeper.

2. Enclosure (A), which has been received from the Ministry of Marine, is forwarded for information. It indicates that the new coal berth at Civitavecchia is now clear of obstructions.

H. W. ZIROLI,
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, A.C.

CC: Transportation S/C AC.
Shipping S/C AC.
Coal Section, Adv. AFHQ.



1313

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - A.G.H.Q.
Date: 31/12/44
Ref.: B6234

Subject: Port of Civitavecchia.

1. Ref. your NSC/1140 W of 10th Nov. last, you are informed that, following investigations carried out in the port of Civitavecchia, it has been shown that the passage for coal-ships to berth is cleared, as British Authorities had seen to this matter.

2. Moreover, you are informed that men and equipment are being centralized at Civitavecchia to commence salvage works there.

CHIEF OF CABINET

NG/P.

Enclosure (A)

1312

From: MINISTRY OF MARINE (Cabinet)
To ; N.S.C. - A.C.H.Q.
Date: 31/12/44
Ref.: B6234

Subject; Port of Civitavecchia.

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CHIEF OF CABINET

DG/P.

11
WW4311

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 334

file

NSC/1140W
10 November 1944.

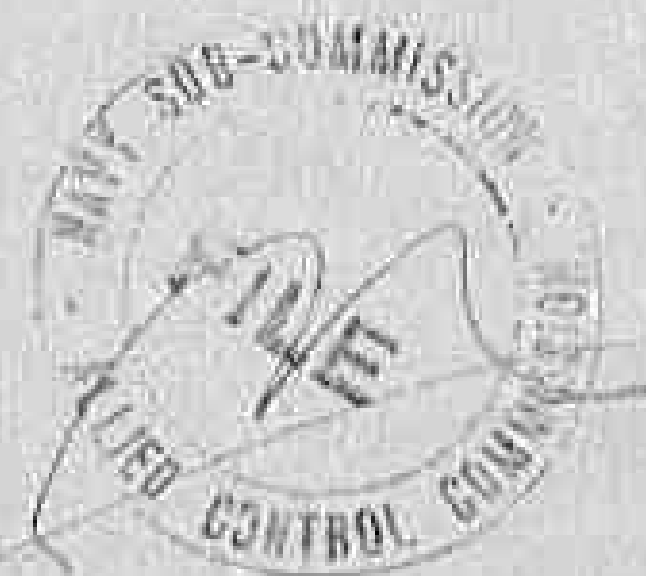
From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - Rome.
Subject: Port of Civitavecchia.

1. The Navy Sub-Commission is in receipt of information which indicates that no coal laden vessel can reach the new coal berth in the Port of Civitavecchia as a result of a sunken mine-sweeper which is blocking the channel. It is reported that the vessel is within fifteen feet of the surface of the water.

2. It would be appreciated if the Ministry of Marine could furnish this office with any information which is available from recent Italian surveys of the Port of Civitavecchia regarding the sunken mine-sweeper and the degree to which it is hindering the use of the new coal berth. In addition, information is desired regarding salvage operations which have been planned or have already undertaken to clear the channel.

H. S. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy for:
Transp. S/C - Lt. Col. Glanville
Shipping S/C - Mr. Bell.



1310

11 NOV 1944

Coal Division

CWO/gv

Tel: 478489

Date 6 Nov. 44

Ref: AC/IND/OD/8/25

SUBJECT: Civitavecchia.

TO : Coal Section, Adv. A.F.H.Q.
o/o M.R.S. - APO 400

1. Following telegram has been received from the
MTR Civitavecchia :

" Reference proposal despatch FORT FREDERICK and BELGIAN
TRADER to CIVITAVECCHIA with coal request you obtain
from Royal Navy report of Hydrographical Department now
charting here. Have reason to believe no vessel can
reach new coal berth until wreckage lifted. SACRED 022059 A
not to all refers. ",

on receipt of which contact by telephone was made with Mr. R.F.
Fairley, M.R.P. Representative, Civitavecchia. He verbally re-
ported that he had been in touch with an officer of the hydro-
graphical Department who had informed him that the sunken mine-
sweeper in the harbor would prevent coal laden vessel from
reaching the new coal berth. The sunken vessel ~~was~~ was
blocking the channel and was only within 15 feet of the surface
of the water. He also reported that the depth of water at the
entrance of the harbor and the new coal berth were 24 ft.

2. Mr. Fairley recommended that immediate action be
taken to remove the sunken mine-sweeper and suggest that the
pile-driver which was in fact a converted floating ~~crane~~, *crane*
could be used for this purpose and stated that it was capable
of lifting up to 50 tons. It was also stated that divers were
available at Civitavecchia.

3. Could this report please be investigated with the
view of immediate action. Please.

For the Chief Acting Commissioner:

1309

Copy to: Navy Sub-Commission
Transp. S/C - Lt. Col. Glanville
Shipping S/C - Mr. Bell

W.S. VAUGHAN
Director,
Industry Sub-Commission

Piombino

NOIC Leghorn (Capt. Mackenzie, RV) is very anxious to begin using Piombino to relieve the port of Leghorn. Leghorn's main problem now is to get supplies to the 5th Army. Ships with civilian supplies are beginning to go to Leghorn and as they have a low unloading priority they have a slow turn-around and they clutter the port. Capt. M would like to see one ship a week - one liberty - unloaded at Piombino. He considers that the one dock (length c. 750; depth of water 25'-30') can be worked 9 out of 10 days all winter. Capt. M has an "overriding authority" over all ports returned to Italians - but he sends no RV officers to inspect them at any time i.e. he is taking and contemplates taking no action in regard to organizing them.

CO PBS (Colonel Oxx, USA) is also anxious to begin using Piombino for relief of Leghorn. He at present (PBS) is in charge of Piombino to the water's edge. He did not

know that IRN had taken over from the British. He expressed an intention of issuing a directive in the near future that would clarify the status of Piombino and return it to Italian - AC control. As the ILVA Co., one of Italy's biggest steel mills, is there - and badly damaged - there are 4000 unemployed workers who constitute a great problem. Col. Oxx mentioned difficulties in regard to food and wages that AC would have to help with. However, the main job of PBS is the Allied war effort and Piombino has received little attention since the armies moved up.

AMG is reportedly very anxious to start using Piombino (I didn't see AMG) though they are taking no positive action to get things moving.

NAVPO Leghorn concurs in NOIC Leghorn's opinion that Piombino should be used for civilian supplies to relieve Leghorn.

