

ACC

10000/124/17

PORTS
ITALIAN
APR. 44

10000/124/17 PORTS RETURNED TO IRN-16
ITALIAN CONTROL
APR. 44 - MAY 45

NAVAL MESSAGE

TO:

NAVY SUB-COMMISSION

FROM:

C IN C MED.

CONFIDENTIAL.

IF POSSIBLE MATTER SHOULD BE AVOIDED. YOUR 111547. IF THIS IS NOT
PRACTICABLE ITALIANS SHOULD BE INFORMED THAT THESE PLACES ARE STILL
OPERATIONAL PORTS, BUT THAT INFORMATION IS GIVEN WITHOUT PREJUDICE
TO THEIR FUTURE OWNERSHIP WHICH IS A MATTER FOR PEACE SETTLEMENT.

141156 B MAY

DIS. 3.9.10 (REF. NON OPERATIONAL PORTS)

P.L.T.P. TOR 1255/14

14/5/45

238

COPY

1 RN 16(1)

C IN C MED.

NAVI SUB COMMISSION ROME.

CONFIDENTIAL.

REFER MED 45/219/3/6 OF 4TH MAY. PRIOR TO INFORMING ITALIAN MINISTRY
OF MARINE REQUEST CONFIRMATION TRIESTE POLA AND FUME MAY BE CONSIDERED
AS NON OPERATIONAL PORTS.

DIS. 3.9.10.

111547 13 MAY.

P.L.T.P. TCD 1706/11

12/5/45.

237

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
4th May, 1945.

Med. 45/219/3/6.

THE NAVY SUB-COMMISSION, ROME.

(Copies to:- The Allied Commission, Rome.
The Campbell Committee, Rome.
The D.Q.M.G. (G-4 Gov. & Tn.)).

NON-OPERATIONAL ITALIAN PORT AREAS - DESIGNATION OF

With reference to your letter NSC/1798 dated 13th March, 1945 all Ports in Italy, Sicily and Sardinia with the exception of the following may now be considered as non-operational:

Genoa	Bari	Augusta	Savona
Bagnoli	Ancona	Naples	Manfredonia.
Brindisi	Leghorn	Taranto	Messina
Castellammare	Palermo	Venice	

2. This list will be amended as soon as Operations cease and Naval requirements and Army commitments close down in the various areas.

(12)

Admiral

TO: ADMIRAL

2435

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
4th May, 1945.

Med. 45/219/3/6.

THE NAVY SUB-COMMISSION, ROME.

(Copies to:- The Allied Commission, Rome.
The Campbell Committee, Rome.
The D.Q.M.G. (G-I, Mov. & Tn.)).

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M. A. PACKER

for ADMIRAL

2436

0263

NAVY SUB COMMISSION ROSS

C IN C MED.

RESTRICTED.

REPLY BEING DESPATCHED TODAY. YOUR 051303 REFERS.

041258 B MAY.

DIS. 3.9.40. (REF. REPLY TO LETTER 1798 OF 13TH MARCH)

P.L.T.P. TOR 1745/4

5/5/45.

2734

Requests CinC Med to inform
as to 1) Ports returned to Italians.
2) Ports that it is anticipated
will be returned to
Italians on liberation of N.W.

IRN 16 (.)

O T. C. L. D.

NAVY SUB COMMISSION REAG.

RESTRICTED.

YOUR 010928 A APRIL. CAN ANY INDICATION NOW BE GIVEN WHEN A REPLY MAY BE
EXPECTED PLEASE.

031303 B MAY.

DIS. 3.9.10. (REPLY TO LETTER 1798 OF 13TH MARCH)

P.L.T.P. TOB 1917/3

4/5/15.

0 2 6 5

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

WL 57260/58318-1/44 10000 M. Q. & L. 51-7801

NAVAL MESSAGE.

S. 1320e.

(Established—May, 1935.)
(Revised—December, 1931.)

To:

NAVY SUB ROME

From:

C IN C MED.

RESTRICTED.

MATTER IS BEING DISCUSSED WITH OTHER SERVICES. REPLY WILL BE FORWARDED AS SOON
AS POSSIBLE. YOUR 271256 REFERS.

010928 A APRIL.

DIS. 3.9.10. (REF. REQUEST REPLY TO LETTER 1798 OF 13TH MARCH.)

P.L.T.P.

FOR C11045.

1/4/45.

2433

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NAC/1798
13 March 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Non-operational Italian Port Areas - Designation of.

1. The Chairman, Mediterranean Shipping Board, has appointed a Committee at Headquarters, AC headed by Mr. Ian Campbell to study and make recommendations with respect to shipping in ports which have been returned to Italian control. A copy of MEDRO letter of 24 February 1945, constituting the Committee, is enclosed herewith. A representative of the Navy Sub-Commission, Hq. AC has been designated to the Committee.

2. In order for the Committee to make a comprehensive study of the situation and submit appropriate recommendations, a designation of port areas which are now considered by the Commander-in-Chief, Mediterranean as non-operational and which are returned to Italian control, is essential. It is further necessary that the Committee be informed generally as to the port areas which it is anticipated will be returned to Italian control when the remainder of German-held Italy is liberated.

3. For your information, Commander-in-Chief, Mediterranean, letter MED 45/219/3/6 of 11 December 1944, proposed that all ports in Italy and Italian islands, including Sardinia and Sicily, be designated as non-operational for salvage purposes, except the ports and areas designated therein. The Navy Sub-Commission, Hq. AC has not been informed whether these areas are confirmed.



Copy to:
Executive Commissioner,
Hq. AC.

14 MAR 1945

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER

2432

COPY

MEDITERRANEAN SHIPPING BOARD
A.F.H.Q., C.M.F.MEDITERRANEAN SHIPPING BOARD
SHIPPING AND RECEPTION OF SHIPS IN PORTS.

- 1.) It has been agreed as soon as practicable the Italian Authorities should take over the operation of such Italian ports as are not under Allied Military Control.
- 2.) MEDRO have agreed that a Sub-Committee under the direction of Mr. Ian Campbell should examine the possibilities of such transference.
- 3.) The Committee should comprise representative of Royal Navy, War Shipping Administration, Allied Commission, G.A. (Mov. & Tr.) Tr. U.S.A. and the appropriate Italian Governmental Authorities.
- 4.) The Committee cannot at this stage be empowered to come to any decision on this matter, but submit their report in writing to MEDRO for transmission to the appropriate authority for sanction.
- 5.) The Committee should examine and report on such questions as the -
 - a). The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the turnround of vessels in his port.
 - b). The means of communication between ports and the Shipping Authority.
 - c). The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.
 - d). The manning and control of tugs and harbour craft.
 - e). Berthing of vessels on arrival.
 - f). The method for control of stevedores in the interest of turnround of shipping.
 - g). The payment of stevedores and the possibility of making a charge on the civilian cargoes for this purpose which would be payable by the receiver.
 - h). The payment of tugs, lighters, etc. and the possibilities of instituting dues on Civilian cargoes to reimburse dock authorities for costs in an equitable manner.
- 5.) The transmission of orders to ships on completion of discharge.

24th February 1945.

Sgd.) G. GIBSON GRAHAM

Confidential.

This was brought to me for information by Capt. Brown, Port Haven Officer, Swainshead. He said that he didn't tell Peter Sk that he was giving me a copy.

TO/ TR, SUB-COMMISSION (2)
P & H DIV.
HQ, ARMED COMMISSION
A.P.O. 394

- 1). During the visit of the President and Col. Stierfen 27 March '45, the question was asked as to the efficiency of the Naval Authorities.
- 2). On the following day this question was discussed with Lieut. Wether-
spon and then with Capt. Butler of the Naval Sub-Commission.
- 3). It is the opinion of the D.M.M.T.N., Maj. Goldson and myself that the Naval Staff do not carry out their duties as efficiently as they might.
- 4). Looking back to the early days of the re-opening of the Port, there is a little doubt that much along work had to be done and was done, usually after a lot of persuasion by the Allied Representatives. In those days the N.O.I.C. appeared to have little or no direction from his superior authorities.
- 5). The position today is different, the Port has got over many of its "teething" difficulties and most discharge work to an established drill, there is however still a necessity for "leadership" in the Port to keep the wheels turning, and there is no lead whatever from the Navy house. A glance through the minutes of the Port meeting will show that almost all the suggestions for means of improving the discharge have been made by the Allied representatives.
- 6). There is at present an Italian Naval Captain Testa working in my office, who is a good clerk, but I fail to see him pushing "trade", which should be his duty.
- 7). The question of security is one for the N.O.I.C., and is one ~~2439~~
- 8). The mooring of ships is the duty of one officer and yet Allied representatives are continually pointing out the lack of supervision.
- 9). Unfortunately one comes to the conclusion that if this Naval Staff is the best that the authorities can find to man their first Port then heaven help the next ones. There is a complete absence of any
- 10). In conclusion Capt. Butler's statement that the port might do worse

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will show that almost all the suggestions for means of improving
the discharge have been made by the Allied representatives.
- 6). There is at present an Italian Naval Captain Testa working in my
office, who is a good clerk, but I fail to see him pushing "trade",
which should be his duty?
- 7). The question of security is one for the M.O.I.C., and is one ²⁴⁹⁹
is raised at almost every meeting without any signs of improvement.
- 8). The mooring of ships is the duty of one officer and yet Allied repre-
sentatives are continually pointing out the lack of supervision.
- 9). Unfortunately one comes to the conclusion that if this Naval Staff
is the best that the authorities can find to man their first Port
then heaven help the next ones. There is a complete absence of "drive"
- 10). In conclusion Capt. Butler states that the Port might do worse
and will be lucky to do better, ~~that the Port might do worse~~
and will be lucky to do better, ~~that the Port might do worse~~
convinced that if the M.O.I.C. representatives and A.C. do not
representative here the discharge will be worse.
- 11). For my own position I look forward to a new position as the work is
now routine, and with few new problems to worry about, I do not much
of its interest.

TRIL '45
TAVROCHIA

J.W. JONES CAPT
A.C. PORT LIAISON C

15-05-1560

CONFIDENTIAL

AC Port Liaison Officer

NAVY SUB-COMMISSION, HQ. AC. CIVITAVECCHIA

DATE:

4 April

April '45

(X) ACTION (/) INFO		INITIAL	DATE	
✓	CHIEF	<i>W</i>	5/4	Prepare Reply
✓	DEPUTY CHIEF	<i>B</i>	4	Prepare Despatch
	CSO (LI)			
	CSO-NSC			ADDITIONAL ROUTING
	LIAISON			
	PERSONNEL			
✓	ADMINISTRATION	<i>W</i>	4	
	SUPPLY			
	COMMUNICATION			
	ALL HANDS			

Type and return to Action Officer.

Arrangements have been made for Capt Rute to visit Civitavecchia 5 April to help morale. It was pointed out to Capt Bowers that Italian officers do not always measure up to Allied standards and merely to change officers is not always the solution. but that matter would be taken up if a request was made.

It is interesting to note para 11 in which Capt Bowers comes to the conclusion that the job is routine and that he too is tired of it
B 4/29

BRING UP DATE _____

 ACTION COMPLETED
 FILE
 INITIAL _____

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJS/vb

Tel. Ex. 318

20th February, 1945.

783/4/Tn.3.

SUBJECT: Port and Shipping Committee.

TO : Navy Sub-Commission.

1. Reference your letter NSC/1671, dated 16th February, 1945, and conversation ~~Commander~~ Ziroli-Captain Butler-Col. Sieff on the 19th February.

2. At the second meeting of the informal "Port and Shipping Committee" it was decided to suspend any further meetings of this committee in view of MEDBO's proposed formation of a high level committee to deal with general ship and shore policy in ports handed back to the Italian authorities.

3. Mr. Ian Campbell, who will be a senior member of the MEDBO Committee, was present at this meeting and it was agreed that his committee would consider the necessity for the formation of a committee within Allied Commission to deal with port and shipping problems in which the Italian authorities and Allied Commission are interested, and make recommendations to bring such a committee into being if they think it can fulfill a useful purpose.

M. H. Taylor
for MERRITT H. TAYLOR,
Director,

2428

Transportation Sub-Commission.

Copy to:

The Executive Commissioner.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

file

NSC/1671
16 February 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. AC.
Subject: Port and Shipping Committee.

1. With reference to your 783/2/Tn 3 of 14 February 1945, it is requested that prior to the meeting to be held on 19 February 1945, that the Navy Sub-Commission, AC be informed as to the functions and duties of the proposed committee, in order that a decision may be reached whether the Navy Sub-Commission, AC has sufficient interest to warrant membership.

2. It is not considered that a member of the Ministry of Marine should be invited by the Port and Warehouse Division to attend the meeting until the status of the committee is determined.

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

Copy to:
COS. HQ.AC.



17 FEB 1945

2:27

MJS/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

Tel : Ex. 318

14th February 1945

783/2/Tn 3

SUBJECT : Port and Shipping Committee.

TO : Navy Sub-Commission.
Port and Warehouse Division Tptn S/C.
Shipping Sub-Commission
(For M.W.T. and W.S.A.).

1. It is desired to hold a second meeting of the Port and Shipping Committee, which was formed on 4th February 1945.
2. The meeting will take place in Room 16, 6th Floor, at 1100 hours on Monday, 19th February 1945.
3. It is proposed that the status of the Committee be resolved at this meeting, and that the decisions taken be put through normal channels to AFHQ for their approval.
4. Port and Warehouse Division are requested to see that a responsible member of the Ministry of Marine is invited.

M. J. Sieff Col.

M. J. SIEFF, Col., *2226*
Chief, Movements Division

FILE

RE/10

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

19 February 1946

Tele : 534

Our ref.: AC/541/113/Tn 3

SUBJECT : Port of Santo Stefano

TO : Navy Sub-Comm.

1. Ref your NSC/1647 dated 10 Feb '45.
2. The matter of shipments to the above port are being investigated and you will be advised in due course.

Merritt H. Taylor
MERRITT H. TAYLOR
DIRECTOR

Copy to : Chief of Staff A.C.
R.C. Lazio-Umbria Region
Shipping S/C.A.C.
Port & Warehouse Div.

2425

LPM 16

11
FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1647
10 February 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission.
Subject: Port of Santo Stefano.
Enclosure: (A) Copy (translation) Ministry of Marine ltr
SM/2321 of 5 February 1945.

1. Navy Sub-Commission letter NSC/1317 of 12 December 1944, requested the Ministry of Marine to give an indication of the number and size of vessels that the Italian Navy Port Officer, Santo Stefano can berth and service at any one time.

2. Enclosure (A), which now has been received from the Ministry in answer to the Navy Sub-Commission's letter, is forwarded herewith for information and appropriate action.

3. In spite of the meager handling facilities that are available at San Stefano, it is hoped that the Transportation Sub-Commission will be able to make maximum use of the port and the Italian Navy Port organization which now is functioning there.

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

Copy to:
Chief of Staff, AC.
RC LAZIO-UMBRIA Region
Shipping SC.AC.



14 FEB 1945

2424

From: MINISTRY OF MARINE (Maristat)
To : F.O.I. - Rome.
Date: 5/2/45
Ref.: SM.2321

Subject: Port of Santa Stefano: Efficiency of Same.

Replying to MSC/1317 of 12th Dec. last.

Present capacity of Port is as follows:-

1. Three or Four M/Schooners of 200/300 tons (draught 3.5/4 mts.) simultaneously can moor to Porto Vecchio jetties by lying off 6/8 mts. and using gang planks to reach jetty.
2. Commercial operations cannot be carried out in Porto Nuovo for the time being. M/Vs. cannot unload due to bad condition of the harbour, nor can they moor stern-to to jetty on account of lack of bollards ashore.
3. With the placing of mooring-buoys a 7000/8000 tonner with a maximum draught of 8 mts. could be accommodated. Port is without buoys and at least two are required.
4. At the only jetty which could be used by lighters (Ranchina Colombo), an iron pontoon is now moored and in which is installed piping for unloading tankers. This pontoon should be moved.
5. To unload ships anchored in the harbour at least 16 lighters ("galligianti") and two Tugs would be required to operate between the ship and Colombo Jetty.
6. Two tugs are in the harbour, one of which is Allied, which would be sufficient to handle future traffic.
7. The Montecantini Co. has 27 in No. lighters (45-60 tons) which require refitting before they may be used.
8. Santa Stefano Harbour lacks labour and materials for Ship construction, which has to be taken there from other maritime centres. Oak and pinwood, tarred packing, pitch, zinc-coated nails and tar are noticeably lacking.

for CHIEF OF STAFF.

2423

From: MINISTRY OF MARINE (Maristat)
To : F.O.E.I. - Rome
Date: 5/2/45
Ref.: 34.2321

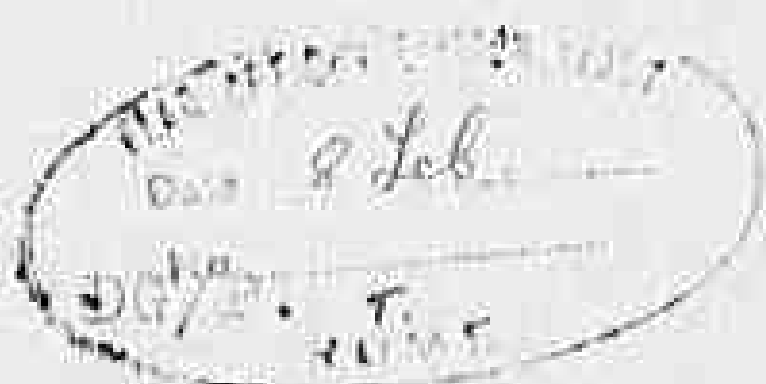
Subject: Port of Santo Stefano: Efficiency of Same.

Replying to MSC/1317 of 12th Dec. last.

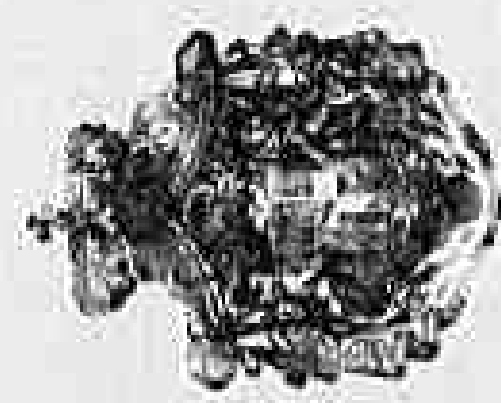
Present capacity of Port is as follows:-

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2. Commercial operations cannot be carried out in Porto Nuovo for the time being. M/Vs. cannot unload due to bad condition of the harbour, nor can they moor stern-to to jetty on account of lack of bollards ashore.
3. With the placing of mooring-buoys a 7000/3000 tonner with a maximum draught of 3 mts. could be accommodated. Port is without buoys and at least two are required.
4. At the only jetty which could be used by lighters (Banchina Colombo), an iron pontoon is now moored and in which is installed piping for unloading tankers. This pontoon should be moved.
5. To unload ships anchored in the harbour at least 16 lighters ("gallegianti") and two Tugs would be required to operate between the ship and Colombo Jetty.
6. Two tugs are in the harbour, one of which is Allied, which would be sufficient to handle future traffic.
7. The Montecatini Co has 27 in No lighters (45-60 tons) which require refitting before they may be used.
8. Santo Stefano Harbour lacks labour and materials for ship construction, which has to be taken there from other maritime centres. Oak and pine wood, tarred packing, pitch, zinc-coated nails and tar are noticeably lacking.

for CHIEF OF STAFF



11
FILE



Capo Maggiore della R. Marina

Pop. M.D.S. C.B.P.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Dist. 9.4.2321 *Allegato*

Roma 5-2-1945A

F.O.L.I.

ROMA

ARGOMENTO:

Porto Santo Stefano - Efficienza del porto.

Risposta a foglie n°ESC/1317 del 12 dicembre 1944 di Headquarters Allied Commission - Navy Sub Commission-AP0 394.