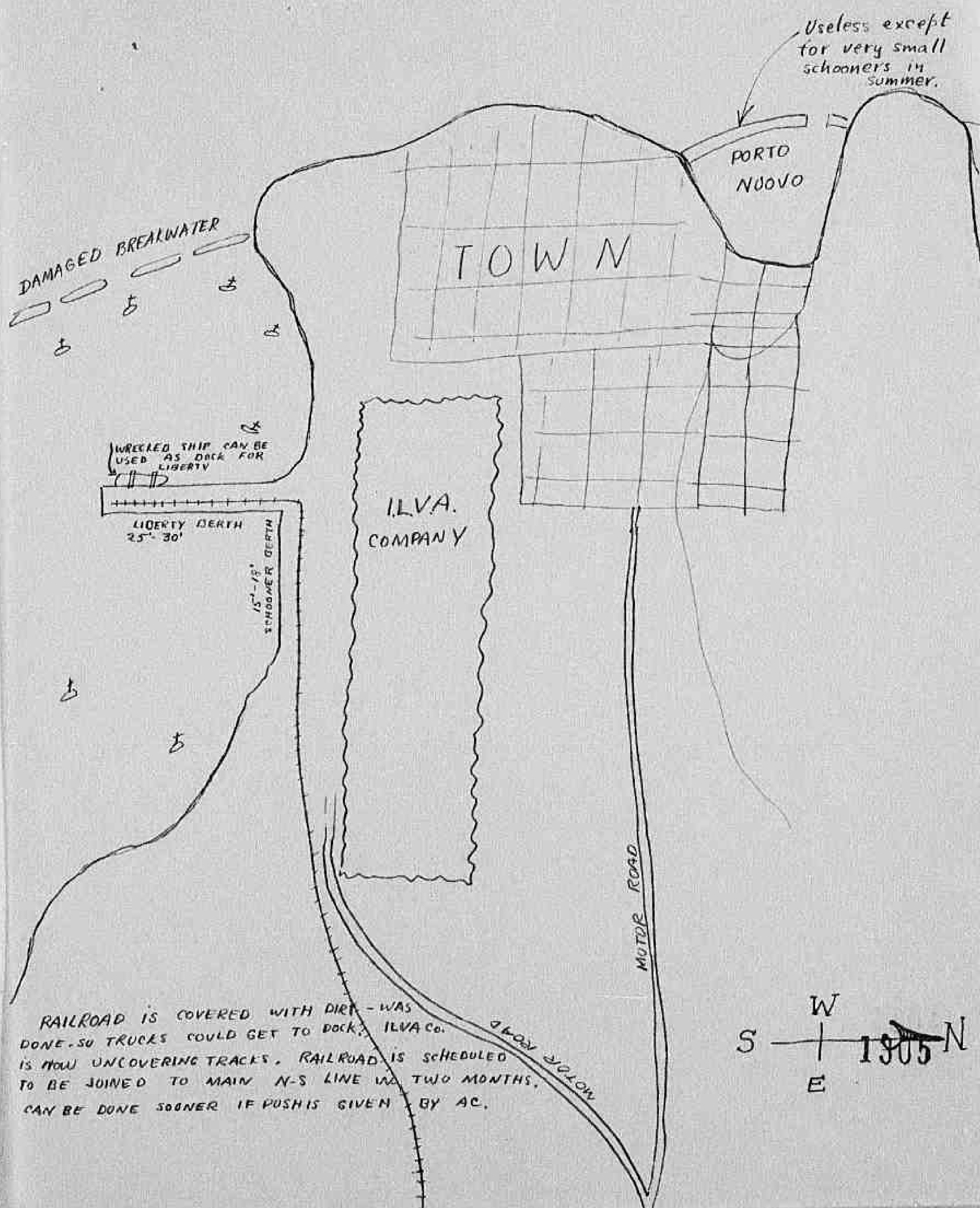
IRN has representatives in Piombino (a Tenente di Vachello, several Petty Officers, and about 10 men) who - generally speaking - are doing nothing except to stand by for orders.

TRANSPORTATION S/C AC (Ports and Warehousing) is anxious to start using Piombino for civilian supplies. I haven't been able to

1307

- definitely determine their interests and responsibilities but think they should be clarified by a meeting.

The I.L.V.A. Co. which owns the dock at Piombino was the - or one of the biggest steel companies in Italy. It is now almost a total wreck. However, the company is sponsoring some clearance work on the dock and waterfront. (The only work I saw going on there in the port.) The company has reportedly received an O.K. to start taking in coal to the dock though no one in Piombino that I talked to knew anything about the arrangements that had been made.



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1317
12 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Porto San Stefano.

1. As an aid in notifying appropriate Allied authorities of the degree to which Porto San Stefano is able to berth and service small merchant vessels, an indication would be appreciated from the Ministry of Marine as to the number and size of such vessels that the Italian Navy Port Officer can berth at any one time and the number that is estimated can be handled over any given period.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, A.C.

1304

1698

785020

TOTALI-ROME
NAVY SUB-COM MISSION

FROM: Date:	13/12	TO: INIT: DATE
:CDRE PALMER	1	✓
:CDRE ZIROLI	2	✓
:CAPT BLACKBURN		
:CAPT BUTLER		✓ B 13
:LT CDR DAVIES		
:LIEUT CRAIG		
✓ :LT CYBERSPOON		W 13
:LIEUT HARVEY		
:ALL OFFICERS		

X ACTION / INFORMATION
PREPARE REPLY FOR NAVY SUBCOM:
PREPARE REPLY FOR TOTALI:
ACTION COMPLETED FILE:

REMARKS:

For Signature

This is simply for the purpose of keeping the Ministry moving in regard to P. San Stefano. Navy Naples has informally told Tptn. S/C that nothing can go into the port yet.
w.w.w.

B

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1133B

6 November 1944.

From: Navy Sub-Commission, Hq, AC.
To : Transportation sub-Commission, Hq, AC.
Subject: Maritime Administration, Italian Ports.
Reference (A): Navy Sub-Commission, AC ltr NSC/1100B of
2 November 1944.
Enclosure (A): Copy of chart subject organization.

Enclosure (A) is forwarded herewith for information in
connection with reference (A).

E. ST. J. BUTLER,
Captain, U. S. Navy,
for Chief, Navy Sub-Commission, AC.



11 NOV 1944

1303

FLAG OFFICER LIAISON ITALY
ALLIED COMMISSION.
HEADQUARTERS, ROME

1 November 1944

No. 322/1.
NSC/1088R

MINISTRY OF MARINE,
ROME.

(Copy to: NOIC, Bari).

SLIPWAYS ON THE ADRIATIC

Your letter No. 13642 of 2 September 1944, requested that the slipway in Barletta Harbour belonging to Ragusco & Sons and a slipway in BARI between the I.R.N. detachment post and the "SICAM" Company's jetty be returned to Italian control.

The return of the two slipways to Italian control is authorized. It is requested that detailed arrangements for turning over the slipways be made with the Naval Officer-in-Charge, BARI, who has been informed accordingly.

US361 I. M. PALMER.

for REAR ADMIRAL.

1302

SLIPWAYS IN THE ADRIATIC.

Ministry of Marine's letter No. 13642 of 2nd September, 1944.

V.

No. L.382/1
NSC/991B

NAVAL OFFICER IN CHARGE,
BARI.

The attached correspondence has been referred to Flag Officer Taranto Adriatic and Liaison, Rome for reply to the Italian Ministry of Marine. The fourth endorsement states that neither of the slipways can handle any vessels larger than small fishing schooners in their present state and that it is not considered they are worth the time, material and labor required to render them efficient. While this statement is undoubtedly correct from an Allied point of view, nevertheless the Italian Ministry of Marine considers that the slipways can serve a useful purpose for the Italian Navy.

2. It is requested that the situation be re-examined to determine whether the two slipways can be returned to Italian control irrespective of their usefulness or the cost and labor involved.



S. Blackburn

COMMODORE

(Absent on duty)

ROME,
14 October 1944.

1301

SLIPWAYS IN THE ADRIATIC.

Ministry of Marine's letter No. 13642 of 2nd September, 1944.

V.

No. L.382/1
NSC/991B

NAVAL OFFICER IN CHARGE,
BARI.

The attached correspondence has been referred to Flag Officer Taranto Adriatic and Liaison, Rome for reply to the Italian Ministry of Marine. The fourth endorsement states that neither of the slipways can handle any vessels larger than small fishing schooners in their present state and that it is not considered they are worth the time, material and labor required to render them efficient. While this statement is undoubtedly correct from an Allied point of view, nevertheless the Italian Ministry of Marine considers that the slipways can serve a useful purpose for the Italian Navy.

2. It is requested that the situation be re-examined to determine whether the two slipways can be returned to Italian control irrespective of their usefulness or the cost and labor involved.

COMMODORE

ROME
14 October 1944.

1300

0 0

SHIPWAYS ON THE ADRIATIC.
(Ministry of Marine's Letter No. 13642 of 2nd September 1944).

III.

No. T.A. 487D/2.

NAVAL OFFICER-IN-CHARGE,
BARI.

For early remarks, please.

WARFIFO.
15th September, 1944.

B. P. Morgan.
REAR-ADMIRAL.



1299

SHIPWAYS ON THE ADRIATIC.

(Ministry of Marine's letter No. 13642 of 2nd September, 1944.)

II.

No. L. 382/4.

FLAG OFFICER, TARANTO AND ADRIATIC.

Your remarks would be appreciated.

W. Oliver

NOTE,
5th September, 1944.

For REAR ADMIRAL.

FLAG OFFICER
TARANTO AREA
- 7 SET.
DATE
No: L. 115/487 D.

1298

~~SECRET~~

Office of Flag Officer,
Western Italy,
Naples.

2nd September, 1944.

No. FOWIT 1087.

G-4 (MOVEMENTS & TRANSPORTATION), A.F.H.Q., CASERTA.

G-4 (U.S. TRANSPORTATION), A.F.H.Q., CASERTA.

S.O.S., NATOUSA, A.F.H.Q., CASERTA.

HEADQUARTERS ALLIED ARMIES IN ITALY, ROME.

HEADQUARTERS, PENINSULAR BASE SECTION.

ALLIED CONTROL COMMISSION, ROME.

REGIONAL DIRECTOR, WAR SHIPPING ADMINISTRATION, A.F.H.Q.

MINISTRY OF WAR TRANSPORT REPRESENTATIVE, MEDITERRANEAN, A.F.H.Q.

PRINCIPAL SEA TRANSPORT OFFICER, MEDITERRANEAN, A.F.H.Q.

NAVAL OFFICER-IN-CHARGE, PIOMBINO.

(Copy to:- Naval Officer-in-Charge, Leghorn,
Senior Naval Officer, Eastern Sicily.)

LEGHORN

The width of the entrance to Leghorn is 196 feet with average depth of 30 feet. Ships drawing 28.5 feet can pass under all conditions. Holding berths maximum draft 29 feet. Present alongside berths vary from 22.5 feet to 26 feet. Possible two berths under consideration may suit draft 27.5 feet. Tanker berth 24, 27 and 28 feet (last white oil only).

for REAR ADMIRAL



SLIPWAYS IN THE ADRIATIC.

(Ministry of Marine's letter No. 13612 of 2nd September, 1944).

IV.

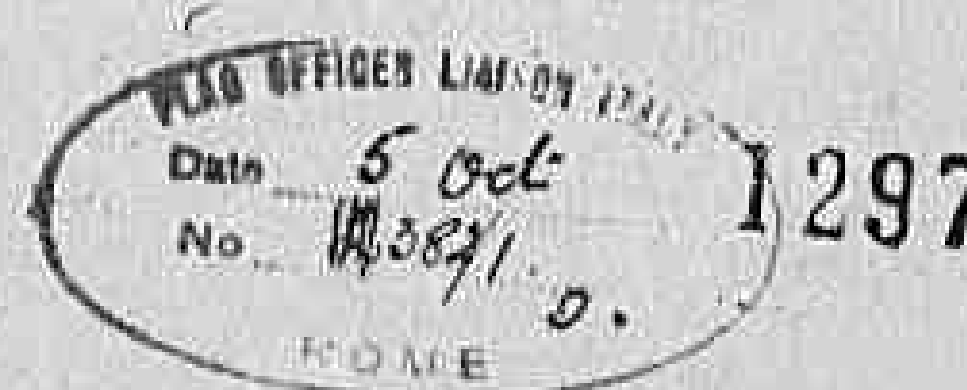
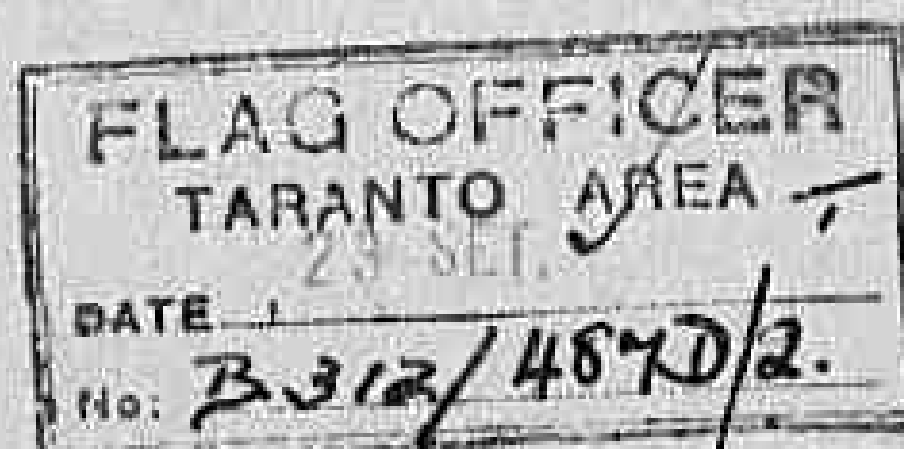
No. 6278/19/1

THE FLAG OFFICER,
TARANTO AND ADRIATIC.