Le attuali possibilità di lavoro a Porto Santo Stefano sono le seguenti:

- 1- Alle banchine del Porto Vecchie possono ormeggiarsi, contemporaneamente, tre o quattro motovelieri della portata di 200/300 tenn. e con pescaggio massimo di mt.3,50 a 4, purchè scostati dalla banchina stessa di 6/8 mt., collegandosi con questa a mezzo di passerella.
- 2- Nel Porto Nuovo non vi è possibilità, allo stato attuale, di assicurare operazioni commerciali. Non vi possono lavorare piroscafi ancorati a causa della traversia del porto, mentre la mancanza di bitte a terra non permette l'ormeggio di navi con la poppa alla banchina.
- 3- Installando eventualmente delle bee si potrebbe assicurare l'armaggio di una nave di 7000/8000 tenn., con un pescaggio massimo di mt. 8 circa. Il porto è attualmente sprovvisto di bee e dovrebbero essere vene sistemate almeno due.
- 4- All'unica banchina che potrebbe essere utilizzata per il movimento delle merci dai barconi (Banchina Colombo) è attualmente ormeggiato un pontone in ferro sul quale sono sistemati i tubi per lo scarico dalle cisterne. Detto pontone, all'occorrenza, dovrebbe essere spostato.
- 5- Nel caso di sbarco da nave alla fonda il porto dovrebbe essere dotato di almeno 16 galleggianti e due rimorchiatori per il collegamento fra la nave e la Banchina Colombo.
- 6- Si trovano nel porto due rimorchiatori, di cui uno alleato, che potrebbero essere sufficienti per fronteggiare un eventuale traffico.
- 7- La Soc. Montecatini dispone di n.27 galleggianti (portata da 45 a 60 tenn.) che hanno bisogno di lavori di reddito per poter essere utilizzati.

ARGOMENTO.

Porto Santo Stefano - Efficienza del porto.

Risposta a foglio n° NSC/I317 del 12 dicembre 1944 di Headquarters Allied Commission - Navy Sub Commission-APO 394.

Le attuali possibilità di lavoro a Porto Santo Stefano sono le seguenti:

1- Alle banchine del Porto Vecchie possono ormeggiarsi, contemporaneamente, tre o quattro motovelieri della portata di 200/300 tonn. e con pescaggio massimo di mt. 3,50 a 4, purchè scostati dalla banchina stessa di 6/8 mt., collegandosi con questa a mezzo di passerella.

2- Nel Porto Nuovo non vi è possibilità, allo stato attuale, di assicurare operazioni commerciali. Non vi possono lavorare piroscafi ancorati e causa della traversia del porto, mentre la mancanza di bitte a terra non permette l'ormeggio di navi con la poppa alla banchina.

3- Installando eventualmente delle borse si potrebbe assicurare l'ormeggio di una nave di 7000/8000 tonn., con un pescaggio massimo di mt. 8 circa. Il porto è attualmente sprovvisto di borse e dovrebbero essere sistemate almeno due.

4- All'unica banchina che potrebbe essere utilizzata per il movimento delle merci dai barconi (Banchina Colombo) è attualmente ormeggiato un pontone in ferro sul quale sono sistemati i tubi per lo scarico dalle cisterne. Detto pontone, all'occorrenza, dovrebbe essere spostato.

5- Nel caso di sbarco da nave alla fonda il porto dovrebbe essere dotato di almeno 16 galleggianti e due rimorchiatori per il collegamento fra la nave e la Banchina Colombo.

6- Si trovano nel porto due rimorchiatori, di cui uno alleato, che potrebbe essere sufficienti per fronteggiare un eventuale traffico.

7- La Soc. Montecatini dispone di n. 27 galleggianti (portata da 45 a 60 tonn.) che hanno bisogno di lavori di raddoppio per poter essere utilizzati.

8- Manca a Porto Santo Stefano la mano d'opera e il materiale per costruzioni navali, che vi dovrebbero essere importati da altri centri marittimi. Mancano, particolarmente, il legname di quercia e pino, stoppa catramata, pece navale, chiodi zincati e catrame.

IL CAPO DI STATO MAGGIORE

C. Colombo

File

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1422.
3 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.

Subject: Porto San Stefano.

Reference: (a) Navy Sub-Com. ltr. NSC/1317 of 12 Dec. 1944.

1. It would be appreciated if a reply could be given to reference (a).

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



2421

JAN 12 1945

Shaw

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

file

NSC/1673
17 February 1945.

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

1. Ministry of Marine letter SM/1929 of 30 January requested that consideration be given to supplying motor vehicles and gear for use in the Port of Cagliari.
2. The Transportation Sub-Commission, AC has indicated that it is requesting additional stevedore gear which is necessary for the efficient handling of cargo at the Port of Cagliari.
3. The Navy Sub-Commission has been informed that by the end of February 1945, the repair to railways on the docks at Cagliari will have been completed. There then will be available four rail served quays instead of the one now in use. Local Allied representatives consider that dock clearance by animal drawn vehicles is adequate during the temporary shortage of other facilities and therefore have indicated that it is not possible to allocate the 50 vehicles requested.

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

Copy to:
Transportation SC AC.
Shipping SC AC
RC SARDEGNA Region



2429

IRN 16

18 FEB 1945

HEADQUARTERS ALLIED COMMISSION
AFC 394
TRANSPORTATION SUB-COMMISSION

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

CWDW/1m1
14 February 1945

SUBJECT : Operation of CAGLIARI Harbor

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

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

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

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

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

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

2.19

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bj

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1625
5 February 1945.

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

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

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

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

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

Copy to:
Shipping SC.AC.



2418

7 FEB 1945

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

Subject: Reorganization of Cagliari Harbour.

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

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

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

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

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

for CHIEF OF STAFF.

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

Subject: Reorganization of Cagliari Harbour.

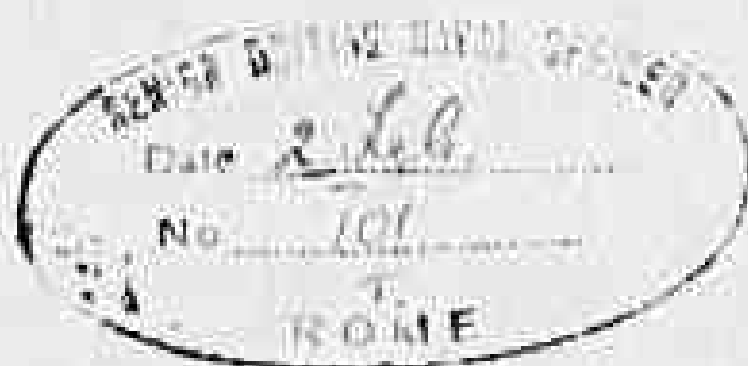
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for CHIEF OF STAFF

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DG/P.

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Roma. 30-1-1945A



Prop. M.D.S. *Wm* C.E.P.

E. O. I. I.

INDIRITTO TELEGRAMMI: MARISTAT - ROMA

Prot. 7. Jan 1929 Allegati

; ROMA

ARGOMENTO. Riorganizzazione del porto di Cagliari.

In seguito alla restituzione del porto di Cagliari all'amministrazione del R. Governo Italiano, quel Comando Marina sta elacramente provvedendo alla organizzazione dei servizi indispensabili per la efficienza del porto e per il regolare svolgimento del traffico.

Il Comandante di Marina di Cagliari, nell'assumere la carica di N.O. I.C. e le responsabilità dei servizi di quel porto, non mancò di richiedere alle competenti Autorità Alleate i mezzi ritenuti necessari per assolvere il suo compito.

Per i trasporti interessanti il porto fu segnalata al Quartier Generale Alleato in Sardegna la necessità di un'assegnazione di 50 automezzi, ma finora non è stato dato esito alla richiesta.

Specialmente in considerazione della interruzione del servizio ferroviario per lo smistamento delle merci che affluiscono in quel porto e alla mancanza di magazzini, appare evidente la necessità di una congrua assegnazione di mezzi per evitare il congestionamento delle banchine, il ritardo nello svolgimento delle operazioni, il danno alle merci varie.

Si prega, perciò, di sollecitare l'assegnazione di tali mezzi e nel caso che le disponibilità attuali non consentissero l'adesione in pieno alla detta richiesta, raccomandare che sia assegnata temporaneamente un'aliquota di essi per i servizi di trasporto portuale a Cagliari.

IL CAPO DI STATO MAGGIORE

515

2000

F.O.L.I.

; ROMA

M.D.S. C.E.P.

INDIRIZZO TELEGRAFICO NARISTAT-ROMA

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2.15

IL CAPO DI STATO MAGGIORE

L. A. C. M.

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JAB/ab:

HEADQUARTERS ALLIED COMMISSION

APO 394.

Transportation Sub-Commission

Tel.: 470701

Our Ref.: AC/541/108/TH3

29 January 1945

SUBJECT : Italian Controlled Ports.

TO : Navy Sub-Commission

1. Reference your NSC/1562 of 24th January 1945, para 1. You are referred to :-

(a) Minutes of meeting held CIVITAVECCHIA on 7th January 1945, by Transportation Sub-Committee.

(b) Instruction on Rehabilitation and Reconstruction of Port of Civitavecchia issued by Warler of State 16th January 1945.

(c) Minutes of meeting held to discuss reopening of Port of Piombino on 11th January 1945 by Transportation Sub-Commission.

(d) Reconnaissance Report of Piombino 17th January 1945.

On all of which you appear either as addressees or on distribution.

2. The contents of your enclosure A are not understood.

- A) Civitavecchia is already averaging approximately 1200 T.P.D. of the target figure of 3000 T.P.D. Six ships per month could not accomplish this.
- B) Piombino has had available 1 Liberty and 1 Coaster alongside berth since Port Control passed from Army.
- C) It is proposed to open Piombino to the extent of a approx. 1000 T.P.D. on civil supplies.

J. I. Ballou 2114
 (J. I. BALLOU)
 Lt. Colonel R.E.
 W.S/C (Shipping)
 Movements Division.

SUBJECT : Italian Controlled Ports.

TO : Navy Sub-Commission

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(b) Instruction on Rehabilitation and Recontruction of Port of Civitavecchia issued by Order of Staff 16th January 1945.

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On all of which you appear either as addressees or on distribution.

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J. J. J. J. 2114
(J. J. J. J.)
Lt. Colonel R.E.
Tn. & C (Shipping)
Movements Division.

"B"

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

file

NSC/1563
25 January 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Public Safety Sub-Commission, Hq. A.C.
Subject: Fire Fighting in Italian Ports.
Reference: (a) Public Safety Sub-Commission ltr ACG/14524/PS
of 15 September 1944.

1. With reference to the statements contained in reference (a), the Commander-in-Chief, Mediterranean in a letter dated 16 January 1945 has informed the Navy Sub-Commission that it is not at present desired to disturb the arrangements in force for Fire Control in Italian ports as laid down in Allied Force Headquarters Memorandum No. 58, dated 7 June 1944, a copy of which is attached.

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

Copy to:
Chief of Staff, AC.
Civil Affairs Section, AC.
(less enclosures).

15 JAN 16 (U)

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29 JAN 1945

CONFIDENTIAL

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
16th January, 1945.

Med. 15/340/W/1
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON, ITALY (ROME)
(Copy to:-
The Commander, United States Eighth Fleet)

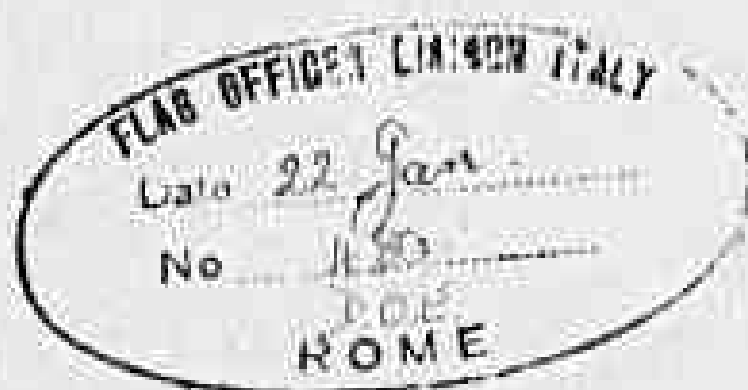
FIRE FIGHTING IN ITALIAN PORTS

With reference to Navy Sub Commission of the Allied Commission's letter W30/883 dated 22nd September, the Commander 8th Fleet, reports that the observations made by Commander H.J. Burke, U.S.N. on fire fighting in Italian ports were personal ones and not authorised by the Commander 8th Fleet or by the Navy Department.

2. It is not at present desired to disturb the arrangements in force for Fire Control in Italian ports as laid down in Allied Force Headquarters Operation Memorandum No. 58 dated 7th June, 1944, a copy of which is attached.

H.M. Hamel

For ADMIRAL



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ALLIED FORCE HEADQUARTERS
AFC 512

AF 805 REF/bar

7 Jan 1944.

OPERATION MEMORANDUM

NUMBER 58

218

PASSIVE AIR DEFENSE, CIVIL DEFENSE, AND FIRE DEFENSE

1. OBJECT

- a. This memorandum supersedes Operation Memoranda Numbers 40 and 44 and Training Memorandum Number 51, which are hereby rescinded.
- b. The object of this memorandum is to define the responsibility of commanders for the control of passive Air Defense, Civil Defense, and Fire Defense.

2. DEFINITION

a. Passive Air Defense (PAD) measures cover all passive action which is required to mitigate the effects of enemy air attack, delay-action mines, long-range artillery fire or accidental explosions. It is a military responsibility. PAD includes measures for:

- (1) Reporting air raid or similar damage;
- (2) Pooling of all available resources to combat such damage;
- (3) In British formations, reporting the presence of, and dealing with the effects of gas where necessary. In U.S. formations PAD responsibility is limited to the provision of arrangements for reporting gas incidents to the Chemical Officer.

b. Civil Defense (CD) covers arrangements made and action taken by local civil authorities to mitigate the effects of enemy air attack, delay-action mines, long-range artillery fire or naval bombardment on the civil population and installations required to serve their needs. Civil Defense will be a military necessity in those areas where the failure of the Civil Defense will impede or hinder military operations. Classification of areas is detailed in paragraph 6.

c. Fire Defense is the prevention or extinction of all fires which may be caused by hostile attack or other means. Fire Defense is carried out by Army Fire Service (U.S. Engineer Fire Fighting Units or British Army Fire Service) assisted, when necessary, by other arms and services and by civilian fire services.

3. RESPONSIBILITY

- a. Military commanders will be responsible for PAD, Civil Defense, and Fire Defense measures, including planning, in areas under their immediate control.
- b. The Military Commander is responsible for the coordination of PAD, Civil Defense, and Fire Defense with the appropriate Naval and/or Air authorities.

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a. Military commanders will be responsible for PAD, Civil Defense, and Fire Defense measures, including planning, in areas under their immediate control.

b. The Military Commander is responsible for the coordination of PAD, Civil Defense, and Fire Defense with the appropriate Naval and/or Air authorities if present.

c. When an Air Force or Naval Commander has also been designated as the Military Commander, their responsibilities will include those specified above for the military commander.

d. It is the responsibility of the Allied Military Government, Allied Military Liaison, Allied Control Administration, or such other Allied organization as has been established to deal with civil affairs, to provide such Civil Defense measures as are required by the military. Hereafter in this paper such organizations will be referred to collectively as "Civil Affairs".

4. ORGANIZATION

a. Army, Task Force, Base, District and Sub-Area Headquarters normally should employ full time PAD Staffs. It is the responsibility of the War Establishment as managers to request that PAD personnel be included on their War Establishment as

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required. U.S. manning tables and tables of organization do not include personnel specifically for PAD. It is, however, within the responsibility of U.S. Commanders at their discretion to provide personnel for full time PAD work. Full time PAD personnel, when appointed, form the PAD Section of the headquarters which should work under G-3 (G-Ops).

b. In formations where a special PAD Staff is not authorized, Commanders are responsible that personnel are detailed to carry out necessary PAD work in addition to their other duties.

c. (1) Normally, a Fire Officer will be appointed on the Staffs of Lines of Communications, Communication Zones, Base, Base Sub-Area and Base Section Headquarters.

(2) In every port and town of military importance, all available fire defense agencies, both static and mobile, whenever engaged in fire fighting will be brought under a unified operational control which will normally be the Army Fire Service Officer (British) or Fire Officer (U.S. or RAF).

(3) If called in to assist in extinguishing a fire in a Naval or Merchant vessel, the Army Fire Service Officer in charge will consult with the Commanding Officer or Master as to the steps to be taken and will take charge of the firefighting operations, subject to the control of ship's stability by the Commanding Officer or Master.

(4) Should the fire reach such proportions that the safety of installations or other ships is also endangered, then the Naval Officer in charge, or his representative is responsible for issuing the necessary instructions.

5. FUNCTIONS

a. PAD Staff Officers are responsible for advising the Military Commander on all matters pertaining to PAD Planning, Operations and Training, and for coordination with Civil Defense.

b. The Chief Civil Affairs Officer is responsible to the Military Commander for the reactivation of Civil Defense organizations, for their coordination with PAD, and for the provision of required equipment, subject to such equipment being available and within the limits of transportation allotted by the military to the Civil Affairs.

c. The Army Fire Service Officer (British) or Fire Officer (U.S. or RAF) is responsible for advising the Military Commander on all matters of Fire Defense including Planning, Fire Control and coordination of mutual assistance between Military and Civil Fire Services.

6. CLASSIFICATION OF AREAS AND DESIGNATION OF RESPONSIBILITY

Army, Task Force, District or Base Section Commanders (in Lines of Communication or Communications Zones) will classify areas within their commands. The following is the basis for the classification of areas, together with the designation of responsibility for PAD and CD measures:

- (2) In every port and town of military importance, all available fire defense agencies, both static and mobile, whenever engaged in fire fighting will be brought under a unified operational control which will normally be the Army Fire Service Officer (British) or Fire Officer (U.S. or RAF).
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a. Army or Task Force Areas

- (1) Definition: Areas of active operations in which ground fighting is in progress, and no Civil Defense is undertaken except as required for military operations.
- (2) Responsibility - Military Commander.

b. Class 'A' Areas

- (1) Definition: Areas of military importance immediately in rear of Army or Task Force Area, and on the Lines of Communication or in Communication Zones, including bases, ports and vital centers where organized PAD is a military necessity.

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- (2) Responsibility - Military Commander. The Chief Civil Affairs Officer for the provision of the maximum available civil assistance.

c. Class 'B' Areas

- (1) Definition: Areas on the Lines of Communication or in Communications Zones where unit PAD will normally be sufficient for military needs, but in which the failure of the local Civil Defense organization is likely to hamper military operations.

- (2) Responsibility - Same as in Class 'A' Areas.

d. Class 'C' Areas

- (1) Definition: Areas in which a breakdown of the local Civil Defense arrangements cannot interfere with military operations.
- (2) Responsibility - Military Commander; through the Chief Civil Affairs Officer.

7. AIR FORCE

The Air Commander-in-Chief, Mediterranean, will ensure that measures are taken for PAD and Fire Defense at all Air Force installations. Plans will be prepared for mutual assistance of Army and Air Force Fire Services and PAD Services.

8. NAVY

Commander-in-Chief, Mediterranean, will ensure that measures are taken for PAD and static fire defense of all ships and naval establishments ashore. Plans will be prepared for mutual assistance of Naval and Army Fire Services and PAD Services.

9. TRAINING

- a. The establishment and maintenance of a PAD organization requires special training for PAD personnel and units.

- (1) The training of full time personnel will be supervised or conducted by the PAD Training School of this headquarters.
- (2) Unit training and training of part time personnel will be supervised or conducted by the PAD Staff Officer concerned.

10. AIR RAID WARNING SYSTEM

The Air Raid Warning System is the responsibility of the Military Commander, who will consult with the Air Defense Commander.

11. BOMB DISPOSAL

219

(2) Responsibility - Same as in Class 'A' Areas.d. Class 'C' Areas

- (1) Definition: Areas in which a breakdown of the local Civil Defense arrangements cannot interfere with military operations
- (2) Responsibility - Military Commander; through the Chief Civil Affairs Officer.

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10. AIR RAID WARNING SYSTEM

The Air Raid Warning System is the responsibility of the Military Commander, who will consult with the Air Defense Commander.