Neither of these slipways in their present state could handle anything larger than small fishing schooners of the type in use as harbour tenders, and it is not considered that they are worth the time, material, and labour that would be required to make them really useful.

H.M. Naval Base,
BARI.
21st September, 1944.

O.G. Charlton
O.G. Charlton.
Commander, R.N.R.
Naval Officer in Charge.



HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/793

3 September 1944.

From: Navy Sub-Commission, Hq, ACC.
To : Public Works & Utilities Sub-Commission,
Headquarters, Allied Control Commission.

Subject: San Stefano - Repairs to Breakwater.

Enclosure: (A) 520/44, 19th August 1944-Officer-in-Charge of
Works, Western Italy.

1. Enclosure (A) is forwarded herewith for information.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, ACC.



1296

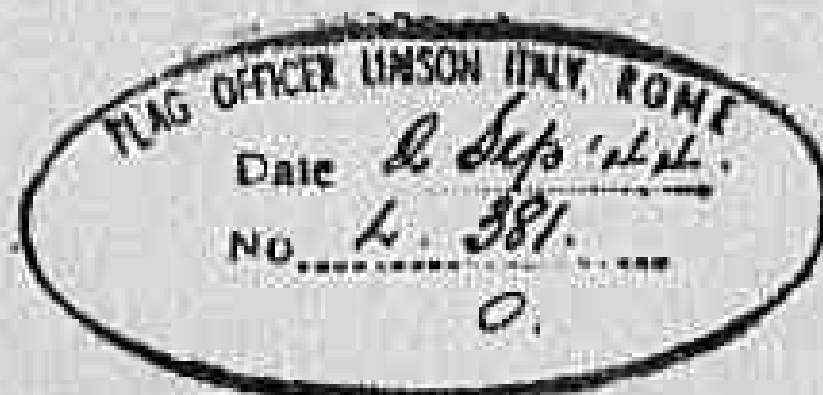
Office of Flag Officer,
Western Italy,
NAPLES.

28th August, 1944.

No. FOWIT 1087.
THE FLAG OFFICER LIAISON ITALY (ROME) — }
THE NAVAL OFFICER IN CHARGE, CIVITA VECCHIA }
COMANDO IN CAPO, BASSO TIRRENO }
(Copy to each)

SAN STEFANO - REPAIRS TO BREAKWATER.

A copy without enclosures of the Officer
in Charge of Works, Western Italy's report No.
520/14 dated 19th August, 1944 is enclosed for
your information.



SMcNeill
for REAR ADMIRAL

853

PP

1295

From :- Officer in Charge of Works, Western Italy.

Date :- 19th August 1944.

To :- Fleet Civil Engineer Mediterranean,
Staff of C. in C., Mediterranean, Naples.

No. 520/44.

San Stefano - Repairs to Breakwater.

1. This breakwater was badly damaged by Allied attacks prior to May 1944. Three large gaps were blown in the mole, and the sea-ward end caused to settle some feet from its former position.

2. The method of repairs is shown on the attached drawing.

3. Up to point A, at Section 12', new rubble was tipped from bomb damaged buildings to form a strong toe to the breakwater.

From Section 60' to Section 130' the gap was repaired by reconstructing in a similar method to the existing structure. That is, hardcore tipped to water level, two strong concrete retaining walls, tied together, built on each face, and the centre filled with large hardcore, and surfaces with concrete.

From Section 130' to Section 180' the method of repair was similar.

From Section 180' to Section 250', where the wall had shifted bodily a new seaward face was constructed in concrete to reinforce the existing, and tie it up with the new repair.

From Section 320' to Section 440', it was decided that large hardcore, tipped in the break, which was up to 5' deep below water level, would prove satisfactory.

No movement has so far been noticed.

At Section 540' a break has been filled with mass concrete.

From Section 640' to Section 680' no action has been taken. This section is practically below sea-level, very considerable settlement having taken place.

In addition to these measures, a tipped hardcore wavebreaker bank is being tipped to sea-ward, between points A and B. This is the most exposed section.

It is considered that from point B to Section 640', protection on the sea-ward face is satisfactory.

Summary.

In general it is considered that repairs are adequate for the time we shall require to use the port. It may be necessary to add to the wavebreaker tip from time to time, and possibly to the hardcore tipped repair (Sections 320'-440').

Attention is drawn however to the serious damage to the sea-ward end (Section 640'-680'), it is not known what further movement may take place this winter, but a careful check can be kept.

It is highly possible that this portion of the structure is so badly damaged as to suffer complete destruction in a winter gale. The loss of this end, while in no way endangering the safety of the harbour to tankers, would cause in time the movement of the blocks, (Section 570'-640').

It is intended to keep a careful record of any movements during the winter.

It is also stressed that these repairs are sufficient to keep the

to settle some feet from its former position.

2. The method of repairs is shown on the attached drawing.

3. Up to point A, at Section 12', new rubble was tipped from bomb damaged buildings to form a strong toe to the breakwater.

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Attention is drawn however to the serious damage to the sea-ward end (Section 640'-680'), it is not known what further movement may take place this winter, but a careful check can be kept.

It is highly possible that this portion of the structure is so badly damaged as to suffer complete destruction in a winter gale. The loss of this end, while in no way endangering the safety of the harbour to tankers, would cause in time the movement of the blocks, (Section 570'-640').

It is intended to keep a careful record of any movements during the winter.

It is also stressed that these repairs are sufficient to keep the breakwater in use for its original use only, and that it must not be utilised for mooring ships alongside on the harbour face.

For this reason no bollards or ring bolts have been constructed on the breakwater.

PP
Commander R.N.V.R.
Officer in Charge of Works.

Encl: Record drawing of repairs. C. in C. (MA.2/44).

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/766

28 August 1944

S-E-C-R-E-T

From: Navy Sub-Commission, Hq. ACC.
To : Public Works Sub-Commission, Hq. ACC.
Subject: Boundries of Swept Channel off FIUMICINO.
Reference: (a) Public Works SC 5A/TCU/1500/700 of
1 August 1944.

1. In answer to reference (a), you are informed that an area off the port of Fiumicino has been swept clear of mines as follows:

One mile wide with centre line from position
41 degs. 44' 05" North, 012 degs. 07' 05" East
in an 065 degs. direction into Harbour.

2. Attention is directed to the SECRET classification of the above supplied information.

H. W. ZIEROLI,
Commodore, U. S. Navy
for Chief, Navy Sub-Commission, A.C.C.



10 SEP 1944

1293

S E C R E T :

Office of Flag Officer
Western Italy,
Naples

No. FOWIT 1087

22 August 1944.

CHIEF ADMINISTRATIVE OFFICER,
ALLIED ARMIES IN ITALY.

(Copies to: - Admiral Casardi, Comando in Capo, Basso Tierreno,
Senior British Naval Officer, Rome).

FUIMICINO

Reference your 07E700 July. A channel has been swept
as follows:

One mile wide with centre line from position
41 degs. 44' 05" North, 012 degs. 07' 05" East
in an 065 degs. direction into Harbour.

2. No British Port Party is available but an Italian port party
could be made so. I consider this latter should be asked for now in
order that the officers and ratings may get the port into order an an
early date.

3. With your concurrence I will invite Admiral Casardi to form
a suitable party and establish contact with a representative to be
named by you. Such a party would be victualled from Italian sources.
A telephone to Rome Exchange will be required before ships can be dealt
with regularly at the port.

(Sgd) J.A.V. MOREE

REAR ADMIRAL.



10 SEP 1944

1011 1011

1292

623

RESTRICTIONS

HANDMAIDEN'S FIFTH ARMY
A. E. O. #454, U. S. ARMY

CHV/DMS/AM
24 August 1944

AG CUG-4-2

Subject: Regulations Concerning City of LEONIA.

Re: See Memorandum.

1. All military personnel are advised that the following portion of the City of LEONIA is not limits until further notice:

Area north of River Avenue and west of High #1 and bounded on the north by the northern boundary of the Tora Canal (Red Cross Club area is excluded from restriction).

2. Only those units designated by the Army Commander as necessary to administer, operate or repair and city will be billeted within the restricted area. Further civilian residents are not being permitted to enter and casual military recreation or vehicle traffic will not enter for sightseeing purposes. Only those persons with official business will be allowed entry and permission to enter for official business purposes will be obtained in one of the following ways:

a. Obtain an official pass from the Office of the A. C. of S, Headquarters Fifth Army (HQ). This is a temporary pass and is good for one entry and exit.

b. Obtain an official business placard from the Army Club, Headquarters located in the Telegraph Building in LEONIA. This placard is a permit for entry and exit but will be returned at the conclusion of transaction of business.

c. General entrance may enter LEONIA at any time without pass or placard.

3. North and Southbound traffic through LEONIA on Highway #1 will proceed without stopping in the city. Passes will not be issued for this traffic.

4. All unit commanders will be held responsible that this information is brought to the attention of all troops of their command and they will not authorize or permit recreation trips to the City of LEONIA.

5. Letting this Headquarters



AGC 010.4-2

Subject: Regulations Governing City of LEBANON.

Re: See Distribution.

1. All military personnel are advised that the following portion of the City of LEBANON is off limits until further notice:

Area north of River Avenue and west of High 41 and bounded on the north by the northern boundary of the Fox Canal (near Cross Club area is excluded from restriction).

2. Only those units designated by the Army Commander as necessary to administer, operate or repair the city will be billeted within the restricted area. Former civilian residents are not being permitted to re-enter and casual military relocation or vehicle traffic will not enter the city for business purposes. Only those persons with official business will be allowed entry and permission to enter for official business purposes will be obtained in one of the following ways:

a. Obtain an official pass from the G. C. of the A. G. of S, Headquarters Fifth Army (GP). This is a temporary pass and is good for one entry and exit.

b. Obtain an official business placard from the Army G-4 representative located in the Telegraph Building in Lebanon. This placard is a permit for entry and exit but will be returned at the conclusion of business.

c. General officers may enter Lebanon at any time without pass or placard.

3. North and Southbound traffic through Lebanon on Highway 41 will proceed without stopping in the city. Buses will not be permitted to stop in the city.

4. All unit commanders will be held responsible that this information is brought to the attention of all troops of their command and they will not authorize or permit recreation trips to the City of Lebanon.

5. Letter, this Headquarters file, AGC 010.4-2 dated 26 July 1964.



- 1 -

RESERVED

#2226

RESTRICTED

subject as above, is rescinded.

By command of Lieutenant General CLARK:

B. W. SAUREL,
Major, A. G. D.,
Asst. Adjutant General.

DISTRIBUTION:

"R"

INFO:

AAI

FOUW

6th Army

21st Beach Gp

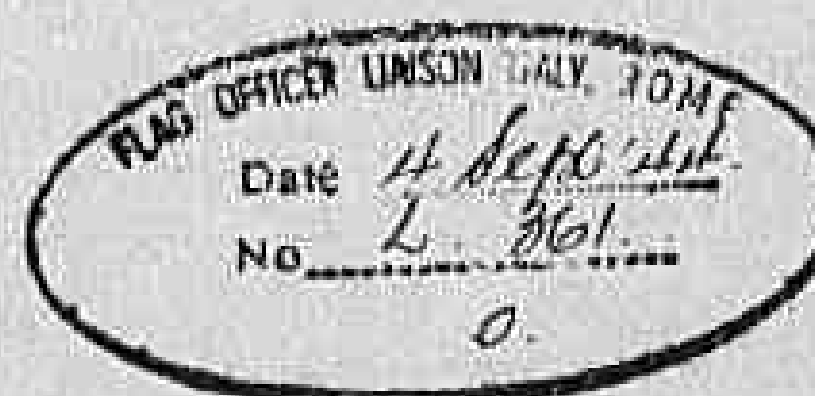
Desert Air Force

PCS

NOIC PIERRE

NOIC LEXHORN

British Increment.



II.

No. FOUW 734.

THE COMMANDER IN CHIEF, MEDITERRANEAN
THE SENIOR BRITISH NAVAL OFFICER, BOHE
THE NAVAL OFFICERS IN CHARGE, NAPLES AREA, MADDALENA,
ISERIA, CAPITA VENEZIA
THE RESIDENT NAVAL OFFICERS, PIERA, CASTELLAMARE
THE SENIOR OFFICER INCHARGE SQUADRON
THE COMMANDING OFFICERS, H.M. SHIPS TALEOT, BERSA



1299

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/737

14 August 1944.

TO : Regional Control & Military Government
Section, HQ, Allied Control Commission.

SUBJECT : Pescara Harbor.