11. BOMB DISPOSAL

Policy as regards the disposal of an unexploded bomb is covered in Operation Memorandum Number 32.

12. AMPHIBIOUS OPERATIONS

During amphibious operations, whenever there is an appreciable delay in the establishment of a Base Section or Base Area, a PAD officer from the Base Section or Base Area should be attached to the Beach Group (or similar U.S. organization). If, however, it is planned that a Beach Group is to operate for a period on its own, a PAD officer should be attached or assigned.

13. ADVICE ON PAD AND CIVIL DEFENSE

The PAD and CD Advisor, AFHQ, will be responsible for giving advice as necessary on all matters of PAD and Civil Defense, working through the Assistant **CONFIDENTIAL**

CONFIDENTIAL

Operation Memorandum No. (Cont'd)

Chief of Staff, G-3, and normal military channels with regard to military matters, including French Army, and through Civil Affairs with regard to civil matters.

By command of General WILSON:

OFFICIAL:

J. A. H. GAMBELL,
Lieutenant General,
Chief of Staff.

6-22-44, 1700
DANIEL NOCE,
Major General, G.S.C.,
Assistant Chief of Staff, G-3.

DISTRIBUTION:

G-3 - 1

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ALLIED FORCE HEADQUARTERS

CONFIDENTIAL

10 June 1944

AMENDMENT NO. 1

to

OPERATION MEMORANDUM NO. 58

DATED 7 JUNE 1944

1. Delete Paragraph 10 and substitute:

10. Air Raid Warning

The installation, maintenance and operation of the Air Raid Warning System is the responsibility of the Military Commander. The Air Defense Commander is solely responsible for ordering the sounding of the air raid warning.

By command of General WILSON:

J. A. R. GABRIEL,
Lieutenant General,
Chief of Staff.

OFFICIAL:

DANIEL NOCE,
Major General, G.S.C.,
Assistant Chief of Staff, G-3.

DISTRIBUTION:

'G-3A'

209

to

OPERATION LEMOPANDUM NO. 58

DATED 7 JUNE 1944

1. Delete Paragraph 10 and substitute:

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By command of General WILSON:

J. A. H. GATHELL,
Lieutenant General,
Chief of Staff.

OFFICIAL:

DANIEL NOCE,
Major General, G.S.C.,
Assistant Chief of Staff, G-3.

DISTRIBUTION:

'G-3A'

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission NSC 394

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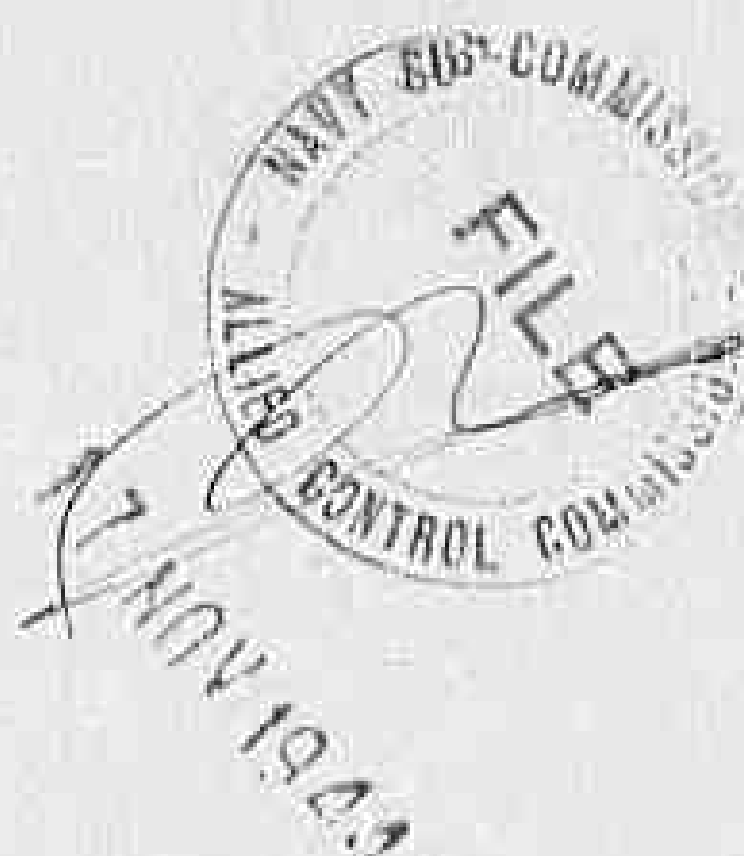
NSC/11637
15 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Fire Fighting in Italian Ports.
Reference: (a) Naval Sub-Commission letter NSC/883 of 22 September 1944.

1. It would be appreciated if an early reply could be given to reference (a) which requested information regarding the possible transfer of responsibility for fire fighting in Italian Ports to the Italian Fire Service and the Allied Commission.

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

Copy to:
Com 8TH Fleet.
Civil Affairs Sect. A.C.
Public Safety SC. A.C.



2408

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/883

22 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Commander-in-Chief, Mediterranean.
Subject: Fire Fighting in Italian Ports.
Enclosure: (A) Public Safety SC, ACC/14524/PS of 15
September to Administrative Section, ACC.

1. Confirmation is requested from Commander-in-Chief, Mediterranean, of the statement in enclosure (A) that the entire responsibility for fire control in Italian ports will shortly be transferred to the Italian Fire Service and the Allied Control Commission.

2. In addition, as an aid in enabling the Allied Control Commission to plan for future fire control responsibilities, information is desired in regard to paragraphs 3(b) and 4(c) of enclosure (A), i.e. whether some of the specially equipped fire fighting craft now in use can be turned over to Allied Control Commission supervision or whether the twenty landing craft can be made available for conversion into fire floats.

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

Copy to:
ComSTH Fleet
Admin. Section, ACC
Public Safety SC, ACC.

2406

Public Safety Sub-Commission
APO 394

Ref. ACC/14524/PS

15 September 1944

SUBJECT: Fire Fighting in Italian Ports.

TO: Administrative Section.

1. Commander H. J. BURKE, U.S.N., Representative of Bureau SHIPS, Navy Department, Washington, D.C., called at this H.Q. on 7th September to confer with A.C.C. Fire Officer.

2. Commander BURKE stated that the U.S.N. Fire fighting craft had been protecting shipping in the harbours of Italy, but that shortly they would be withdrawn and the entire fire fighting responsibility would fall on A.C.C. and the Italian Fire Service.

3. It was pointed out to Commander Burke that:

- A) most of the Italian Fire Boats had been destroyed or, in some cases requisitioned or otherwise taken by Allied Forces.
- B) The Italians could not possibly find suitable craft for conversion into Fire Floats.

4. Commander Burke said that the craft he had been using and intended to use in other theatres of war were the small landing craft "LCM Prentis 3" and "L.C.V.B."

He suggested that many of these craft - part used and probably slightly damaged, would be left here by the Navy, it not being considered worth while to remove them. It was thought that we might be able to obtain some and convert them easily into Fire Floats.

5. The Port Service specialist of the Italian Government Ing. GAIANI was called to this Headquarters on 12 September and together with the A.C.C. Fire Officer drew up a list of the minimum number of craft which would be needed, taking into consideration the number of Italian Boats still in service. To be on the safe side, it was assumed that we should find no Italian Boats in service in the Northern Ports not yet liberated.

6. The minimum number of these "L.C.M. Prentis 3" or "L.C.V.B." which it is estimated we shall need to 20, to be allocated as under:

2107

Subject: Fire Fighting in Italian Ports.

PALESTO	1	GENOA	5
NAPLES	2	LA SPEZIA	1
TARANTO	2	VENICE	3
LIVORNO	2	STONE	1
ANCONA	1	TRIESTE	2
		POEA	1

7. The Italian Government has been asked to prepare the crews and necessary equipment for 20 craft. Commander Barco is sending on plans for conversion: Naples would be the port of mobilization.

8. It would be appreciated if application could be made through the proper channels to the Naval Authorities for :

(a) Confirmation that the responsibility for Fire Fighting in ports is passing to this HQ.

(b) the handing over to us of at least some of the special Fire Fighting Craft at present used by the Navy.

(c) or the provision of the 20 craft referred to in this letter (para. 6) for conversion into Fire Floats.

/s/ G. H. Mason, Major.

for A.E. YOUNG, Col.
Acting Director
Public Safety
Sub-Commission.

966

0

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

C-O-N-F-I-D-E-N-T-I-A-L:

NSC/1562
24 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. A.C.
Subject: Italian Controlled Ports.
Reference: (a) Navy Sub-Com. ltr NSC/1227 dated 29 November 1944: Subject - Italian Ports Organization for.
(b) Navy Sub-Com. ltr NSC/1325 of 14 December 1944: Subject - Operation of Port of PIOMBINO.
Enclosure: (A) FONAM ltr No. 698-26 of 10 January 1945.
(B) NOIC-LYNHORN ltr No. 2/29/4 of 11 January 1945.

1. References (a) and (b) requested addressees to supply information in regard to anticipated Allied use of ports returned to Italian control.

2. Enclosures (A) and (B) have been received in reply to references (a) and (b) and are forwarded herewith for information and appropriate action.

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

Copy to:
Chief of Staff, AC.
Economic Section, AC.



2405

25 JAN 1945

COPY:

Office of the Naval Officer in Charge
LEGNORNI

11th January, 1945.

No. 2/29/4.
Headquarters,
Allied Commission,
Navy Sub-Commission

USE OF THE PORT OF PIOMBINO.

With reference to your WEG/1325 of the 14th December, 1944, it is anticipated that the Flag Officer, Northern Area Mediterranean's reply will cover the interests of the Naval Officer in Charge, Leghorn in the Port of Piombino.

/s/ R. Mc O MacKenzie.
CAPTAIN

2404

COPIOffice of Flag Officer,
Northern Area,
Mediterranean.CONFIDENTIAL

At NAPLES. 10th January 1945

No. FORM 693-26.
THE NAVY SUB-COMMISSION,
ALLIED COMMISSION.ORGANISATION FOR ITALIAN PORTS.

With reference to paragraph 4 of your letter No. NSC/1227 of 29th November, 1944, the following is a rough approximate of the merchant shipping expected to use the ports mentioned: -

CIVITA VECCHIA.

Six ships per month - (3 Coasters, 1 large Collier, 2 Grain Ships). Also Schooners. Ministry of War Transport and War Shipping Administration have accepted joint responsibility for supervision of discharge of vessels and act in an advisory capacity to the authorities concerned with the provision of labour. The number of Colliers is likely to increase to 2 per month in the near future.

PIONBINO.

Schooners only. Such Schooners as may use this port will carry civil supplies only on behalf of the Allied Commission.

SAN STEFANO.

United States Petroleum Section maintain Engineers and Technicians to handle pipe lines and pumps, and it is assumed that they recruit such local labour as they require. No firm estimate of shipping can be given for this port, but it is thought that it will probably handle one medium sized Tanker per week.

CAGLIARI.

During November 1944 the port was used by 108 vessels, namely:

Personnel.....	7
Tankers.....	1
Merchant Vessels.....	14
Coasters.....	32
Schooners and Miscellaneous.....	54

2. With regard to the use of the port of Pionbino, your letter No. NSC/1325 dated 14th December, 1944, also refers. In this connection, it is observed that all cargoes handled by this port are civil supplies carried on behalf of the Allied Commission, and that therefore the Flag Officer, Northern Area Mediterranean, has no direct interest in the operation of the port, except in so far as it lessens the weight on Leghorn.

/s/ D. HAMMERLEY JOHNSTON
For REAR ADMIRAL.
(Absent on Duty).

Office of the Naval Officer in Charge,
LICHORN.

13th January, 1945.

No. 2/23/45.
Headquarters,
Allied Commission,
Navy Sub-Commission.

USE OF THE PORT OF PLOMBINO.

With reference to your NSG/1345 of the 11th
December, 1944, it is anticipated that the Flag Officer,
Mediterranean Fleet's reply will cover the interests
of the Naval Officer in Charge, Lichorn in the Port of Plombino.

R. M. D. H. A. R. J.
CAPTAIN

file
ww2402

Office of Flag Officer,
Northern Area,
Mediterranean.

At NAPLES. 10th January, 1945.

CONFIDENTIAL.

No. ROMAN. 698-26.
THE NAVY SUB-COMMISSION,
ALLIED COMMISSION.

ORGANISATION FOR ITALIAN PORTS.

With reference to paragraph 4 of your letter No. NSC/1227 of 29th November, 1944, the following is a rough approximate of the merchant shipping expected to use the ports mentioned :-

CIVITA VECCHIA.

Six ships per month - (3 Coasters, 1 large Collier, 2 Grain Ships). Also Schooners. Ministry of War Transport and War Shipping Administration have accepted joint responsibility for supervision of discharge of vessels and act in an advisory capacity to the authorities concerned with the provision of labour. The number of Colliers is likely to increase to 2 per month in the near future.

PIOMBINO.

Schooners only. Such Schooners as may use this port will carry civil supplies only on behalf of the Allied Commission.

SAN STEFANO.

United States Petroleum Section maintain Engineers and Technicians to handle pipe lines and pumps, and it is assumed that they recruit such local labour as they require. No firm estimate of shipping can be given for this port, but it is thought that it will probably handle one medium sized Tanker per week.

CAGLIARI.

During November 1944 the port was used by 108 vessels, namely :-

Personnel	7
Tankers	1
Merchant Vessels	14
Coasters	32
Schooners and Miscellaneous	54

0310

With reference to paragraph 4 of your letter No. NSC/1227 of 25th November, 1944, the following is a rough approximate of the merchant shipping expected to use the ports mentioned :-

OLIVIA VECCHIA.

Six ships per month - (3 Coasters, 1 large Collier, 2 Grain Ships). Also Schooners. Ministry of War Transport and War Shipping Administration have accepted joint responsibility for supervision of discharge of vessels and act in an advisory capacity to the authorities concerned with the provision of labour. The number of Colliers is likely to increase to 2 per month in the near future.

PIOMBINO.

Schooners only. Such Schooners as may use this port will carry civil supplies only on behalf of the Allied Commission.

SAN STEFANO.

United States Petroleum Section maintain Engineers and Technicians to handle pipe lines and pumps, and it is assumed that they recruit such local labour as they require. No firm estimate of shipping can be given for this port, but it is thought that it will probably handle one medium sized Tanker per week.

CACCIARI.

During November 1944 the port was used by 108 vessels, namely :-

Personnel	7
Tankers	1
Merchant Vessels	14
Coasters	32
Schooners and Miscellaneous	54

2401

This figure can be expected to continue. Personnel and Stores are the principal imports. Salt, pit props (from San Antioco) and coal are the main exports.

2. With regard to the use of the port of Piombino, your letter No. NSC/1325 dated 14th December, 1944, also refers. In this connection, it is observed that all cargoes handled by this port are civil supplies carried on behalf of the Allied Commission, and that therefore the Flag Officer, Northern Area Mediterranean, has no direct interest in the operation of the port, except in so far as it lessens the weight on Leghorn.



L. Hammerling

for REAR ADMIRAL.
(Absent on Duty).

PD
W/W

File X

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394C-O-N-T-R-I-B-U-T-I-O-N-SRSC/1325
12 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Transportation Sub-Commission, Hq. A.C.
Subject: Operation of Port of PIONEIRO.

1. On 1 October 1944, the Port of PIONEIRO was turned over to and made the operational and administrative responsibility of the Italian Navy by a directive of Flag Officer Northern Area, Mediterranean, British Royal Navy. Consequently the Italian Ministry of Marine has assigned an Italian Naval Officer for duty in the port. Upon accepting responsibility for the operation of the port, the Italian Navy requested the Navy Sub-Commission to indicate the degree to which Allied authorities would make use of PIONEIRO and to assist in supplying appropriate quantities of labor and material to guarantee that Allied demands on the port can be met in an efficient manner.

2. To ensure that no labor or material are diverted for the use of the Italian Navy at PIONEIRO, unless its use will result in assistance to the Allied war effort, either directly by relieving the pressure on forward ports or indirectly by permitting the Italian Government to assume a greater share of responsibility for supplying and rehabilitating the PIONEIRO area, a representative of the Navy Sub-Commission recently made an inspection of the port and visited Headquarters, Peninsular Base Section, Leghorn and British Naval Officer-in-Charge, Leghorn.

3. Although the Italian Navy now is responsible for all matters connected with the water areas of the Port of PIONEIRO, all land areas remain the responsibility of Peninsular Base Section. The British Naval Officer-in-Charge, LEGHORN, retains an "over-riding authority" over the actions of the Italian Navy in the port, however, there is no representative of NOIC, LEGHORN present.

4. Both NOIC, LEGHORN and Commanding Officer, H&S expressed similar opinions to the effect that the early opening of the Port of PIONEIRO for ships loaded with civilian supplies would materially lessen the strain on LEGHORN facilities which are presently occupied in handling logistics for the Allied Armies. This proposed use of PIONEIRO is premised on the supposition that civilian supplies for use

15 DEC 1944
NAVY SUB-COMMISSION
FILE

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APG 394

WBO/1325

17 December 1944.

(C-G-F-)-D-E-H-T-I-A-I

Subject: Operation of Port of POMBINO.

in the POMBINO area can be handled with less transport facilities if off-loaded at POMBINO than at LICHURN. If such supplies would have to be taken to a central depot at LICHURN and then returned to the POMBINO area, as an Allied Commission representative has intimated may be required, it would appear that there would be a small over-all benefit from the early building up of POMBINO facilities.

5. The Port of POMBINO has one berth which by using ships' gear for unloading, and motor vehicles for transport of supplies, could immediately be used by a Liberty ship. In addition, there is docking space which is capable of handling simultaneously, several coastal schooners. Both the Liberty berth and the schooner berth have been served by a rail spur in the past. The I.L.V.A. Company, whose now damaged steel plant was served both by the docks and the rail line, is sponsoring limited efforts to place the rail line in operation and to join it to the main north-south railroad line. From local representatives of the company, it was determined that the I.L.V.A. Company hopes to have the line in operating condition by the end of January, 1945. It is not known whether the I.L.V.A. Company is being assisted in its rehabilitation efforts by an AC/ABC office or whether its activity is entirely the result of its own initiative. In any event, it appears that the rail line could be made operational in a shorter time if Allied assistance were given to the Company.

6. As the I.L.V.A. Company at POMBINO is in a seriously damaged condition, the majority of its large number of former employees are without work. It would appear that in determining the degree to which the Port of POMBINO should be operated, some consideration should be given to the condition of the presently unemployed industrial population.

7. The Transportation Sub-Commission, and information addressees are requested to inform the Navy Sub-Commission of their interest in the Port of POMBINO and the degree to which it is

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1325
14 December 1944.

C-O-D-E-I-N-E-N-S-I-A-L

Subject: Operation of Port of PIOMBINO.

considered that enlarged operation of the port would assist in fulfilling their responsibilities. It is particularly desired that AC/AG addressers indicate in their replies their present interest in the Port of PIOMBINO as well as their anticipated interest at such time as control may be relinquished by the Peninsular Base Section.

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

Copy to:

FCNAM
FOTALL
NOIC, LIGNETH
US MAYPO, LEGHORN
MORO
CHIEF OF STAFF, AC
ECONOMIC SECTION, AC.
FOOD SUB COM. AC.
FUEL LEGHORN, AC.
INDUSTRY SUB COM. AC.
RC TOSCANA REGION

PBS LEGHORN - (Sent copy of FOWIT #698 Memo
which turns PIOMBINO over to IRN)

Navy Sub-Commission

AFU 274

file
copy

NSC/1227

29 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
 To : Flag Officer Taranto Adriatic and Liaison, Italy. (Taranto).
 Flag Officer Northern Areas, Mediterranean.

Subject: Italian Ports - Organization for.

Reference: (a) Navy Sub-Commission ltr NSC/11008, dated 2
 November 1944 to Italian Ministry of Marine.

Enclosure: (A) Copy of Basic Plan for Italian Port Organization.

1. In reference (a), the Navy Sub-Commission gave formal notification to the Ministry of Marine that the ports of CIVITAVECCHIA, SAN STEFANO and PIOMBINO had been returned to Italian Navy control. With reference (a) were forwarded copies of appropriate Flag Officer Northern Area, Mediterranean directives. Based on the responsibilities of the Italian Navy, as outlined in the directives, the Ministry of Marine was requested to issue necessary instructions for organization of the ports and to establish local port offices to supervise each port's operation.

2. In answer to reference (a), the Ministry of Marine has indicated that instructions have been issued to guarantee compliance with all directives received and that every effort is being made to establish organizations which will result in efficient functioning of the ports. Enclosure (A) is a copy of the plan which the Ministry has stated will be used as a basis of all Italian port organizations.

3. The Ministry proposes to centralize the authority in the larger ports under a Naval Commander and in those of lesser importance under a Harbormaster. The following appointments of individuals have been made by the Ministry of Marine:

<u>PORT:</u>	<u>ITALIAN OFFICER IN CHARGE:</u>
CIVITAVECCHIA	Capitano di Fregata VOCATURO, IRN. Naval Commander, Civitavecchia
PIOMBINO	Tenente di Vascello ZANELLI, IRN Naval Commander, Piombino
SAN STEFANO	Tenente di Porto SANCILIO Harbormaster, San Stefano
CAGLIARI	Capitano di Fregata BORGHI, IRN. Naval Commander, Cagliari

2397

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 324

MSC/1227
20 November 1944.

Subject: Italian Ports - Organization for.

The Ministry of Marine has requested that wherever possible Allied authorities deal with the Italian port officers direct, however, in order to facilitate coordination of the operation and administration of all Italian controlled ports, the Ministry has expressed intention of establishing a special Port Department in its Ministry organization in Rome which will be under the direction of a senior Italian Naval Officer.

4. Also in reply to reference (a), the Ministry of Marine has requested that it be given an approximation of the daily volume of Allied traffic which it is anticipated will be handled in each of the ports returned to its control. The Ministry desires such information so that provision may be made for the proper amount of handling facilities and labor. In this regard, COMNA, POTALI and MARECO are requested to supply appropriate data for transmission to the Ministry of Marine.

5. On the subject of the turn-over of ports, the Ministry of Marine has pointed out the benefits that it considers were obtained as a result of the meeting of interested Allied and Italian representatives prior to the transfer of Cagliari to Italian responsibility. The Ministry has expressed a hope that similar meetings will be held prior to future port transfers so that arrangements may be made which will prevent any decrease of the port's efficiency as a result of the transfer. The Navy Sub-Commission fully concurs in the Ministry's opinion as to the desirability of such meetings. At that time necessary clarification could be effected in the matters of mine sweeping, boom defenses, fishing areas, and shipping movements. It is suggested that COMNA and POTALI issue instructions which will provide for such a meeting prior to each port transfer and which will ensure that all interested authorities are represented.

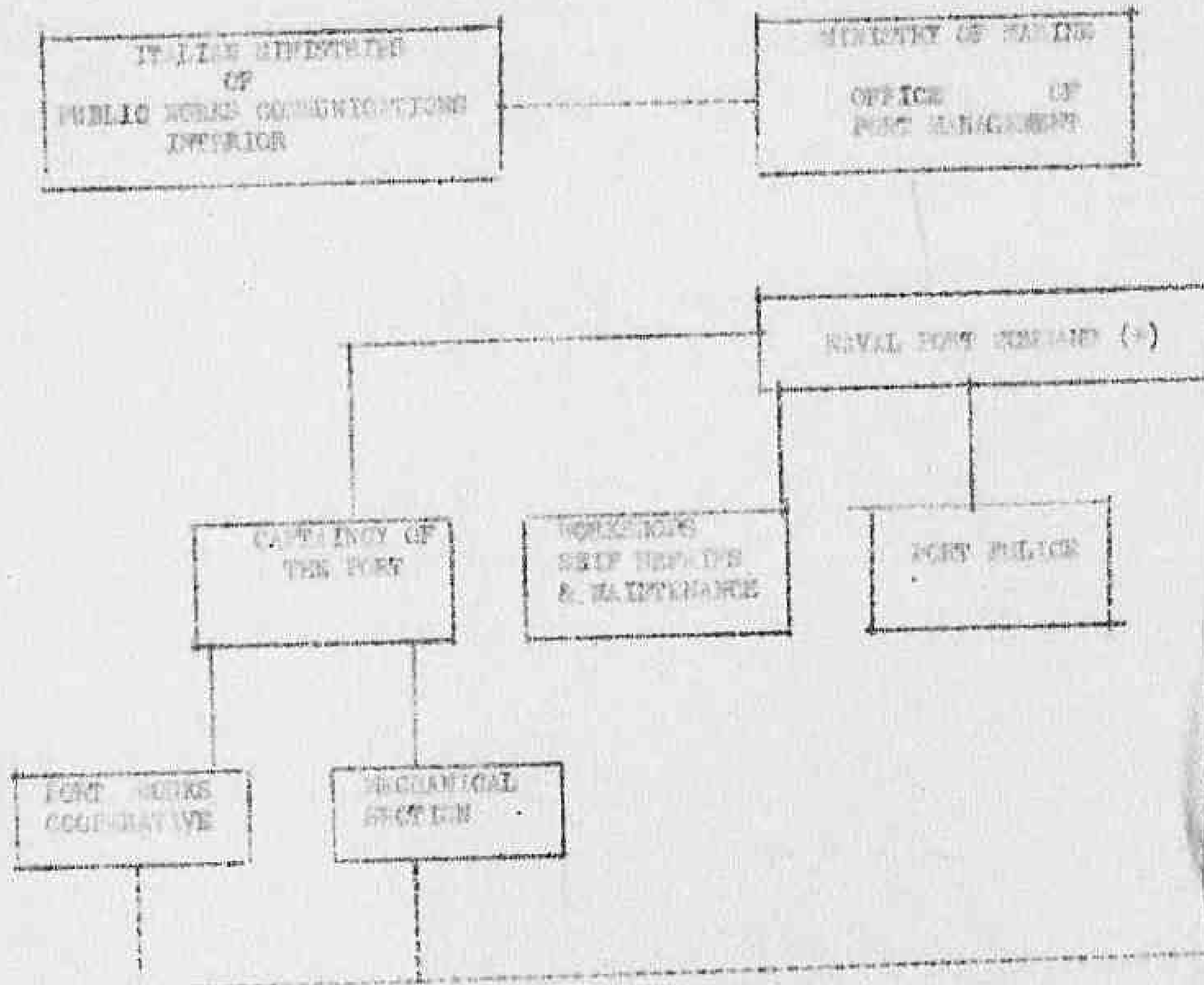
6. Additional information regarding the Ministry of Marine's port organizations will be forwarded upon receipt.

H. W. ABOLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, A.C. 2396

Copy to:
CINC-NAV.
ASSTO-NavOps
PERS-NAVM
TRANSPORTATION SC, SC.
SC LAZIO-UMMI REGION
SC TUSCANA REGION
NOTIC-LANCHORN
BOIC-ANCONA.

6 DEC 1944

ORGANIZATION OF ITALIAN PORT ORGANIZATION



(*) In minor ports will be replaced by Harbormaster

PORT ORGANIZATION

PORT OF MARINE
OFFICE OF
EQUIPMENT

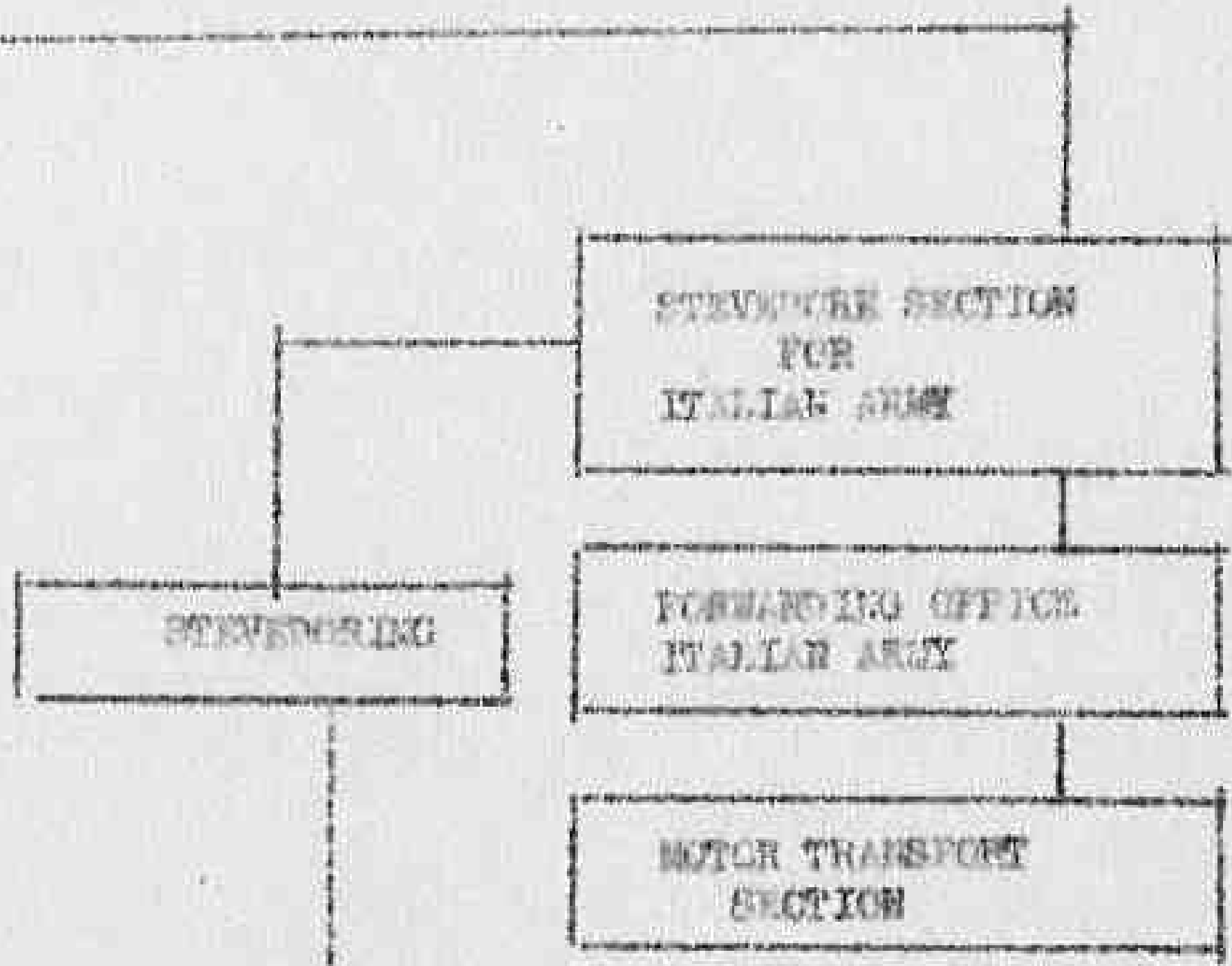
PORT CHIEF (C)

PORT POLICE

LOCAL ITALIAN
CIVIL ENGINEERS OFFICE

COMMUNICATIONS OFFICE

PREFECTURE



2395



6 DEC 1943

(S/A 121/20)

WL 87266/108513 15 00000 12-47 1 100 01 7500

NAVAL MESSAGE

S. 13204

Established—May, 1950
Revised—January, 1951

To:

From:

FROM (R) FORAL, O. IN C. MID.
TRANSPORTATION SUB COMMISSION.

P.O.T.A.L.I. REG.

(11)

URGENT 12-4-45

PORT 231625A, DEC.

TRANSPORTATION SUB COMMISSION INTENDS TO USE PORT OF OLGA SANDRIA FOR
SHIPPING OF LIVERIES AND REQUESTS INFORMATION AS TO DEPTH OF WATER
ALONGSIDE PIER AND SIZE OF LARGEST VESSEL THAT CAN BE ACCOMMODATED.

231609A.

RE SHIP CRUISE THE PORT OF OLGA.

DEPT. 3, 4, 9, 10, 11, 12, TRANSPORTATION H.O.

P.L. T.P.

T.O.D. 1708

DATE 12-4-45.

2393

file

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

FIRST ENDORSEMENT on
Ministry of Marine ltr
17365 of 23 Dec. 1944.

NSC/1415
11 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Agriculture Sub-Commission, Hq. A.C.
Subject: Port Office at FOLLONICA.
1. Forwarded.

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

Copy to:
Ministry of Marine.

*original letter
forwarded*

1 RN-16



2392

From: MINISTRY OF MARINE (Cabinet)
To : Agriculture Sub-Commission, through and for
Date: 23/12/44 Info N.S.C.
Ref.: 17533

Subject: Port Office at FOLLONICA.

In reply to Agr. 507.5 of 16th ulto.

1. The appointment of Sig. SFRAGARO, Rosario to be I/C. Port Office at Follonica if on the one hand may be justified by present exceptional circumstances, on the other it cannot be considered as being regular as this Ministry is entrusted with appointing heads of Port Offices and Delegations.

2. This being the case, Petty Officer I.R.N. (Port Coxwain) Francesco BOSCO has been appointed to the post in question. He possesses all the necessary qualifications

CHIEF OF CABINET.

2391

From: MINISTRY OF MARINE (Cabinet)
To : Agriculture Sub-Commission. through and for
Date: 23/12/44 For Info H.S.C.
Ref.: 17533

Subject: Port Office at FOLLONICA.

In reply to Agr. 507.5 of 16th ulto.

1. The appointment of Sig. SFRACARO, Rosario to be I/C. Port Office at Follonica is on the one hand may be justified by present exceptional circumstances, on the other it cannot be considered as being regular as this Ministry is entrusted with appointing heads of Port Offices and Delegations.

2. This being the case, Petty Officer I.R.N. (Port Coxswain) Francesco BOSCO has been appointed to the post in question. He possesses all the necessary qualifications to fill same.

CHEF OF CABINET

DG/P.

233)



11
FILE WWW

C O P Y

HEADQUARTERS ALLIED COMMISSION

APO 394

Agriculture Sub-Commission

AGR/ 507.5

16 November 1944

SUBJECT: Delegato di Spiaggia - Follonica -

To : Navy Ministry (Direzione Generale of the Merchant
Marine)

Via : Navy Sub-Commission, AC.

1. It is understood by this Sub-Commission that the Major of Follonica has placed a Signor Sfragaro Rosario in charge of the local maritime office in the absence of a regular Delegato di Spiaggia.

2. Due to the specialized functions, especially as it regards fisheries, that the local maritime authority must concern himself with, it is requested that the regularity of the Major's appointment be examined.

B.C.F. MULIERI
Lt. Comdr. USCGR
Chief Fisheries Division

2388

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

File

NSC/1480
9 January 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : POTALI, Taranto.
FORAM.

Subject: Italian Port Organization.

Reference (a): Navy Sub-Commission ltr NSC/1227 of 29 November
1944 to POTALI and FORAM.

1. Paragraph 3 of reference (a) informed addressees that the Ministry of Marine had expressed an intention of establishing a special Port Department in its Ministry organization.

2. The Ministry of Marine now has notified the Navy Sub-Commission that a Port Liaison Office was established at the Ministry in Rome on 15 December 1944. The office is under the direction of Lieutenant Colonel of the Port Manfredi ROMANO who is assisted by Captain of the Port Vittorio BERTANI and Captain of the Port Virgilio POMPEI. The office may be reached by telephone by calling Rome 360-251 extension 503.

3. It is the function of the new Italian Port Office to coordinate all matters in regard to the operation of ports that are returned to Italian Navy control.

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

2389

CC: C in C MND
MFDHO - Naples
PBS Leghorn
Transportation S/C
RG LAZIO - UMBRIA Region
RG TOSCANA
RGIC LEGHORN
RGIC ANCONA

[Handwritten signature]

From: MINISTRY OF MARINE (Maristat)
 To : N.S.C. - A.C.H.Q. - through and copy to F.O.L.I.
 Date: 5/1/45
 Ref.: SM.305

Subject: Organization of Ports Restored to Control of I.R.N.
Institution of a Port Liaison Office.

Further to letter N°25152 of 22nd Nov. last.

As from 15th Dec. 1944 a Liaison Office is in being at this Maristat for contacts between Italian and Allied Authorities on all matters concerning the functioning of ports handed back to I.R.N. control.

Lt.Col. (of the Port) Manfredi ROMANO is head of this Office; his address is:

Home / Via Lorenzo Magalotti N°2, Rome
 Private 'Phone N°375015.

Office telephone (Ministry of Marine)
 Extension 503.

Attached to this Office are the following:-
 Capt. (Port) Vittorio BERTANI, address Via Silvio Pellico N°44, Rome (private 'phone N°370417) and Capt. (Port) Virgilio POMPEI, Albergo Pace-Helvetia, via IV Novembre.

*Home
 Addresses*

*Have determined that
 the Port Office is at
 the M of M Building.*

for CHIEF OF STAFF

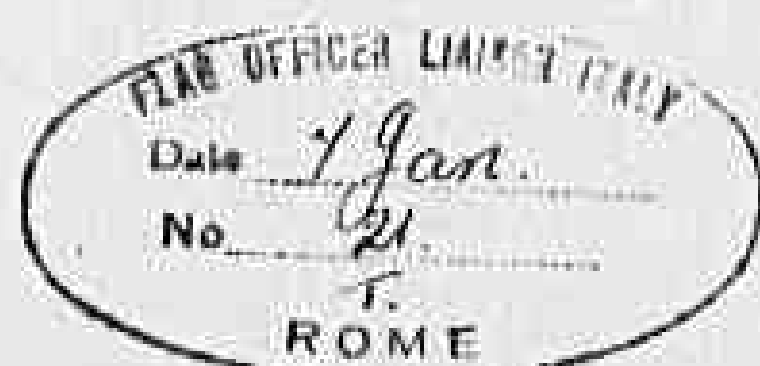
WWW

2387

DG/P.

FILE

WWW



Mod. 39

Roma, 5 GEN 1945 19 A

Stato Maggiore della R. Marina

Stato Maggiore della R. Marina

Pop. M. D. D. M. D. D. D.

H. D. D. D. D.

trasmesso a copia

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Aut. N. G. M. D. D. D. Allegato

N. D. D. D. D.

ARGOMENTO: Organizzazione porti sostituiti al controllo della
R. Marina - istituzione dell'Ufficio collegamento Esercito Porti.

Acquisto al foglio n. 1000 del 12 novembre n. 2.

Nel 12 dicembre 1944 è istituito presso lo Stato Maggiore della
R. Marina un Ufficio di collegamento fra le autorità italiane ed al-
liate per la trattazione di tutte le questioni relative all'eserci-
zio dei porti sostituiti al controllo della R. Marina Italiana.

A capo di detto Ufficio è il Ten. Colonnello di Porto Maurizio
ROMANO, abitato in Roma, Via Lorenzo Magliotti, 2 (telefono pri-
vato n. 78015).

Telefono d'ufficio (Ministero Marina) interno: 502.

Sono addetti all'Ufficio il Capitano di Porto Vittorio BRUNELLI,
abitante in Roma, Via Silvio Pellico 44, (telefono privato n. 780477)
ed il Capitano di Porto C. Virgilio ZOLPFI, abitato in Roma, Albergo
Poco-Helvetia, Via IV Novembre.

IL CAPO DI STATO MAGGIORE

Coriffi 2385

FROM: I.M.H. Staff Office
 TO : M.S.C. - A.S.H.C. through R.O.L.I.
 DATE: 21.11.44
 Ref.: DB. 26152

Subject: Organization of Porto Returned to I.M.H.
Control.

In reply to letter HQ/11008 of 2nd inst.

Note has been taken of the decision to return to I.M.H. control the Porto of Civitavecchia, Piombino and S. Stefano and of the instructions issued to the officers I/O of said harbours by R.O.L.I.

Orders have been given for these instructions to be applied fully.

In regard to the organization I.M.H. proposes to set up in these ports and those which will be handed over in the future, you are informed that it will be based on the attached plan by which full responsibility for port movements and management will be in the hands of the Naval Commander (Comandante di Marina).