1. Regional Commissioner, Region V wrote to HQ, AMG, on 26 July 1944 requesting naval divers to blow up three small vessels blocking Pescara Harbor. This letter was referred to us.

2. In reply to our dispatch inquiry, Flag Officer, Taranto and Adriatic advises there are no naval divers or equipment available for this work; no objection is raised, however to employment of civilian divers by AMG for this work.

H. W. ZIROLI
Commodore, U. S. Navy

Copy to:
HQ Region V, AMG.

1289

STA. 121/32

461245 WL 4 10044 7.500M 4743 C.D. 48.10.

NAVAL MESSAGE.

S. 1320d.

(Established May, 1930)
(Revised January, 1933)

To: H.Q. A.C.C. for COMMODORE PALMER
(R)
F.O.W.I.T.

From:

F.O.T.A.L.I.

Your 311000 All Divers and Salvage equipment are fully employed on important salvage work at most Ports. No objection to Italian Civilian Divers being employed if A.M.G. can engage them.

3010902.

311000 no trace in S.D.O.

P/L T/P

T.O.R. 1406/13

DATE 14/8/44.

786

0 1288

CONFIDENTIAL

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/655

1 August 1944.

TO : HQ, Region V, AMG.

SUBJECT : Pescara Harbour.

1. With reference to your letter RS/6001/2/5 of 26 July 1944, the Flag Officer, Taranto, Adriatic & Lianzon Italy has been advised by dispatch with copy to the Flag Officer Western Italy, that entrance to Pescara harbour is blocked by three (3) small vessels and requested to furnish naval divers to blow up the vessels and clear the entrance.

COMMODORE

CONFIDENTIAL

1287

TO : HQ ACC.

FROM : HQ Region 5 AMG.

SUBJECT: Pescara Harbour.

REF: : R5/6012/5.

DATE: 26 July 44.

There are three small vessels sunk in the entrance to the Pescara Harbour, which prevent the use of the latter.

Would it be possible for you to obtain naval divers to blow up these three vessels? It would be of inestimable value to us if you could.

FOR THE REGIONAL COMMISSIONER:

C.H.A. FRENCH.
Lieut. Colonel.
Executive Officer.

CHAF/rgy

1286

ALLIED CONTROL COMMISSION
OUTGOING MESSAGE

TOTALI (INFO) FOMIT

NAVY SUBCOM HQ AGO (PALMER)

1173
JUL 3/10/68

SECRET

ROUTINE

NAVY SUBCOM HQ AGO

HEADQUARTERS REGION FIVE AND REPORTS THREE SMALL VESSELS DUNK
ENTRANCE PREGANG BARBUD PAPER TO TOTALI INFO FOMIT TELL R. AGO FOR
CONSOLE PALMER PAPER PREVENTING USE AND REQUESTING NAVAL DIVERS TO BLU
OF VESSELS

ALLIED CONTROL COMMISSION
OUTGOING MESSAGE

TOTALI (INFO) POSIT

NAVY SUBCOM HQ ACC (PALMER)

1173
JUL 31 1968

SECRET

ROUTINE

NAVY SUBCOM HQ ACC

HEADQUARTERS REGION FIVE AND REPORTS THREE SMALL VESSELS BORN
ENTRANCE PESCARA HARBOR PARSE TO TOTALI INFO POSIT FROM HQ ACC FOR
REMOVAL PALMER HARBOR PREVENTING USE AND REQUESTS NAVAL DIVERS TO SHOW
UP VESSELS

1284

HEADQUARTERS REGION FIVE AMG REPORTS THREE SMALL VESSELS
SUNK ENTRANCE PESCARA HARBOUR PREVENTING USE AND
REQUESTS NAVAL DIVERS TO BLOW UP VESSELS.

FROM C

1283

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

NSC/514

3 July 1944.

SUBJECT : Water Communication on the Tiber,
Resuming of.

TO : Area Commander, Rome.

Understand Community of Rome are desirous of resuming
water communication on the Tiber from San Paolo to sea.
Italian Captain of Port is available. FOWIT is not concerned.
Request that I may be informed which Administration will
assume responsibility.

COMMODORE

DISTRIBUTION:

1-Exec Comm, Adv Hq, ACC.
1-Civil Governor, Rome.
1-PBS
1-Transportation Subcom, Adv Hq ACC
1-File

Signal to F.O.W.I.T.

Am informing authorities in Rome
that the approaches ^{River Tiber} ~~to the River Tiber~~
are dangerous to ~~navigation~~ ^{due} owing
to mines and all vessels entering
this area do so at their own risk
and Civil.

Acc. copy
A.A.I. (Name)

1282

IRN
Hart's
out

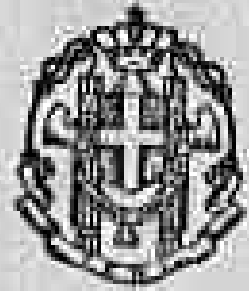
From: Naval Sub Commission

To: Executive Commission

②. Area Commander
Civil Governor

P. B. S.

Understand Community of Rome are
desirous of resuming water
communication ^{on the} Tiber from San
Paolo to the Sea.
Italian Captain of Port is available.
F.O. W. I. T. is not concerned.
Request I may be informed which
Administration will assume responsibility.



MINISTERO DELLE CORPORAZIONI
IL SOTTOSEGRETARIO DI STATO

2 F. M.

Enzo C...

0

0

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
APO 394

P/B/tum

12 May 1944

1st end on R.C. & M.G. Section,
ltr. ref/298/15/CA of 11 May
1944.

SUBJECT: Independent Port Authority of Naples - Liquidation.

TO : Chief Naval Sub-Commission.

1. Referred.

2. It is considered that the proposed liquidation of the Independent Port Authority of Naples should have been referred by the Minister direct to FOTALI or CONSON.

W. Lamer
COMMODORE

Copy to:
FOWIT

MAY 16 1944

1280

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

Ref/298/15/CA.

11 May 1944.

SUBJECT: Independent Port Authority of Naples - Liquidation.

TO : Naval Sub-Commission, SALERNO.✓

1. There are forwarded to you letter from the Ministero della Marina and copy of 'Outline of the Royal Decree abolishing the separate Port Authority of Naples.'
2. In effect the Independent Port Authority of Naples will be liquidated and all Port concessions and Finances go to the State, including the special anchorage tax. All workers will be discharged on a two months notice and will be given an indemnity of 'half of the sum of their last pay for every year of service rendered whether as an employee of the Ente or of the dissolved firms furnishing the port with machines and other equipment'.
3. The proposed decree has been submitted to the various Sub-Commissions interested and the main points of their observations are noted below :

(a) Legal Sub-Commission.

There are no objections on purely legal grounds but there may well be serious practical objections. Control will pass from the Company to the State and may mean some change in personnel directing the port.