Only in cases of minor emergencies, where there is no Naval Command, will responsibility rest with the Officer of the Port - Harbormaster - ("Macedonagel Porto").

The Naval Command (or the Officer of the Port) alone will be responsible for all port matters, and Allied authorities should deal with them direct.

The names and appointments of officers to the Porto of Civitavecchia, Piombino and S. Stefano are those already given to, i.e.:

- Civitavecchia: Commander VOCIATO
- Naval Commander, Civitavecchia.
- Piombino: Lt. ZAVALLI
- Naval Commander, Piombino.
- Port S. Stefano: Lt. of the Port ZAVALLI
- Harbormaster ("Comandante del Porto"), S. Stefano.

2385

The port of Cagliari (which has also been handed back) it is confirmed that Cap. B. BULLI, Naval Commander Cagliari, is in charge.

Later we shall give you the names of the Naval

In reply to letter HQC/1100 of 22d inst.

Note has been taken of the decision to return to I. M. control the ports of Civitavecchia, Pionino and Stefano and of the instructions issued to the Liaison L/C of this theatre by R.F.M.A.M.

Orders have been given for these instructions to be applied fully.

In regard to the organization I.M. proposes to set up in these ports and those which will be handed back in the future, you are informed that it will be based on the proposed plan by which full responsibility for port movement and management will be in the hands of the Naval Commander (Commander of Pionino).

Only in cases of minor importance, where there is no Naval Command, will responsibility rest with the Officer of the port - Harbormaster - ("Ufficiale Porto").

The Naval Command (or the Officer of the port) alone will be responsible for all port matters, and Allied authorities should deal with them direct.

The names and appointments of Officers to the ports of Civitavecchia, Pionino and Stefano are those already given to, i.e.:

- Civitavecchia: Commander VONMUNE
Naval Commander, Civitavecchia.
- Pionino: Lt. MARELLI
Naval Commander, Pionino.
- Port Stefano: Lt. or the port
Harbormaster ("Ufficiale del Porto"),
M. Stefano.

No. port of Cagliari (which has also been handed back) it is confirmed that Cap. BIGNI, Naval Commander Cagliari, is in charge.

Later we shall give you the names of the Naval Commanders (or Harbormasters) designate to all other ports in liberated territory.

Every effort is being made to set up an adequate organization for the rapid loading and unloading of merchandise, ensuring the handling to a responsible agency.

It is suggested that the Allies give a rough idea as to the daily average of Allied traffic volume estimated for each port so as to be able to arrange for labour and gear to cope with it.

5882

The minimum requirements of law and regulations for efficient working of ports shall have and will be handed back to Italian administration, shall be forwarded in due course.

It is held that, as occurred in the case of Legation, where there is a port in respect of which it is desirable for a Commission to be formed of representatives from the interested parties (British and Italian) having and under A.C. - I.I.M.N.) to decide upon what port should be left available or supplied to supply the port of trade.

Particularly, it should be understood when allied authorities should be approached for practical supplies of liquor and other fuel.

At the same time the Commission should arrange for the necessary facilities and facilities for all Naval matters, I.O., and other, including and other best-officers, including other, including other, etc. as to avoid all possible inconveniences and to ensure the necessary facilities for the port of trade.

To facilitate this liaison between Central Italian and allied authorities on all port matters, I.I.M.N. will set up a special Dept. at the Ministry of Marine and the appointment of a Senior Port Officer will be submitted to you - one with a good knowledge of the Italian language - whose name and address will be forwarded in due course.

(Sgt) THE MINISTER

2384

20/2

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

30 November, 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : The Minister of Marine.
Subject: Inspection trip to Civitavecchia, San Stefano,
Pisabino and Leghorn.

1. It is the intention of the Navy Sub-Commission to send an officer to inspect the facilities at subject ports in the near future. He will be accompanied by an officer from the Transportation Sub-Commission, Allied Commission.
2. It is requested that an officer from the Ministry of Marine be made available to accompany the above two officers during their trip. The officer selected should be supplied with full information regarding the ports of CIVITAVECCHIA, SAN STEFANO and PISABINO which will enable full consideration to be given to all matters connected with the Italian operation of those ports.
3. It is anticipated that the inspection group will leave Base on approximately 5 December and return within a week. Motor transportation will be furnished by the Navy Sub-Commission.

H.W. ZIMMEL,
Comodoro, U.S. Navy,
for Chief, Navy Sub-Commission, A.C.

2383



DEC 15 1944

FOTALI-ROME
NAVY SUB-COMMISSION

FROM: Date: <u>1/12</u>	TO: INIT: DATE
: CDRE PALMER	: : :
: CDRE ZIROLI	: ☒ : <u>3</u>
: CAPT BLACKBURN	: : :
☒ : CAPT BULLER	: : :
: LT CMR DAVIES	: : :
: LIEUT CRAIG	: : :
: LT VOTERSPOON	: : :
: LIEUT HARVEY	: : :
: WOLFE	: : <u>Law</u>
: : :	: : :
: : :	: : :
: ALL HANDS	: : :

☒ ACTION / INFORMATION
 PREPARE REPLY FOR NAVY SUBCOM: _____
 PREPARE REPLY FOR FOTALI: _____
 ACTION COMPLETED FILE: _____

REMARKS:

*In signature Pls.
 Would like to plan
 in using Station
 Wagon for this trip.
 B*

CONFIDENTIAL

Office of Flag Officer,
Western Italy,
Naples.

19th October, 1944.

No. 140117 698.
MEMORANDUM

DIRECTIVE TO ITALIAN RESIDENT NAVAL OFFICER
SAN STEFANO

As from 20th October, 1944, the operation and administration of the Port of San Stefano will become the responsibility of the Royal Italian Navy. In agreement with the Comando in Capo, Basso Tirreno, you have been appointed Resident Naval Officer.

2. The area for which you are responsible is the harbour and anchorage area enclosed by the following positions:-

- (a) 42° 28' 00" N, 11° 02' 36" E.
- (b) 42° 28' 00" N, 11° 03' 18" E.
- (c) 42° 26' 12" N, 11° 03' 18" E.
- (d) 42° 26' 54" N, 11° 05' 30" E.
- (e) 42° 26' 54" N, 11° 05' 00" E.

subject to over-riding directions given by the Naval Officer-in-Charge, Leghorn Area.

3. It is intended that all British Naval personnel shall be withdrawn.

4. PERSONNEL.

You will be assisted by such Italian Naval personnel as may be allocated to you by the Comando in Capo, Basso Tirreno.

5. GENERAL RESPONSIBILITY

Your responsibility will be:-

- (a) The control of ships and craft in the harbour and approaches to the port.
- (b) Organisation of unloading and loading schooners and coasters using San Stefano and sailing them as ordered by CO GE NA also the berthing and discharge of tankers using the port. That proper and adequate precautions are made for dealing

DIRECTIVE TO ITALIAN RESIDENT NAVAL OFFICER
SAN STEFANO

As from 20th October, 1944, the operation and administration of the Port of San Stefano will become the responsibility of the Royal Italian Navy. In agreement with the Command in Capo, Basso Tirreno, you have been appointed Resident Naval Officer.

2. The area for which you are responsible is the harbour and anchorage area enclosed by the following positions:-

- (a) 42° 28' 00" N, 11° 04' 36" E;
- (b) 42° 28' 00" N, 11° 08' 18" E;
- (c) 42° 26' 12" N, 11° 08' 18" E;
- (d) 42° 26' 54" N, 11° 06' 30" E;
- (e) 42° 26' 54" N, 11° 06' 00" E;

subject to over-riding directions given by the Naval Officer-in-Charge, Leghorn Area.

3. It is intended that all Italian Naval personnel shall be withdrawn.

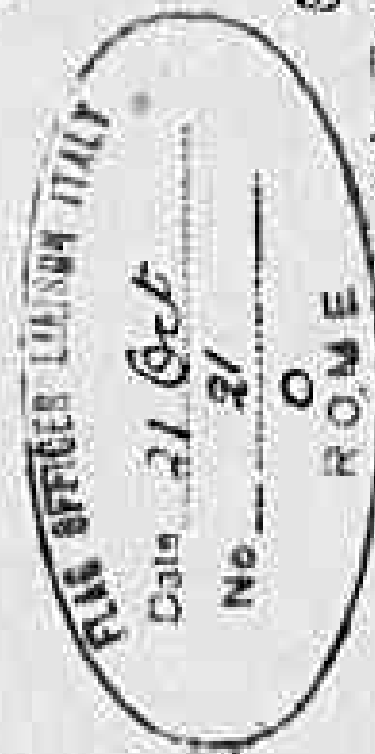
4. PERSONNEL.

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5. GENERAL RESPONSIBILITY

Your responsibility will be:-

- (a) The control of ships and craft in the harbour and approaches to the port.
- (b) Organisation of unloading and loading schooners and coasters using San Stefano and sailing them as ordered by CO GL NA also the berthing and discharge of tankers using the port. That proper and adequate precautions are made for dealing with any fire immediately during the whole time a tanker is discharging fuel.
- (c) Minesweeping.
- (d) The preparation and maintenance of all lights, navigational aids, etc., required in the area. (Light in Port Excole. If required signal will be made). Supplies for maintaining this light are to be drawn from the Italian Navy, Naples.
- (e) Naval Stores are to be obtained from Italian Naval sources at Taranto and Naples. Victualling stores are to be obtained from the Italian Naval Commissariat at Naples.



FILE

17. You are

REMARKS TO ITALIAN RESIDENT NAVAL OFFICER. SAN STEFANO(Flag Officer, Western Italy's No. FOMIT 698 dated 19th October, 1944.)

Page 2.

7. You are authorised to proceed with such salvage operations on any Italian craft as may be practicable for ensuring the early rehabilitation of the port without prejudicing the immediate essential requirements of the Port. Such Salvage arrangements are to be made through Colonel Spinelli of Viale Liege 28, Rome (Telephone 863595) who is the Italian Liaison Officer (Salvage) and represents the Italian Ministry of Marine in such matters. Salvage of Allied or German vessels is not to be undertaken without the approval of the Commander-in-Chief, Mediterranean.

8. FUELLING FACILITIES OF PORT.

Stocks of coal, fuel, diesel oil, luboils and greases for Naval purposes remaining when the port is turned over are to be taken on charge by you. Itemised record showing items taken over and signed by you and British Resident Naval Officer is to be forwarded to the Flag Officer, Western Italy in quadruplicate for transmission to authorities concerned.

Thereafter:-

- (a) as at midnight each Saturday you are to make a return by signal to Flag Officer, Western Italy and Commander-in-Chief, Mediterranean, showing stocks remaining.
- (b) as at midnight on last day of each month you are to make a return by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.
- (c) you are to demand fuel and lubricants to replenish stocks as required from Naval Officer in-Charge, Lagnhorn, by signal repeated Commander-in-Chief, Mediterranean and Flag Officer, Western Italy. Petrol and paraffin are to be drawn from Army sources and the procedure for this will be explained to you by the present British Resident Naval Officer.

9. COMMUNICATIONS.

Signals to and from the Italian Resident Naval Officer will be passed through the local representative of the Petroleum Section (Allied Force Headquarters) in San Stefano who will arrange for routing to authorities concerned.

10. TUGS AND BOATS.

rehabilitation of the port without prejudicing the requirements of the Port. Such Salvage arrangements are to be made through Colonel Spinelli of Viale Liege 28, Rome (Telephone 863595) who is the Italian Liaison Officer (Salvage) and represents the Italian Ministry of Marine in such matters. Salvage of Allied or German vessels is not to be undertaken without the approval of the Commander-in-Chief, Mediterranean.

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Thereafter:-

- (a) as at midnight each Saturday you are to make a return by signal to Flag Officer, Western Italy and Commander-in-Chief, Mediterranean, showing stocks remaining.
- (b) as at midnight on last day of each month you are to make a return by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.
- (c) you are to demand fuel and lubricants to replenish stocks as required from Naval Officer in-Charge, Leghorn, by signal repeated Commander-in-Chief, Mediterranean and Flag Officer, Western Italy. Petrol and paraffin are to be drawn from Army sources and the procedure for this will be explained to you by the present British Resident Naval Officer.

9. COMMUNICATIONS.

Signals to and from the Italian Resident Naval Officer will be passed through the local representative of the Petroleum Section (Allied Force Headquarters) in San Stefano who will arrange for routing to authorities concerned.

10. TUGS AND BOATS.

The Italian tug LUGI has been allocated to you at present to assist in the berthing of tankers. In addition an H.D.M.L. is to be sent whenever practicable from Leghorn when tankers are using the port of San Stefano.

11. Any contravention of existing British Orders and Provincial orders issued by Allied Control Commission concerning fishing craft and Fishing Regulations in your area is to be reported to the Flag Officer, Western Italy, and Naval Officer-in-Charge, Leghorn.

/12. MOTOR

INSTRUCTIVE TO ITALIAN RESIDENT NAVAL OFFICER, SAN STEFANO

(Flag Officer, Western Italy's No. FOMIT 698 dated 19th October, 1944.)

Page 3.

12. MOTOR TRANSPORT.

One 3-ton truck, one 15-cwt truck and one P.U. will be transferred to you by the British Resident Naval Officer.

(SIO) J. A. V. MORSE

REAR ADMIRAL.

TO:

TURIN DI PORTO SANCILIO SILVIO.
(Through Eco Ammiraglio di Squadra Ferdinando Casardi,

Comando in Capo, Base Tirreno, Naples).

(Copies to:-

The Commander-in-Chief, Mediterranean,

Eco. Ammiraglio di Squadra Ferdinando Casardi,

Comando in Capo, Base Tirreno,

Flag Officer, Taranto, Adriatic & Liaison, Taranto,

Flag Officer, Taranto, Adriatic & Liaison, Rome,

Naval Officer-in-Charge, Leghorn,

Petroleum Section, Allied Force Headquarters,

Ministry of War Transport Representative, Naples,

War Shipping Administration, Naples).

2379

From: I.R.N. Staff Office
 To : N.S.C. - A.C.H.Q. through F.O.L.I.
 Date: 22.11.44
 Ref.: SM. 26152

Subject: Organization of Ports Returned to I.R.N.
Control.

In reply to letter NSC/1100B of 2nd inst.

Note has been taken of the decision to return to I.R.N. control the ports of Civitavecchia, Piombino and S. Stefano and of the instructions issued to the officers I/C of said harbours by F.O.N.A.M.

Orders have been given for these instructions to be applied fully.

In regard to the organization I.R.N. proposes to set up in these ports and those which will be handed back in the future, you are informed that it will be based on the attached plan by which full responsibility for port movements and management will be in the hands of the Naval Commander (Comandante di Marina).

Only in Bases of minor importance, where there is no Naval Command, will responsibility rest with the Officer of the Port - Harbourmaster - ("Ufficiale di Porto").

The Naval Command (or the Officer of the Port) alone will be responsible for all port matters, and Allied Authorities should deal with them direct.

The names and appointments of Officers to the Ports of Civitavecchia, Piombino and S. Stefano are those already given to N.S.C., i.e.:

- Civitavecchia: Commander VOCATURO
 Naval Commander, Civitavecchia.
 Lt. ZAMBELLI
- Piombino: Naval Commander, Piombino.
- Port S. Stefano: Lt. or the Port SANCIZIO
 Harbourmaster ("Comandante del Porto"
 S. Stefano.

Re. port of Cagliari (which has also been handed back) it is confirmed that Car. BORGHI, Naval Commander Cagliari, is in charge.

Later we shall give you the names of the Naval

Note has been taken of the decision to return to I.L.N. control the ports of Civitavecchia, Piombino and S. Stefano and of the instructions issued to the Officers I/C of said harbours by F.O.N.A.M.

Orders have been given for these instructions to be applied fully.

In regard to the organization I.L.N. proposes to set up in these ports and those which will be handed back in the future, you are informed that it will be based on the attached plan by which full responsibility for port movements and management will be in the hands of the Naval Commander (Comandante di Marina).

Only in bases of minor importance, where there is no Naval Command, will responsibility rest with the Officer of the Port - Harbourmaster - ("Ufficiale di Porto").

The Naval Command (or the Officer of the Port) alone will be responsible for all port matters, and Allied authorities should deal with them direct.

The names and appointments of Officers to the Ports of Civitavecchia, Piombino and S. Stefano are those already given to M.S.C., i.e.:

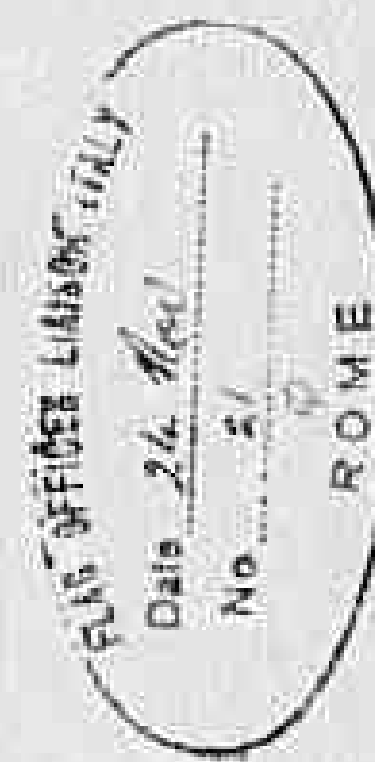
- Civitavecchia: Commander VOCATURO
Naval Commander, Civitavecchia.
- Piombino: Lt. ZABELLI
Naval Commander, Piombino.
- Port S. Stefano: Lt. of the Port SANCIZIO
Harbourmaster ("Comandante del Porto"
S. Stefano.

Re. port of Cagliari (which has also been handed back) it is confirmed that Cor. BOGHIL, Naval Commander Cagliari, is in charge.

Later we shall give you the names of the Naval Commanders (or Harbourmasters) designate to all other ports in liberated territory.

Every effort is being made to set up an adequate organization for the rapid loading and unloading of merchandise, entrusting the handling to a responsible agency.

It is suggested that the Allies give a rough idea as to the daily average of Allied traffic volume estimated for each port so as to be able to arrange for labour and gear to cope with it.



2378

The minimum requirements of gear and materials for efficient working of ports which have and will be handed back to Italian administration, shall be forwarded in due course.

It is held that, as occurred in the case of Cagliari, every time a port is restored it would be advisable for a Commission to be formed of representatives from the interested parties (British and American Navies and Armies - A.O. - I.R.N.) to decide upon what gear should be left available or supplied to renew the estimated traffic.

Particularly, it should be determined which Allied Authorities should be approached for periodical supplies of liquid and solid fuel.

At the same time this Commission should arrange for the necessary liaison with Allied Authorities on all Naval matters, i.e., mine sweeping, lighthouses and lights, boom-defences, fishing areas, shipping movements, etc. so as to avoid all possible involuntary disregard of orders emanating from Allied Naval Authorities having jurisdiction in waters adjacent to the port in question.

To facilitate this liaison between Central Italian and Allied Authorities on all port matters, I.R.N. will set up a special Dept. at the Ministry of Marine and the appointment of a Senior Port Officer will be submitted to you - one with a good knowledge of the English language - whose name and address will be forwarded in due course.

(Sgd) THE MINISTER

DE/P.

TRIPPLICATE

Office of Flag Officer,
Northern Area,
Washington.

MC HARRIS, 10th January, 1945.

CONFIDENTIAL

Mr. TOWN, 60-26,
THE NAVY DEPARTMENT,
ALBANY COMMISSION.

RECOMMENDATION FOR TOWNSHIP PLAN.

With reference to paragraph 4 of your letter No. 122/1227 of 29th November, 1944, the following is a rough approximation of the merchant shipping expected to use the ports mentioned :-

CIVILIAN VESSELS.

Six ships per month - (3 Coasters, 1 Large Collier, 2 Grain Siders). Also Liberators. Ministry of War Transport and War Shipping Administration have accepted joint responsibility for supervision of movements of vessels and not in an advisory capacity to the authorities concerned with the provision of labour. The number of Colliers is likely to increase to 2 per month in the near future.

REMARKS.

Seaborne only. Such submarines as may use this port will carry civil supplies only on behalf of the Allied Command.

SANITARY.

United States Petroleum Section maintain Engineers and Technicians to handle pipe lines and pumps, and it is assumed that they recruit such local labour as they require. No firm estimate of shipping can be given for this port, but it is thought that it will probably handle one medium sized tanker per week.

QUANTITIES.

During November 1944 the port was used by 103 vessels, namely : 2377

Personnel	7
Seabees	4
Merchant Vessels	14
Coasters	32
Submarine and Miscellaneous	54

This figure can be expected to continue. Personnel and stores are the principal imports. Salt, pit (slops) (from San Antonio) and coal are the main exports.

ORGANIZATION FOR AVAILABLE PORTS

With reference to paragraph 4 of your letter No. HEC/1227 of 23rd November, 1944, the following is a rough approximation of the merchant shipping expected to use the ports mentioned:-

SAVANA VESSEL

Six ships per month - (3 Coasters, 1 Large Collier, 2 Grain Ships). Also Seaborners. Ministry of War Transport and War Shipping Administration have accepted joint responsibility for supervision of movements of vessels and act in an advisory capacity to the authorities concerned with the provision of labour. The number of Colliers is likely to increase to 2 per month in the near future.

PERMANENT

Seaborners only. Such Seaborners as may use this port will carry civil supplies only on behalf of the Allied Commission.

SEA STATION

United States Petroleum Section maintains Engineers and Technicians to handle pipe lines and pumps, and it is assumed that they recruit such local labour as they require. No firm estimate of shipping can be given for this port, but it is thought that it will probably handle one medium sized tanker per week.

ONCE-THREE

During November 1944 the port was used by 103 vessels, namely: 2377

Seaborners	7
Seaborners	1
Merchant Vessels	14
Coasters	32
Seaborners and Miscellaneous	54

This figure can be expected to continue. Personnel and stores are the principal imports. Salt, pit props (from San Antonio) and coal are the main exports.

2. With regard to the use of the port of Pioneros, your letter No. HEC/1325 dated 24th December, 1944, also refers. In this connection, it is observed that all cargoes handled by this port are civil supplies carried on behalf of the Allied Commission, and that therefore the Flag Officer, Northern Area Northampton, has no direct interest in the operation of the port, except in so far as it lessens the weight on Leghorn.

(Sgd) D. HAMMERSLEY JOHNSTON

FOR REAR ADMIRAL.
(Absent on Duty).

BEST COPY POSSIBLE

SECRET

File No:
RSC/1202

SECRET

23 November 1944.

From: Chief Commissioner, Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Italian Controlled Ports - Provision of Transport for.
Enclosure: (A) Copy FOWIT letter No. 955-2-F of 20 October 1944.

1. In accordance with directives issued by the Flag Officer Western Italy, the ports of CIVITAVECCHIA, PIOMBINO and SAN STEFANO are now the operational and administrative responsibility of the Royal Italian Navy.

2. In each of these ports motor transport was allocated to the Italian Naval authorities prior to the turn-over. The Flag Officer Western Italy in enclosure (A), requests that transport for the ports of CIVITAVECCHIA and PIOMBINO now be provided by the Allied Commission for the stated reason that these ports are now working for the Commission.

3. It appears that the transport required will ultimately be used for the supply and maintenance of Italian Naval vessels and facilities in the ports concerned. Under this condition the necessary facilities should be provided by the Royal Navy inasmuch as under paragraph 9 of Combined Chiefs' of Staff Secret letter CCS. 515/1 of 19 March 1944, the repair, maintenance and supply of the Italian Navy is a United Kingdom responsibility. The necessary transport required for other purposes will presumably be supplied by the user of the facilities in question.

4. In any event, the Allied Commission is not in a position to supply the over-all transport requirements which will be necessary for the complete rehabilitation of Italy, including all port operations. If these views are not concurred in, it is recommended that the matter be referred to Allied Force Headquarters, in order that plans may be made to furnish adequate transport to the Allied Commission for purposes which are determined to be the responsibility of the Commission.

Copy to:
FOTALI (Taranto)
FONAM

ELLERY W. STONE

FILE

2376

5 DEC 1944

Office of Flag Officer,
Western Italy,
NAPLES.

20th October, 1944.

No. FOWIT 955-2-F.

HEADQUARTERS,

ALLIED CONTROL COMMISSION.

(Copies to:-

The Commander in Chief, Mediterranean

The Flag Officer, Taranto, Adriatic and Liaison Italy, Rome
Comando in Capo, Baseo Tirreno)

PROVISION OF MOTOR TRANSPORT IN PORTS WORKING FOR
ALLIED CONTROL COMMISSION

At present 1 3-ton truck, 1 15-cwt truck and 1 P.U. are allocated out of Naval stocks to each of the ports of Piombino and Civita Vecchia, for the use of the Italian Port Parties. 1 15-cwt truck, 1 P.U. and 1 motor cycle are also allocated for the use of the British Naval Liaison Officer, Civita Vecchia and his staff.

2. As these ports are working for the Allied Control Commission it is considered that motor transport for the Italian Naval Authorities in each port should be provided by the Allied Control Commission, and I would appreciate your early assistance in making the necessary arrangements to affect this.

(SGD) J.A.V. MORSE

REAR ADMIRAL



(ENCLOSURE (4)).

Roma, 11/11/1944

ALLA NAVY SUB-COMMISSION
AQ.AC -

Tramite (e copia):
F.O.I.I.

STATO MAGGIORE DELLA R. MARINA

REPARTO M.D.S.-P.M.2

Prot. N. 4m. 26152- Allegati

Indirizzo telegr.: MARISTAT

Argomento: Organizzazione dei porti restituiti al controllo della R. Marina.

Risposta al foglio NSC/1100B del 2 corrente.

Si é preso atto della decisione di restituire al controllo della R. Marina Italiana i porti di Civitavecchia, Piombino e S. Stefano e delle istruzioni già comunicate ai titolari di detti porti dal F.O.N.A.M.

E' stato disposto che le suddette istruzioni siano applicate integralmente.

Quanto all'organizzazione che la R. Marina Italiana intende stabilire per i porti già restituiti e per quelli che lo saranno in futuro si comunica che essa sarà basata sullo schema che si allega affidando l'intera responsabilità del traffico e della gestione del porto al Comandante di Marina.

Soltanto nelle sedi di minor importanza, dove il Comando Marina non esiste, la responsabilità sarà affidata all'Ufficiale di Porto.

Il Comandante di Marina (o l'Ufficiale di Porto) saranno gli unici responsabili della gestione del porto ed a lui dovranno far capo le Autorità Alleate per tutte le questioni.

I nomi ed il recapito dei predetti per i porti già restituiti alla R. Marina Italiana (Civitavecchia - Piombino e S. Stefano) sono quelli già noti a codesta Navy Sub-Commission e cioè:

- per Civitavecchia : Capitano di Fregata VOCATURO
Comandante di Marina di Civitavecchia
- per Piombino : Tenente di Vascello ZANELLI
Comandante di Marina di Piombino
- per Porto S. Stefano: Tenente di Porto SANCILIO
Comandante del Porto S. Stefano

2374

Essendo pervenuta notizia della restituzione già effettuata anche del porto di Cagliari, si conferma che di esso é responsabile il Capitano di Fregata BORCHI Comandante di Marina Cagliari.

Argomento: Organizzazione dei porti restituiti al controllo della R.Marina.

Risposta al foglio NSC/1100B del 2 corrente.

Si é preso atto della decisione di restituire al controllo della R.Marina Italiana i porti di Civitavecchia, Piombino e S.Stefano e delle istruzioni già comunicate ai titolari di detti porti dal F.O.N.A.M.

E' stato disposto che le suddette istruzioni siano applicate integralmente.

Quanto all'organizzazione che la R.Marina Italiana intende stabilire per i porti già restituiti e per quelli che lo saranno in futuro si comunica che essa sarà basata sullo schema che si allega affidando l'intera responsabilità del traffico e della gestione del porto al Comandante di Marina.

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- per Civitavecchia :	Capitano di Fregata VOCATURO	
	Comandante di Marina di Civitavecchia	
- per Piombino :	Tenente di Vascello ZANELLI	
	Comandante di Marina di Piombino	
- per Porto S.Stefano:	Tenente di Porto SANCILIO	
	Comandante del Porto S.Stefano	2374

Essendo pervenuta notizia della restituzione già effettuata anche del porto di Cagliari, si conferma che di esso é responsabile il Capitano di Fregata BORGHI Comandante di Marina Cagliari.

Si fa riserva di comunicare i nominativi dei Comandanti di Marina (o ufficiali di porto) che saranno designati per tutti gli altri porti della zona liberata.

Si fa ogni sforzo per potenziare con apposite manovalanze il sollecito sbarco ed imbarco delle merci, affidando ad una agenzia responsabile la ricezione e consegna delle merci.

.../...

- 2 -

Si prospetta peraltro la necessità che la parte Alleata comunci, sia pure con larga approssimazione, il volume del traffico medio giornaliero di interesse Alleato prevedibile in ciascun porto per adeguare ad esso la manovalanza ed i mezzi da impiegare.

Per la gestione dei porti che sono stati o che saranno restituiti all'amministrazione italiana sarà provveduto a presentare un fabbisogno minimo dei pezzi e materiali ritenuti indispensabili per un efficiente funzionamento.

Si riterrebbe quindi opportuno che a similitudine di quanto è stato fatto per Cagliari, all'atto della restituzione di ciascun porto sia riunita una Commissione costituita dai rappresentanti delle parti interessate (Marina ed Esercito Inglese ed Americano - Commissione Alleata - R. Marina Italiana) allo scopo di definire quali mezzi sia indispensabile lasciare e fornire per permettere di gestire il porto in relazione al traffico prevedibile.

In particolare dovrebbe essere precisato quali sono le Autorità Alleate alle quali bisogna far capo per il rifornimento periodico dei combustibili liquidi e solidi.

Precisazioni dovrebbero essere fatte altresì dalla stessa Commissione circa i collegamenti necessari con le Autorità Alleate per tutto ciò che concerne problemi di carattere militare marittimo, come dragaggio, fari e segnalamenti marittimi, ostruzioni retali, zone libere per la pesca, previsioni movimento naviglio, ecc., onde siano evitate eventuali involontarie inosservanze alle disposizioni in atto delle Autorità Navali Alleate che hanno giurisdizione sulla zona di mare comprendente il porto considerato.

Per agevolare il coordinamento ed il collegamento fra le Autorità Centrali Italiane ed Alleate nella trattazione di tutte le questioni relative ai porti sarà istituito apposito organo presso il Ministero della Marina e vi sarà preposto un Ufficiale Superiore di Porto, eventuale buona conoscenza della lingua Inglese, e del quale sarà comunicato appena possibile, a codesta Navy Sub-Commission, il nome e l'indirizzo.

IL CAPO DI STATO MAGGIORE

2373



Per la gestione dell'Amministrazione italiana sarà provveduto a presentare un fabbisogno minimo dei pezzi e materiali ritenuti indispensabili per un efficiente funzionamento.

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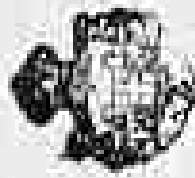
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IL CAPO DI STATO MAGGIORE

2373



STATO MAGGIORE DELLA R. MARINA



REPARTO

M.D.3.-P.M.2.

Prot.

A.M. 20152

Allegati

ALLA NAVY SUB-COMM. IN

AQ. AC -

Tramite (e copia):

F.O.I.I.

Indirizzo telegr.: MARISTAT

Argomento: Organizzazione dei porti restituiti al controllo della R. Marina.

Risposta al foglio NSC/1100B del 2 corrente.

Si é preso atto della decisione di restituire al controllo della R. Marina Italiana i porti di Civitavecchia, Piombino e S. Stefano e delle istruzioni già comunicate ai titolari di detti porti dal F.O.M.A.M.

E' stato disposto che le suddette istruzioni siano applicate integralmente.

Quanto all'organizzazione che la R. Marina Italiana intende stabilire per i porti già restituiti e per quelli che lo saranno in futuro si comunica che essa sarà basata sullo schema che si allega affidando l'intera responsabilità del traffico e della gestione del porto al Comandante di Marina.

Soltanto nelle sedi di minor importanza, dove il Comando Marina non esiste, la responsabilità sarà affidata all'Ufficiale di Porto.

Il Comandante di Marina (o l'Ufficiale di Porto) saranno gli unici responsabili della gestione del porto ed a lui dovranno far capo le autorità alleate per tutte le questioni.

I nomi ed il recapito dei predetti per i porti già restituiti alla R. Marina Italiana (Civitavecchia - Piombino e S. Stefano) sono quelli già noti a codesta Navy Sub-Commission e cioè:

- per Civitavecchia : Capitano di Pregata VOCATURO
Comandante di Marina di Civitavecchia
- per Piombino : Tenente di Vascello ZANELLI
Comandante di Marina di Piombino
- per Porto S. Stefano: Tenente di Porto SANCILIO
Comandante del Porto S. Stefano

Essendo pervenuta notizia della restituzione già effettuata anche del porto di Cagliari, si conferma che di esso é responsabile il Capi

Roma, li 22/11/1944

2372

Risposta al foglio MSC/1100B del 2 corrente.

Si è preso atto della decisione di restituire al controllo della R. Marina Italiana i porti di Civitavecchia, Piombino e S. Stefano e delle istruzioni già comunicate ai titolari di detti porti dal F.O.N.A.M.

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Comandante di Marina di Civitavecchia
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.../...

- 2 -

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IL CAPO DI STATO MAGGIORE
fo de Contini

2370

CONFIDENTIAL

HEADQUARTERS, ALLIED COMMISSION
 APO 334
 Navy Sub-Commission

RMC/11GOS

2 November 1944.

From: Navy Sub-Commission, Hq, AC.
 To: Ministry of Marine, Rome.
 Subject: Italian Ports, Organization for.

1. The ports of Civitavecchia, Fiesole and San Stefano have been returned to Italian Navy control. Copies of Joint Confidential Memoranda No. 598 of 24 September and 19 October 1944 with respect to the turn-over of Fiesole and San Stefano to Italian control are forwarded herewith. While no directive is available for Civitavecchia, the general provisions of Joint two directives are applicable to that port.

2. It is requested that the Ministry of Marine issue appropriate instructions for the organization of the above ports implementing the directives issued by the Flag Officer Western Italy (now, Flag Officer Northern Area Mediterranean) in order that proper liaison may be established between Allied authorities and the Italian port authorities. The Navy Sub-Commission, AC should be informed as to the organization established for each port. The data furnished should include the titles of the offices established, the names and addresses of the principal officers assigned to duty in each port and a brief summary of the responsibilities of each office.

3. For each port particular emphasis should be placed upon the organization for the expeditious discharge of cargoes from vessels including the designation of an agency responsible for acting as the agent for the consignee of the goods. Arrangements must also be made for longshoremen to load and unload vessels.

4. It is further requested that an office be designated in each port to be responsible for port gear such as tugs, cranes and barges, necessary for the efficient operation of the port. While it is not anticipated that every demand for this type of equipment can be met, an endeavour will be made to provide adequate equipment. Such requests are to be held at a



3 NOV 1944

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

WAG/13008

8 November 1944.

Subject: Italian Ports, Organization for.

5. The port of Civitavecchia should receive first priority for organization.

R. G. BINGLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AG.

M. ST. JOHN BUTLER,
Captain, U.S.N.

Copy to:
C. in C., Med.
FOCAL-Taranto
FONAM
Chief of Staff, HQ, AG.
Regional Commissioner, LADIS-PUGLIA
Regional Commissioner, TOSCANA
Transportation Sub-Commission, HQ, AG.
INRO, Naples.

2363



-2-

CONFIDENTIAL

3 NOV 1944

NOTES IN REGARD TO PORTS

28 October 1944.

When Military Service Units of Movement Control, Transportation and American Transportation Corps are removed and the Ports are turned over to civil use, it is necessary to define the new situation.

Ports are the property of the Italian Government, except as requisitioned by the Allied Forces. They would normally return to Italian control. What is to be the form of this control in present circumstances?

Presumably the Capitaneria of the Ports of the Ministry of Mercantile Marine as regards all Navigational control and the control of piers, quays, roads etc., with the assistance for maintenance, repairs and constructions of the Ministry of Public Works.

In view of the presence of Naval Units in various Ports, a statement is required of what degree of control is being retained by the Naval Authorities. On the Port being duly set up as a control of the above Italian Authorities, Allied Authorities will retain the right to insist upon arrangements for priority of berthing and speeded discharge; for this purpose and for the general efficiency of the Port, a Port Committee to be set up including ACC. MWT/WSA and a Naval representative²³³⁷ where the Navy is interested.

The Port gear, tugs, cranes and barges etc., which is needed for the ^{above} equipped discharge of civil supplies, is being obtained on loan from Allied sources.

0 3 5 4

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The Port gear, tugs, cranes and barges etc., which is needed for the ^{over}equipped discharge of civil supplies, is being obtained on loan from Allied sources.

It will be necessary to know from the Italian Government whom they wish to be the recipient of these goods as they must be handed over to some body who will upkeep them and at sometime presumably pay for them. This question of upkeep is a very essential one, as without upkeep the gear will quickly become unserviceable and dangerous if used.

NAVAL MESSAGE.

(S 869) Wt. 4492-6359. 3/41. 7,000M. B. & S. Ltd. 51 8891.

S. 1320e.

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

To:

G.O. P.B.S.I. (R) R.A.A.C.

G.O. ADVANCED ECHELON P.B.S. F.O.W.I.T.

FROM:

NAVY SUB COMMISSION
A.C.C.CONFIDENTIAL PRIORITY.

FORIT ADVISES PORT CIVITA VECCHIA TURNED OVER TO ITALIAN NAVY
10TH SEPTEMBER. BRITISH NAVAL LIAISON OFFICER IS BEING
APPOINTED FOR LIAISON AND NAVAL CONTROL DUTIES WITH ITALIAN
NAVAL OFFICER IN CHARGE OF PORT. TUG BA 3ED AT CIVITA VECCHIA
WILL BE UTILIZED FOR BERTHING TANKERS AT SAN STEFANO WITH
PRIORITY OVER BERTHING VESSELS AT CIVITA VECCHIA.

-121723.

DIST. SEC. U.S.E.

P/L T/P

T.O.D. 140158

DATE 14/9/44.

2363
PA

(S) 103-21

WT. 07000-100000 14 0000 10/10 1 100 50-0000

NAVAL MESSAGE

S. 13204.

Notated: 26 Oct. 1939
Received: 10 Oct. 1939

TO Med. Station 125B

FROM: C. in C. Med.

Naval Officer in charge Civita Vecchia has been withdrawn and
Port has been turned to Italian Navy.

A British Naval Liaison Officer remains who combines duties of B.N.L.O.
and he holds no repetition no communication systems other than P/L
Teleprinter to Naples C.C.O. who is automatically responsible for
B.N.L.O. Civita Vecchia.

=031214/10/44.

2365

NAVAL MESSAGE

OINC MED
(R) MOIC LEGHORN, NOIC NAPLES
MWT WSA, FOTALI ROME, PBS, FOTALI

FOWIT022)
241043A October

CONFIDENTIAL

It is intended to withdraw the Naval Liaison Party and communications from CIVITAVECCHIA at an early date.
2. A maximum of 4 ships a month is expected. Berthing will be carried out by Italian Port Party. Discharge will be arranged by MWTR and WAS. Ships will hold return routes to Naples.
3. Naples CCO will be responsible for NOIC CIVITAVECCHIA.
Messages will be passed by the Italian W/T network.

October

241043

Black 19, Pink 15
TOD 241001
Dis C-10,11,13,14,19-27,28,51,53, Log-1
SRM FOTALI(ROME) PBS
EBJ/JB

2364

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission - APO 394

NSC/1089C
1 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : British Naval Liaison Officer, CIVITAVECCHIA.
Subject: Depth of Channel, CIVITAVECCHIA Harbor.

1. The Transportation Sub-Commission requests verification of depth of channel to coal unloading berth in CIVITAVECCHIA Harbour. This berth is planned to take ships with 27' draft, while the channel is said to allow passage of ships of 24'6" draft. A local pilot is said to maintain that channel is sufficient for 22' draft vessels.