(b) Shipping Sub-Commission.

Have no objections but :

- (i) Wish to be advised of the ^{as} completion of the new body and assume port users will be fully represented.
- (ii) Assume that the funds will be made available through the State for restoration of harbour works and facilities.
- (iii) Consider that serious thought be given to the re-employment by the new authority of discharged employees, especially those who are both desirable from an Allied point of view and who are also experienced in working the Port.

(c) Labour Sub-Commission.

State there will be two groups of employees affected namely, the employees of the Port and the employees of the dissolved firms.
They consider :

1279

-2-

- (i) That it would be disadvantageous that the workers who are immediately re-hired as state employees be paid dismissal indemnities and thus lose their future rights to credit for their years of employment with the Para-Statal Port Authority.
- (ii) A clause in the Decree or a separate Order could provide that accrued Insurance Funds and Insurance rights of re-hired workers be retained for them in their status as state employees provided they apply for State employment within a specified period and do not accept a dismissal indemnity.
- (iii) Those not retired would be entitled to payment of dismissal indemnities and any other benefits due to them.
- (iv) The translation of para 2 Art 5 is bad. Does it mean half of the sum of their last pay or half a months pay.

4. The matter as it stands has been very fully considered by the various Sub-Commissions concerned, and on the advice of Legal Sub-Commission Region III have been advised not to follow the Italian Decree.

5. To meet the points raised by the Sub-Commissions the draft Decree requires substantial alteration. I suggest, therefore, that you raise the matter with the Minister of Marine for their consideration. As it is the Decree will have no effect at all when published in the official gazette as the Port of Naples is situated in occupied territory, and it will be for the Allied authorities, if they see fit, to authorise application of the decree in occupied territory. It would be far better to revoke the Decree and delay re-issue until Naples is turned over to the Italian Government.

Alfred P. Lush
for
A. S. LUSH,
Brigadier,
Executive Commissioner.

Copy to: Admin Section - For Legal Sub-Commission.
Econ Section - For Labour and Shipping Sub-Commissions.
Region III - for information.

1278

TRANSLATION

AN OUTLINE OF THE ROYAL DECREE ABOLISHING THE SEPARATE PORT AUTHORITY OF NAPLES

VICTOR EMANUEL III

By the Grace of God and by the Will of the Nation
King of Italy

In view of the law N°500 of May 8, 1940 regarding the constitution of the Independent Port Authority of Naples which was modified by law N° 1046 and

Considering that due to the condition of the installations and due to the amount of traffic in the port of Naples at the present time it would not be possible to guarantee the smooth functioning of the services of the Ente Autonomo mentioned above; upon the proposal of our Secretary of State for the Navy in agreement with the Minister of Finance, of Public Works, and of Industry, Commerce and Labor.
We have agreed upon and so declare:

Article 1.

The Independent Port Authority of Naples created by law N°500, modified by the law N° 1046 of August 24, 1941 is liquidated on the date of publication of the present decree in the Gazzetta Ufficiale del Regno.

Article 2.

Within two months of the date referred to in Article 1, the administration of the Ente must complete the liquidation of its personnel and turn over to the state the surplus resulting from its activities in accordance with Article 26 of law N° 500 as of March 6, 1940 which was modified by law N° 1046 of August 24, 1941.

Article 3.

The services of Article 2 of the cited law are given over to the Royal Naval Command of the Port of Naples.

Article 4.

All port concessions and finances after close examination by the Port Command are given over to the state. The special anchorage tax referred to in Article 5 N° 3 of law N° 500 of May 6, 1940 is taken over by the state.

Article 5.

All workers are to consider themselves disengaged two months after publication of the law as defined in Article 2 of this Royal decree. These workers are to be given an indemnity for being discharged, which is to amount to half of the sum of their last pay for every year of service rendered whether as an employee of the Ente or of the dissolved firms furnishing the port with machines and other equipment.

Article 6.

The funds of the Cassa Mutua di Previdenza which the port workers have accrued and those which will eventually become available to them for their benefit will be consigned to the Port Command of Naples and disposed of by this agency according to the above rules.
We order that the present law, etc. etc.

TRANSLATION

ROYAL NAVY
General Headquarters of
the Merchant Marine

To: Military Intelligence
Office of A.M.G.

N A P L E S

Naples - Via Gener. Giordano Orsini.

SUBJECT: Independent Port Authority of Naples.

The Royal Italian Government has decreed the liquidation of the "Ente Autonomo of the Port of Naples". (Independent Port Authority of Naples.)

Such a decree already approved by the Council of Ministers has not been published in the "Gazzetta Ufficiale del Regno" (The Official Gazette of the Kingdom) because its aim being to abolish the Ente which is located in territory which comes under the jurisdiction of Allied Military Government, it would be well to first inquire whether A.M.G. has any objections to the above mentioned decree.

Article 2 of the decree provides that within two months after the date of its publication in the Gazzetta Ufficiale del Regno, the complete liquidation of the Ente must take place and the personnel discharged.

It is the intention of the Royal Government to publish the decree on May 1 in order that all activities within the Ente cease to function before June 30 thereby allowing the workers ample time in which to find another occupation and also to permit the port laborers associations to organize an Ente which would replace the one which is being disbanded.

We take the privilege of transmitting to A.M.G. a copy of the proposed decree hoping that the date in which it becomes effective is delayed until the Royal Government is permitted to publish it in the Gazzetta Ufficiale.

THE MINISTER.

Translated by G-2, PBS: N. F.

1276

FLAG OFFICER LIAISON, ITALY,
AREA COMBINED HEADQUARTERS,
TARANTO,

24th. May 1944.

No. T.A. 1115.

MINISTER OF MARINE,
MARISTAT, PALAZZO RESTA,
TARANTO.

INDEPENDENT PORT AUTHORITY, NAPLES.

Your letter to the Military Intelligence Office, A.M.G., enclosing a copy of a decree abolishing the Independent Port Authority of Naples has been referred to me by the Allied Control Commission. The decree has been reviewed and will require revision if it is to be made effective prior to the transfer of the Port of Naples to Italian jurisdiction.

2. To obviate the necessity for such action it is requested that the decree be revoked and that re-issue be delayed until Naples is turned over to the Italian government.

(Sgd.) C.E. MORGAN.

REAR-ADMIRAL.

1275

Felia B
A.F.H.Q. Advanced Intelligence,
R.N. Centre
59, Via Sicilia, ROME.

REF. RM. 2/2

FLAG OFFICER WESTERN ITALY
A.F.H.Q. NAPLES.
(Copy to:- F.O.T.A.L.I.)
Commodore Palmer)

PLANS OF PORTS WESTERN ITALY.