2. Your cooperation in verifying this data is requested.

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



2363

1 NOV 1944

Hermes

ARMCC/nf

TRANSPORTATION SUB-COMMISSION
Movements (shipping) Division

Meeting to be held in Room 8 - 6th Floor at 10.30 hrs.
on Saturday 30th December '44

AGENDA

1. Suggestions for clearing port of Fiumicino : 25 ton Dredger
2. Navigability of Canal Fiumicino/Rome : Dredging
3. Collection of tugs and craft for this service: Control and operation.
4. Areas of origin of cargo for Tiber traffic.
5. Use of upper Tiber traffic and organization for lower Tiber Operation.

file in
2002
Ports
status
WW

From: I.R.N. Staff Office
 To : N.S.C. - A.C.H.Q.
 Date: 4.12.44
 Ref.: SM. 28404

M O S T U R G E N T

Subject: Inspections at Civitavecchia, S.Stefano,
Piombino and Leghorn.

Ref. letter APO 394 of 30th ulto.

For the tour of inspection of the ports of
 Civitavecchia, S.Stefano, Piombino and Leghorn, Lt.
 Col. of the Port LAURICELLA, Enrico and Lt. LAIS, Lucio,
 to act as interpreter, have been appointed.

On the morning of 5th inst. the above
 Officers will be ready to leave and will await your
 instructions.

for CHIEF OF STAFF

DG/P.

2361

Lila
B

From: I.R.N. Staff Office
To : N.S.C. - A.C.H.Q.
Date: 4.12.44
Ref.: SM. 28404

M O S T U R G E N T

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for CHIEF OF STAFF

BG/P.

2369

From: I.R.N. Staff Office
To : N.S.C. - A.C.H.Q.
Date: 4.12.44
Ref.: SM. 28404

M O S T U R G E N T

Subject: Inspections at Civitavecchia, S.Stefano,
Piombino and Leghorn.

Ref. letter APO 394 of 30th ulto.

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For CHIEF OF STAFF

DG/P.

2359



STATO MAGGIORE DELLA R. MARINA

REPARTO M. D. S.

Prot. N.

m. 28404

Allegati //

Indir. teleg.: MARISTAT

Roma, 11 ^h /12/1944Headquarters Allied Commis-
sion Navy Sub-CommissionR O M A

Argomento: Ispezione a Civitavecchia, S. Stefano, Piombino e Livorno.

URGENTE

Riferimento foglio APO 394 in data 30 novembre 1944.

Per il giro d'ispezione ai porti di Civitavecchia, S. Stefano, Piombino e Livorno si designano il Tenente Colonnello di Porto LAURICELLA Enrico ed il Tenente di Vascello LAIS Lucio, che fungerà da interprete.

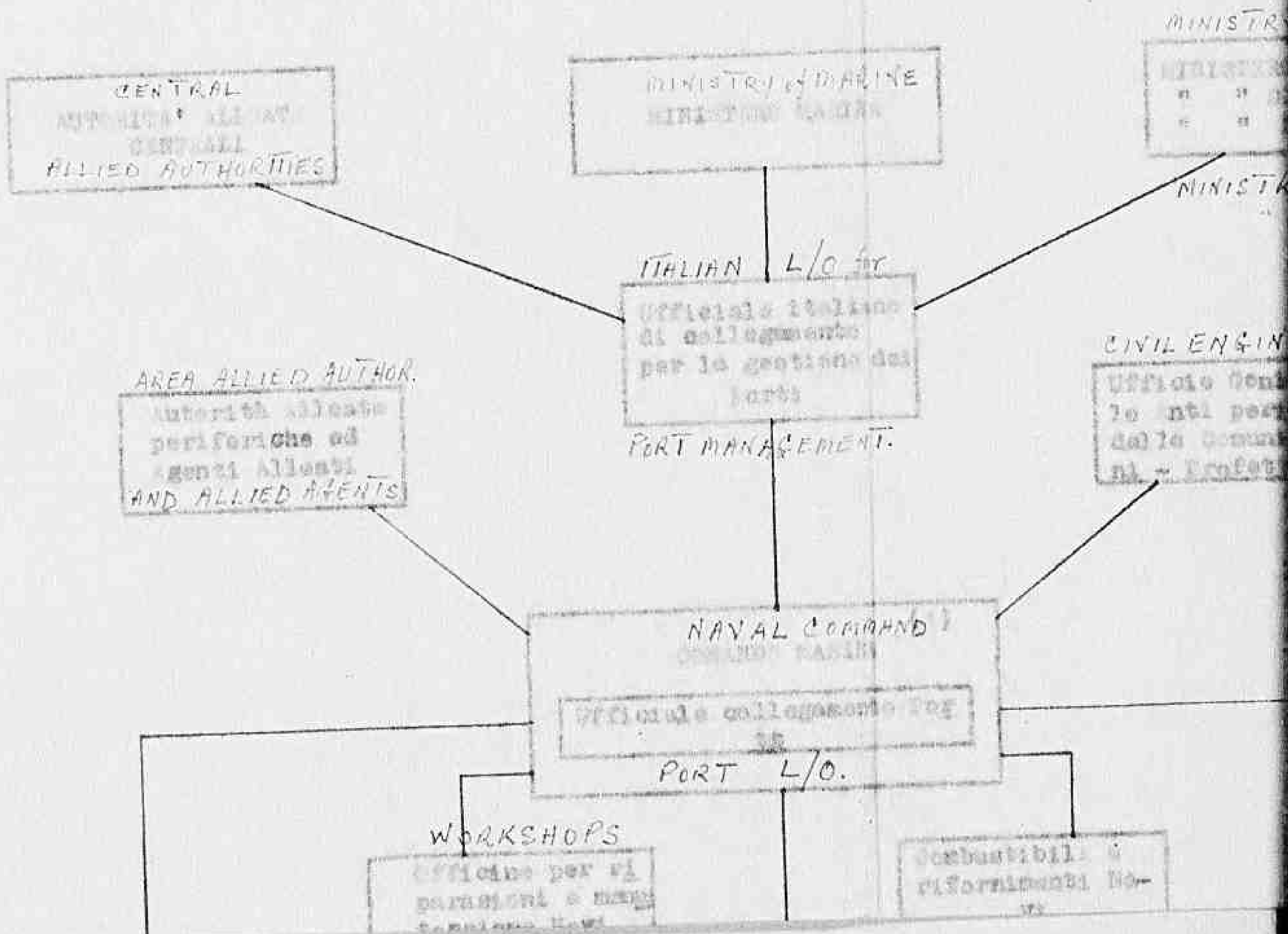
Dal mattino del 5 corrente i predetti ufficiali saranno pronti per la partenza, e rimarranno in attesa di vostre comunicazioni al riguardo.

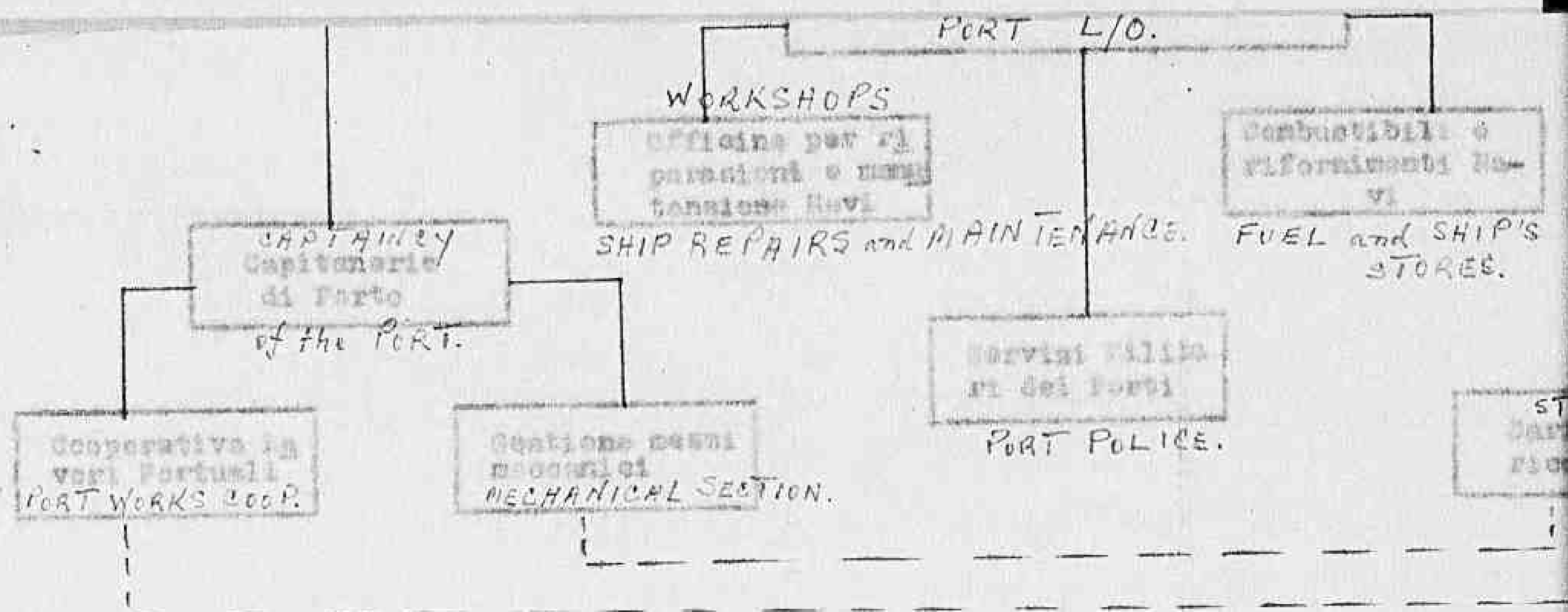
d'ad.
IL CAPO DI STATO MAGGIORE

2358

PORT ORGANIZATION

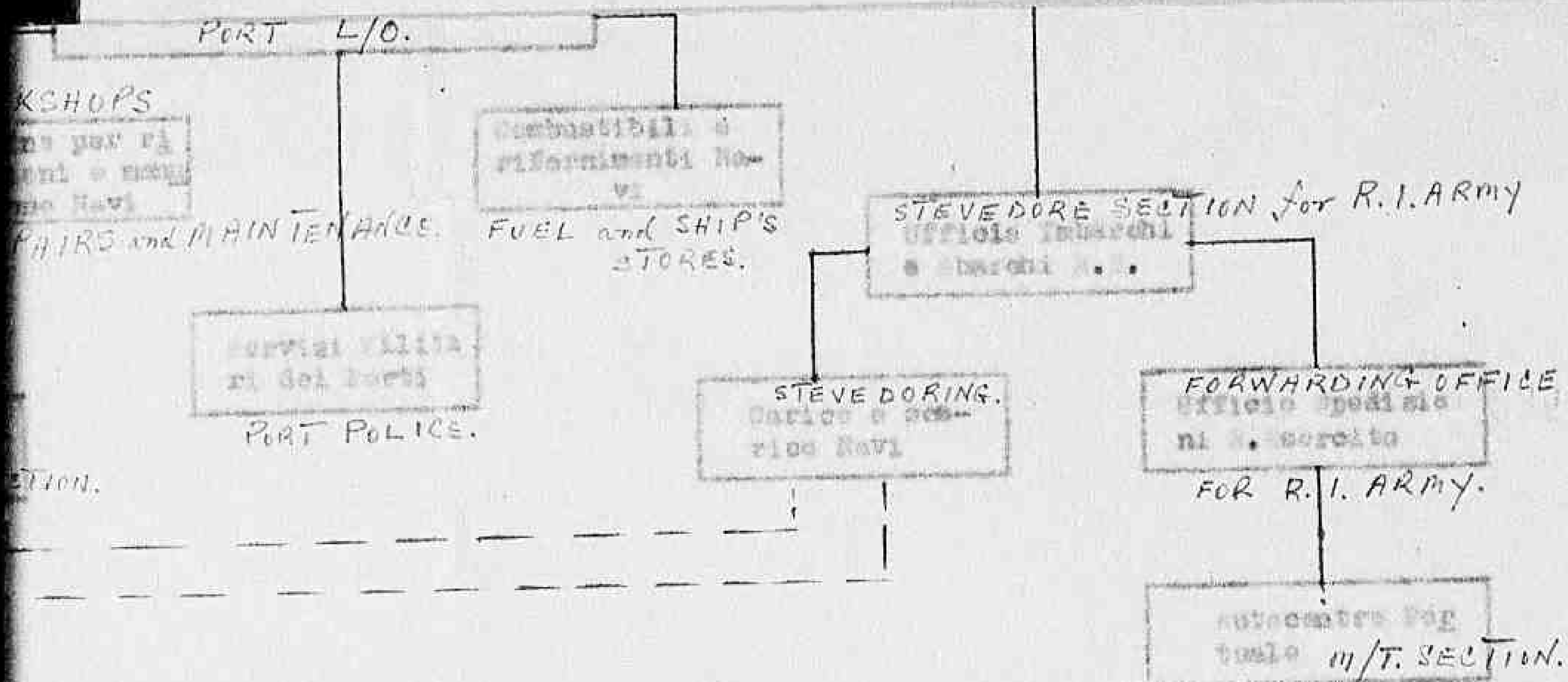
SCHEMA DI MARCHIA DELL'ORGANIZZAZIONE DEI PORTI





(1) - Nei porti di minore importanza il Comando Marina è costituito dalla Capitania di Porto.

In minor ports a Harbourmaster's Office will act instead of a Naval Command.



Commanding Officer
 Command.

File

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

C-O-N-F-I-D-E-N-T-I-A-L

NSC/10848

30 October 1944.

CONFIDENTIAL

From: Navy Sub-Commission, Hq. Allied Commission
To : Transportation Sub-Commission, Hq. AC.
Subject: Civita Vecchia Harbor.

1. A copy of POWIT confidential dispatch No. 241043 of October, in connection with the turn over of the Port of Civita Vecchia to Italian authorities is forwarded herewith for information.

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



235

1 NOV 1944

NAVAL MESSAGECOPY

TO: C. in C. Med. (R) NOIC Leghorn

FROM: EOWIT.

NOIC Naples MET WSA FOTALI Rome ~~ES~~, FOTALI.Confidential.

It is intended to withdraw the Naval Liaison party and communications from Civita Vecchia at an early date.

2. A maximum of four ships a month is expected. Berthing will be carried out by Italian Port Party. Discharge will be arranged by MWTR and WSA. Ships will hold return routes to Naples.

3. Naples C.C.C. will be responsible for NOIC Civita Vecchia. Messages will be passed by the Italian W/T Network.

241043 Oct.

2353

NAVAL MESSAGE

S. 1320d.

Revised—May, 1943
Revised—January, 1944

C. in C. Med. (R) NOIG Leghorn

From

NOIG Naples MWT WSA POTALI Rome PBS, POTALI

DOWIT.

Confidential.

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3. Naples C.C.C. will be responsible for NOIG Civita Vecchia. Messages will be passed by the Italian W/T Network.

-241048 Oct.

Dist. 3,7,13.

P.L. Hand

T.O.R. P.M.

Date 27-10-44.

235

NAVAL MESSAGE

9 13354
 Declassified - May 1989
 Declassify - January 1992

TORINO Civita Vecchia (R) C. in C. Mod.

FROM

NOIC Naples, NOIC Leghorn, NOIC C.V.

P.O.N.A.M.

Admiral Casardi, POTAFI Rome.

Important

Confidential.

BNLO and all British Naval Personnel are to return to Naples in MFV 83 as soon after 1st Nov. as can be arranged. After which Italian NOIC Civita Vecchia will assume full responsibility for direct communication with ROMAN on all matters concerning the Port.

2. BNLO is to bring back with him report concerning Coal Dump at No.2 Berth - INWTR C.V.'s 201380 Oct. and my 301205 neither to all refers.

3. Any Naval Stores held are to be returned to BSO Naples.

4. Communication Stores are to be returned to Naples including the Teletype Machine which should be disconnected as late as possible prior to departure, a signal being made to this effect immediately before doing so.

=301961A.

Dist. 7,13.

P.L. T.P.

T.O.R. 0230

Date 31-10-44.

Ref. Not held

2353

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

file
NSC/9170.

28 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Public Works and Utilities Sub-Commission, Hq. ACC.
Subject: Repairs to Port of CIVITA VECCHIA.

1. In reply to your letter ACC/109/PWU of 5 September 1944, enclosed herewith is a copy of Flag Officer Western Italy, letter No. POWIT 1087 of 19 September 1944, which states that the Royal Navy has no objection to the proposed repairs to the sea wall at CIVITA VECCHIA.

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

494
30 SET 1944

2352

Office of Flag Officer,
Western Italy,
NAPLES.

19th September, 1944.

No. POWIT 1087.
HEADQUARTERS, ALLIED CONTROL COMMISSION,
NAVY SUB-COMMISSION.

REPAIRS TO PORT OF CIVITA VECCHIA

With reference to your letter No.
NSC/811 dated 7th September, 1944 the Royal
Navy has no objection to the proposed repairs
to the seawall at Civita Vecchia.

2. For your information the port of
Civita Vecchia is no longer being used as a
military unloading port by the Royal Navy and
it has been handed over to the Royal Italian
Navy.

C. Appelt
for REAR ADMIRAL

2351

Office of Flag Officer,
Western Italy,
NAPLES.

19th September, 1944.

No. POWIT 1087.
HEADQUARTERS, ALLIED CONTROL COMMISSION,
NAVY SUB-COMMISSION.

REPAIRS TO PORT OF CIVITA VECCHIA

With reference to your letter No. INC/821 dated 7th September, 1944 the Royal Navy has no objection to the proposed repairs to the senwall at Civita Vecchia.

2. For your information the port of Civita Vecchia is no longer being used as a military unloading port by the Royal Navy and it has been handed over to the Royal Italian Navy.

(Sd) S. J. LETCHER

for REAR ADMIRAL

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

RWS/fr

5 September 1944

ACC/109/PWU

Subject: Repairs to Port of Civitavecchia.

To : Naval Sub-Commission.

1. The Genio Civile has submitted an estimate for certain repairs to sea wall at Port of Civitavecchia in the amount of 990,000 lire.

2. A map is attached showing the exact location of this proposed work and its relation to other facilities at the Port.

3. It will be appreciated if you will ascertain the reaction of the Navy to this proposal. We shall withhold any action until advice is received from you.