The Managing Director of S.I.L.M. has produced plans required for immediate operational purposes, of Ports on the Western Coast Italy, but not yet occupied, and thus has assisted the war effort. It is, therefore, recommended that facilities may be granted to this Company to visit CIVITAVECCHIA, NAPOLI, TARANTO and MANFREDONIA.

C. Calleya
COMMANDER R.N.

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Z
REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
APO 394

P/B/tum

12 May 1944

1st end on H.C. & M.C. Section,
ltr. ref/298/15/CA of 11 May
1944.

SUBJECT: Independent Port Authority of Naples - Liquidation.

TO : Chief Naval Sub-Commission.

1. Referred.

2. It is considered that the proposed liquidation of the
Independent Port Authority of Naples should have been referred
by the Minister direct to FOTALI or CONSON.

(Sgd) L. M. PALMER.

MEMBER OF THE

COMMODORE

Copy to:
FOWIT

1272

1273

C O P Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

Ref/298/15/CA.

11 May 1944.

SUBJECT: Independent Port Authority of Naples - Liquidation.

TO : Naval Sub-Commission, SALERNO.

1. There are forwarded to you letter from the Ministero della Marina and copy of 'Outline of the Royal Decree abolishing the separate Port Authority of Naples.'

2. In effect the Independent Port Authority of Naples will be liquidated and all Port concessions and Finances go to the State, including the special anchorage tax. All workers will be discharged on a two months notice and will be give an indemnity of 'half of the sum of their last pay for every year of service rendered whether as an employee of the Ente or of the dissolved firms furnishing the port with machines and other equipment!'

3. The proposed decree has been submitted to the various Sub-Commissions interested and the main points of their observations are noted below:

(a) Legal Sub-Commission.

There are no objections on purely legal grounds but there may well be serious practical objections. Control will pass from the Company to the State and may mean some change in personnel directing the port.

(b) Shipping Sub-Commission.

Have no objections but :

- (i) Wish to be advised of the composition of the new body and assume port users will be fully represented.
- (ii) Assume that the funds will be made available through the State for restoration of harbour works and facilities.
- (iii) Consider that serious thought be given to the re-employment by the new authority of discharged employees, especially those who are both desirable from an Allied point of view and who are also experienced in working the Port.

(c) Labour Sub-Commission.

State there will be two groups of employees affected namely,

-2-

the employees of the Port and the employees of the dissolved firms.
They consider:

- (i) That it would be disadvantageous that the workers who are immediately re-hired as state employees be paid dismissal indemnities and thus lose their future rights to credit for their years of employment with the Para. Statal Port Authority.
- (ii) A clause in the Decree or a separate Order could provide that accrued Insurance Funds and Insurance rights of re-hired workers be retained for them in their status as state employees provided they apply for State employment within a specified period and do not accept a dismissal indemnity.
- (iii) Those not retired would be entitled to payment of dismissal indemnities and any other benefits due to them.
- (iv) The translation of para 2 Art 5 is bad. Does it mean half of the sum of their last pay or half a months pay.

4. The matter as it stands has been very fully considered by the various Sub-Commissions concerned, and on the advice of Legal Sub-Commission Region III have been advised not to follow the Italian Decree.

5. To meet the points raised by the Sub-Commissions the draft Decree requires substantial alteration. I suggest, therefore, that you raise the matter with the Minister of Marine for their consideration. As it is the Decree will have no effect at all when published in the official gazette as the Port of Naples is situated in occupied territory, and it will be for the Allied authorities, if they see fit, to authorize application of the decree in occupied territory. It would be far better to revoke the Decree and delay re-issue until Naples is turned over to the Italian Government.

/s/t/ M. L. LUSH,
Brigadier,
Executive Commissioner.

Copy to: Admin Section-For Legal Sub-Commission.
Econ Section - For Labour and Shipping Sub-Commissions,
Region III - for information.

1271

C O P Y

TRANSLATION

AN OUTLINE OF THE ROYAL DECREE ABOLISHING THE SEPARATE PORT AUTHORITY OF
NAPLES

VICTOR EMANUEL III

By the Grace of God and by the Will of the Nation
King of Italy

In view of the law No 500 of May 8, 1940 regarding the constitution of the Independent Port Authority of Naples which was modified by law No 1046 and

Considering that due to the condition of the installations and due to the amount of traffic in the port of Naples at the present time it would not be possible to guarantee the smooth functioning of the services of the Ente Autonomo mentioned above; upon the proposal of our Secretary of State for the Navy in agreement with the Minister of Finance, of Public Works, and of Industry, Commerce and Labor.

We have agreed upon and so declare:

Article 1.

The Independent Port Authority of Naples created by law No 500, modified by the law No 1046 of August 24, 1941 is liquidated on the date of publication of the present decree in the Gazzetta Ufficiale del Regno.

Article 2.

Within two months of the date referred to in Article 1, the administration of the Ente must complete the liquidation of its personnel and turn over to the state the surplus resulting from its activities in accordance with Article 26 of law No 500 as of March 5, 1940 which was modified by law No 1046 of August 24, 1941.

Article 3.

The services of Article 2 of the cited law are given over to the Royal Naval Command of the Port of Naples.

Article 4.

All port concessions and finances after close examination by the Port Command are given over to the state. The special anchorage tax referred to in Article 5 No 3 of law No 500 of May 5, 1940 is taken over by the state.

Article 5.

All workers are to consider themselves disengaged two months after publication of the law as defined in Article 2 of this Royal decree. These workers are to be given an indemnity for being discharged, which is to amount to half of the sum of their last pay for every year of service rendered whether as an employee of the Ente or of the dissolved firms furnishing the port with machines and other equipment.

Article 6.

The funds of the Cassa Mutua di Previdenza which the port workers have accrued and those which will eventually become available to them for their benefit will be consigned to the Port Command of Naples and disposed of by this agency according to the above rules. We order that the present law, etc.etc.

Translated by G-2, PBS: N.E.

TRANSLATION

ROYAL NAVY
General Headquarters of
the Merchant Marine

To: Military Intelligence
Office of A.M.G.

N A P L E S

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THE MINISTER 1269

Translated by G-2, PBS: N. F.

COPY

1268

Chief Commissioner,
Through Deputy,
For Public Works and Utilities.

Understand Colonel Jennings and War Shipping have been dealing with
this matter. I have given Colonel Rhodes Captain Everett's telephone
number.

May 9

File

1267
1268

Chief Commissioner,
Through Deputy,
For Public Works and Utilities.

Understand Colonel Jennings and War Shipping have been dealing with
this matter. I have given Colonel Rhodes Captain Everett's telephone
number.

1267

1740