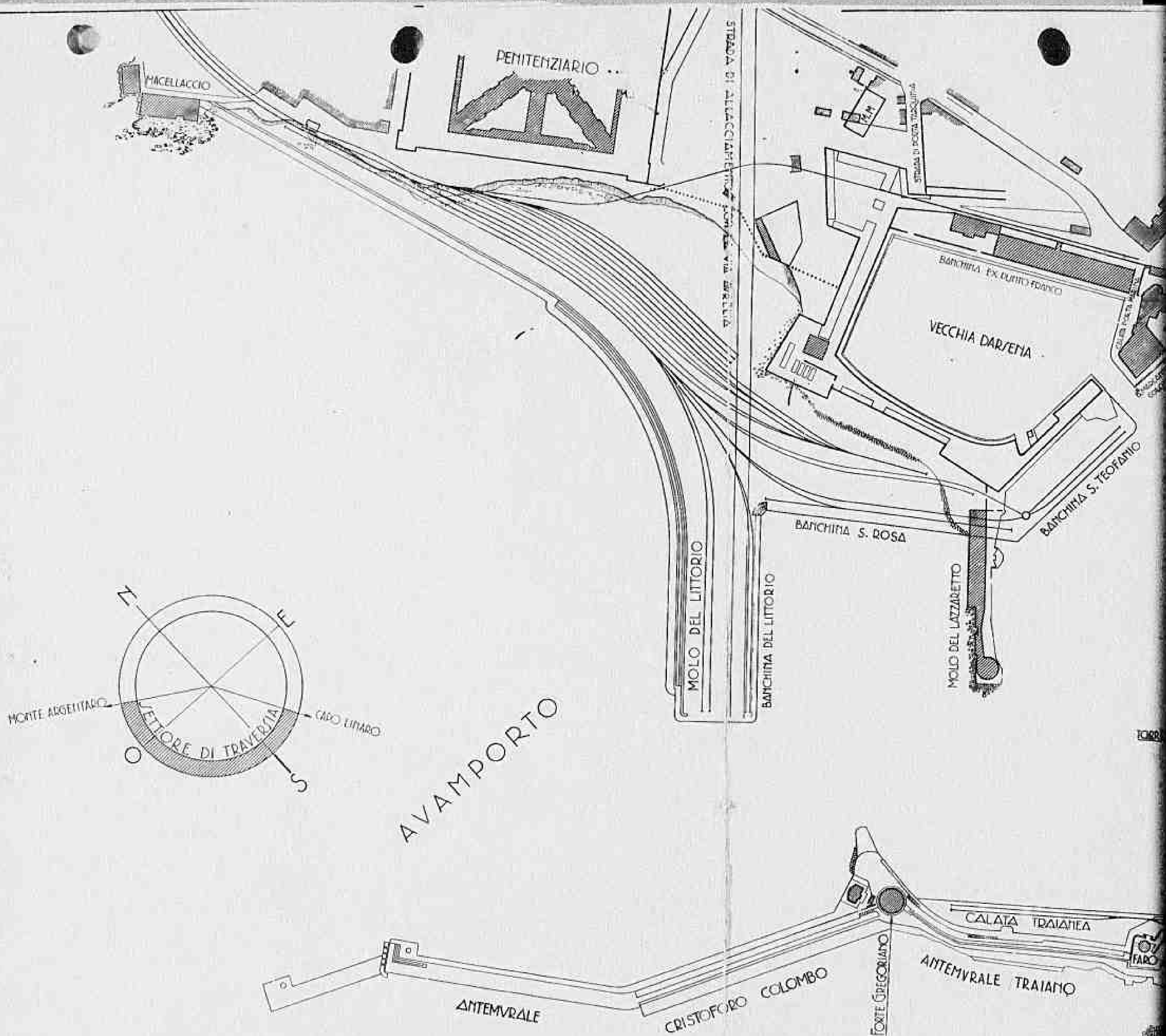

V.S. THOMPSON
Lt. Col. R.C.E.
Chief, Public Wks. Div.

2350

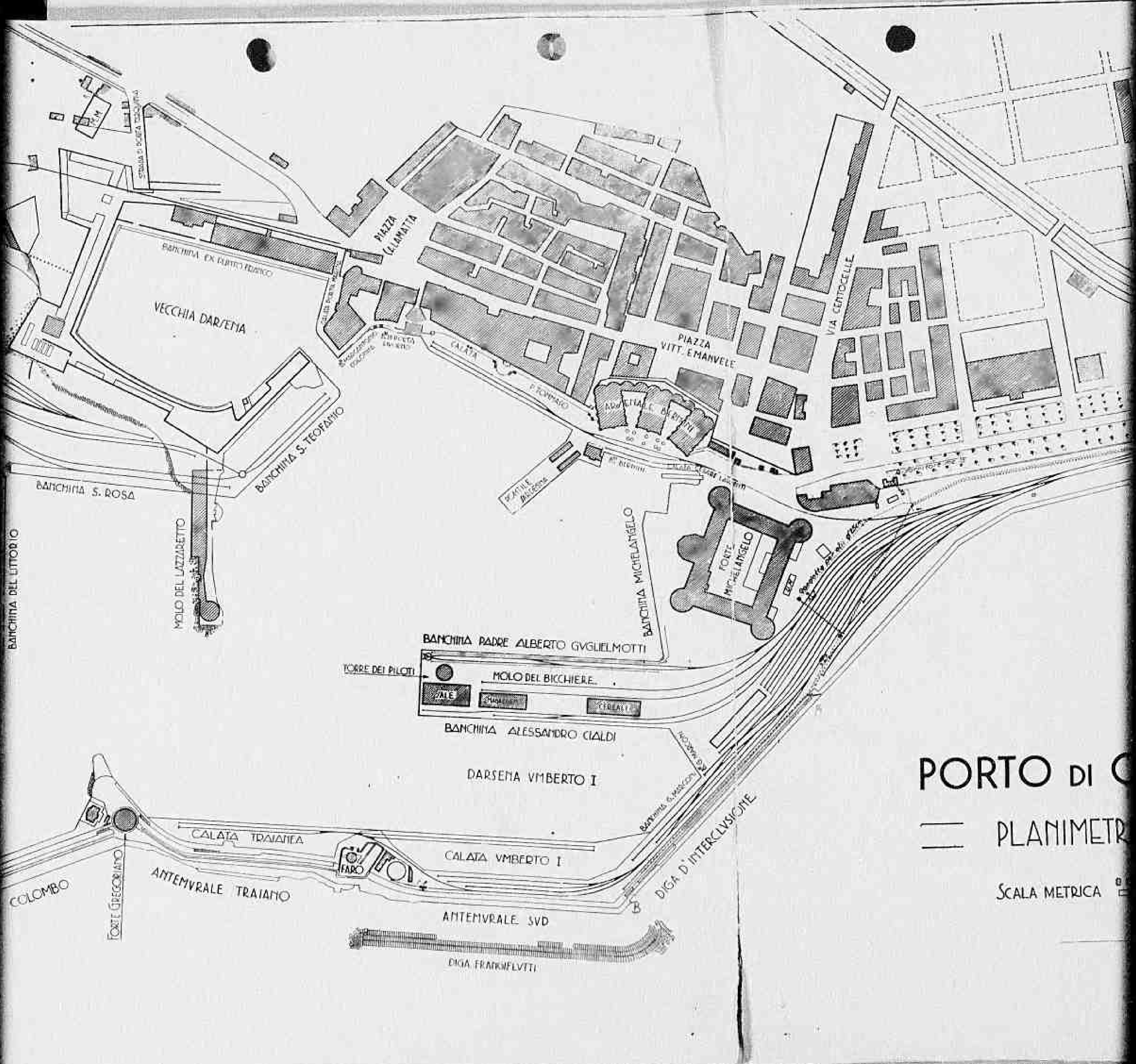


994

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0377



PORTO DI C
PLANIMETRA
SCALA METRICA



HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/839

12 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To: Public Works and Utilities Sub-Commission, Hq. ACC.
Subject: Port of Civitavecchia .

1. In connection with Navy Sub-Commission, ACC, first endorsement NSC/811 of 7 September 1944, a copy of FOWIT ltr No. 698 of 7 September 1944, which advises that the Port of Civitavecchia was turned over to the Royal Italian Navy on 10 September 1944, is forwarded herewith for information.

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



13 OCT 1944

2348

915

7th September, 1944.

No. 10001 628.
HEADQUARTERS,
ALLIED COMBINED COMMISSIONERS.

PORT OF CIVITA VECCHIA

1. As from the 10th September, 1944, the Port of Civita Vecchia is to be turned over to the Royal Italian Navy. A British Naval Liaison Officer is being appointed for Liaison and Naval Control Service duties.

2. The Italian Naval Officer in Charge has been informed that from time to time it will be necessary for a tug based on Civita Vecchia to proceed to San Stefano for berthing tugs at that port and this commitment must be met even at the risk of delay to berthing of ships at Civita Vecchia. It is requested that the military authorities at Civita Vecchia be so informed.

CO PBS 1 (Col. JXX, 23A)
CO ALV Ech PBS (Leyhorn) APO 782



APC 794

2347

7th September, 1944.

No. FOWIT 698.
HEAD QUARTERS,
ALLIED CONTROL COMMISSION.

PORT OF CIVITA VECCHIA

As from the 10th September, 1944 the Port of Civita Vecchia is to be turned over to the Royal Italian Navy. A British Naval Liaison Officer is being appointed for Liaison and Naval Control Service duties.

2. The Italian Naval Officer in Charge has been informed that from time to time it will be necessary for a tug based on Civita Vecchia to proceed to San Stefano for berthing tugs at that port and this commitment must be met even at the risk of delay to berthing of ships at Civita Vecchia. It is requested that the military authorities at Civita Vecchia be so informed.

REAR ADMIRAL



2340

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/838

12 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Regional Control & Military Government Section, ACC.
Subject: Port of Civitavecchia.

1. A copy of FOWIT ltr No. 698 of 7 September 1944, relating to the turning over of the Port of Civitavecchia Harbor to the Royal Italian Navy, is forwarded herewith for information.

2. It is requested that the Regional Commissioner, Region IV be advised accordingly.

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



13 SEP 1944

2345

E/R
Gary *(3)*
OFFICE OF *8340*
FLAG OFFICER, WESTERN ITALY,
NAPLES. *File*
acted

7th September, 1944.

No. FOWIT 698.
HEADQUARTERS,
ALLIED CONTROL COMMISSION.

PORT OF CIVITA VECCHIA

As from the 10th September, 1944, the Port of Civita Vecchia is to be turned over to the Royal Italian Navy. A British Naval Liaison Officer is being appointed for Liaison and Naval Control Service duties.

2. The Italian Naval Officer in Charge has been informed that from time to time it will be necessary for a tug based on Civita Vecchia to proceed to San Stefano for berthing tankers at that port and this commitment must be met even at the risk of delay to berthing of ships at Civita Vecchia. It is requested that the military authorities at Civita Vecchia be so informed.

James
REAR ADMIRAL



HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/811

7 September 1944.

FIRST ENDORSEMENT on
Public Works & Utilities
Subcomm. ltr ACC/100/PWC
of 5 September 1944.

From: Navy Sub-Commission, Hq, ACC.
To : Flag Officer Western Italy, Naples.
Subject: Repairs to Port of Civitavecchia.

1. Forwarded.
2. Comments on the proposed repairs to the sea wall at the port of Civitavecchia are requested indicating whether or not the project is approved to be undertaken under the supervision of the Public Works & Utilities Sub-Commission, ACC.
3. The return of correspondence is requested.

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

Copy to:
Public Works & Utilities Subcomm,
Hq, ACC.



2343

COPY

RWS/fr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

5 September 1944

ACC/109/PWU

Subject: Repairs to Port of Civitavecchia .

To : Naval Sub-Commission.

1. The Genio Civile has submitted an estimate for certain repairs to sea wall at Port of Civitavecchia in the amount of 990,000 lire.

2. A map is attached showing the exact location of this proposed work and its relation to other facilities at the Port.

3. It will be appreciated if you will ascertain the reaction of the Navy to this proposal. We shall withhold any action until advice is received from you.

(Sgd) V. S. Thompson,
V. S. THOMPSON,
Lt Col. R.C.E.
Chief, Public Wks Div

COPY

2342

File No.
L24/MC

ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
Navy House, Tarento, Italy

20 May 1944.

Serial: (V4/)

To: Regional Control and Military Government Section, A. C. C.
Regional Commissioner No. 11 District, A. C. C.
Mediterranean Shipping Board, Italy.

Subject: Port of CROTONE, - Report of inspection of.

Enclosure: (A) Copy of subject report.
(B) Transmission of ltr. of Captain of the Port, Crotone,
dated 12 May 1944.

1. Enclosure (A) and (B), submitted by the U. S. Navy Port Officer, Tarento, on shipping conditions at the port of CROTONE is forwarded herewith for information and such action as may be necessary.

2. Particular reference is made to the lack of adequate security measures resulting in pilferage to the cargo of vessels unloading.

H. W. SHERILL,
Commodore, U. S. NAVY,
For Chief, Naval Sub-Commission, A. C. C.

Copy to:
Lt. BUTTON,
ACC Port Auth. CROTONE
with enc.

2341

ROYAL NAVY

Crotone, 12 May 1944.

CAPTAIN OF THE PORT'S OFFICE
CROTONE
Command Office.

To: Lieutenant Leely
U. S. Navy Port Officer,
Navy House, Taranto.

No. 208/1, Enclosure 1.

Subject: Discharge facilities for American motorships in the port of Crotone.

As is known, for several months American Motorships of the Liberty type have put into this port and discharge foodstuffs (grain, flour, condensed milk, etc.) for distribution to the civil population of Calabria.

The following motorships have regularly operated here: JOHN STEELE, JOHN SULLIVAN, LUCIUS Q. C. LAMAR, FELIX GRUNDY, ASA GRAY, EDWARD P. COSTIGAN.

This office provides for pilots, mooring and un-mooring, which are tied up alongside the piers in the New Port, the opening of which is protected by an anti-torpedo net.

The work of unloading of goods is carried out by militarized port workers serving under this office, the work of which is controlled by the Captain of the Port.

There are available 150 laborers who can simultaneously unload two ships fully loaded, alternating work shifts between night and day.

The details of the work itself, the tariffs for unloading, the movement of the goods have been arranged between this office and Lieutenant BUTTON of the A.C.C.

The above mentioned officer has charge of the custody and distribution of the foodstuffs to the interior towns, under the Regional Office of the A.C.C. of Catanzaro.

In addition to the ships employed in providing foodstuffs, Allied ships come into this port and load lumber destined to the coal mines of S. Antioco and Carbonia (Sardinia), controlled by the Mineral Service of the United States.

Captain Gilesby of the United States Military Engineers Superintends these operations in collaboration with this office which sees to the operation of the cranes, movement of railway cars and trucks which bring the lumber to the docks.

Proper provisions, arranged here with the representative of the "Shipping Board" make possible every assistance to the American ships and a local maritime agency which renders every possible assistance to them. (foodstuffs, water, sanitary aid for crews, etc.) 2340

Thanks to the prearranging of proper organizations the American ships have entered and operated in this port without the smallest incident.

To avoid thefts and pilfering, a continuous watch has been instituted on the ships, composed of Carabinieri and Finance Guards, assisted by sailors

from this office.

In closing it is pointed out that the maximum depth of water in the port is about 30 feet and that 3 liberty type ships can lie alongside the docks simultaneously.

A sketch of the port is enclosed.

THE CAPTAIN OF THE PORT

G. Battista Vitali.

2339

UNITED STATES NAVY PORT OFFICE
TARANTO, ITALY

13 May 1944.

From: U. S. Navy Port Officer, Taranto.
To : Senior U. S. Naval Officer, Italy.
Subject: Port of CROTONE, report of inspection of.
Reference: (a) Letter of Lieut. C. BUTTON, A.C.C. Port Authority
Crotone, dated 27 April, 1944.
(b) Verbal instructions from SUBHOL.
Enclosure: (A) Report of Inspection.
(B) Letter of Captain of Port, Crotone.
(C) Map of Port.
(D) Copy of Reference (a).

1. In accordance with reference (b) the undersigned officer proceeded to CROTONE, Italy on 11 May, 1944 to inspect the Port facilities and to ascertain the facts regarding the matters set forth in reference (a).
2. Enclosure (A) contains the recommendations of this office.
3. Enclosures (B) and (C) were furnished by the Captain of the Port of Crotone. Enclosure (B) has been translated and copies of the translation are attached as the enclosure.
4. It is desired to make special mention of the co-operation and courtesies extended by Captain VITALE, Captain of the Port, and Lieut. C. BUTTON during the visit to CROTONE.

/s/ J. N. LILLY,
Lieut. U.S.N.R.

2338

REPORT OF INSPECTION - PORT OF CROTONE, ITALY

May 11, 1944.

1. Port Officials contacted.

Captain Giovanni VITALE, R.I.N., Captain of the Port.
Has adequate staff to handle local problems.

Lieut. C. HUTTON (British Army).
A.C.C. Port Authority and is in charge of discharging
and warehousing of cargo. Utilizes local labor.

Antonio THICOLI.
U.S.A. representative at Crotone, whose immediate
superior has headquarters at Naples.

2. Port Capacity and facilities.

Three vessels at any one time. One carrying 7,000 tons, one 6,000
and one 5,000. In bad weather not more than two vessels.

One pier will handle vessel with 26½ foot draft; others not more
than 25 foot.

One 8 ton crane.

One small light railway with 27 cars (13 more cars are needed to
handle the discharging of two vessels efficiently).

DEFICIENCIES.

Insufficient information regarding arrival of vessels, cargo and draft.

Slings, 16 ft in length.

Canvas for slings.

Heavy line and cable.

Barges,

Tug.

3. Port Traffic and Cargo.

All cargo is A.C.C. cargo. Eight vessels have discharged cargo in
Crotone since January 1944; Seven U. S. vessels, one British.

Average two per month; 8 to 10 days to discharge each vessel.

30,000 tons of wheat and flour have been discharged from said vessels.

Considerable lumber exported.

Potential problem in the use of the pier with deepest draft by lumber
and flour vessels.

ENCLOSURE (A)

REPORT OF INSPECTION - PORT OF CROTONE

11 May 1944

4. Security.

None -- except local Italian Police.
(Average of 30 tons per vessel are reported to be lost to hold pilferage, etc.).

No Port Rules or Regulations, for civilians or military personnel.

No Curfew.

5. Recommendations.

1. Proper A.C.C. authority should be informed regarding the entire situation.

2. Italian authorities should be called upon to furnish necessary equipment to expedite unloading, particularly canvas, as none is available locally.

3. A set of Port Rules and Regulations should be prepared and distributed to masters of vessels upon arrival in port, and provisions made for enforcing same.

4. Steps should be taken to meet the security problem. This perhaps could be done by local authorities.

5. Captain of Port and A.C.C. Port Authorities should be furnished more complete information regarding vessels assigned to Crotone as to date of arrival, draft of vessel and cargo.

6. A priority schedule be worked out between the A.C.C. authorities and the U. S. Army Authorities (under whose supervision the exportation of lumber is accomplished) for the use of the pier having the deepest draft and best unloading facilities.

7. It was the opinion of Lieut. G. BUTON that the use of the port for discharge of A.C.C. food supplies will continue and increase in the future. If this situation does materialize, it is recommended that some Allied Naval Authority be assigned to the Port of CROTONE.

/s/

J. H. JILLY,
Lieut. U.S.N.R.

2337

3: AFRO-MINUTE SHEET.

PACK AND.

1-24

Subject: Port of Colone

Origin

Referred to

Report following the from U.S.C.

Copy - Nsc

2/20

RE. + MG Port Acc
 RE No II Dist Acc
 MEDCO ITALY

1. A copy of a report submitted by the U.S. Navy Port officer Janante on shipping conditions at the port of Colone is forwarded herewith for information and such action as may be necessary.

2. Particular reference is made to the lack of adequate security measures resulting in pilferage to the cargo of vessels unloading.

2336

After action
circulation

Disposal

Exp. Also
2/20

RE. & MG Act Acc
RE No II Dist Acc
MEDCO ITALY

1. A copy of a report submitted by the U.S. Navy Port officer Janata on shipping conditions at the port of Corone is forwarded herewith for information and such action as may be necessary.

2. Particular reference is made to the lack of adequate security measures resulting in pilferage to the cargo of various unloading.

2336

Copy to
Lt. Butler
Acc Port Acta Corone.

B. U.

Continue, if necessary, on a FRESH minute sheet.

ALLIED CONTROL COMMISSION
CIVILIAN SUPPLIES DIVISION
CROTONE

April 27, 1944

SUBJECT: Port of Crotone

TO: Commodore, Navy House, Taranto

Sir, I would like to bring to your attention a few of the facts concerning the port of Crotone.

(1) This port has accepted since January, 8 Liberty boats and a number of British merchant vessels on behalf of ACC. At the port itself there is nothing available in the way of gear etc. for the discharge of these boats. Consequently, it is necessary for us to procure cordage from the boats for discharge. This is often the most difficult position as we are constantly informed by the chief mate the responsibility lies with the port authorities for supplying of offloading material.

(2) No Allied person appears to be directly responsible for the security and discipline of the above mentioned port. Naturally this leads to a certain amount of confusion among the parties concerned in loading and offloading boats. As the port appears to be used much more is it possible for some one to be invested with the authority for the enforcement of Allied discipline.

As this port appears to come under the jurisdiction of Taranto I sincerely hope my inquiry has come to the proper person concerned and regarding cordage etc. I am writing to your Commodore Maintenance. I am sir

2335

SUBJECT: Port of Crotone

TO: Commodore, Navy House, Taranto

Sir, I would like to bring to our attention a few of the facts concerning the port of Crotone.

(1) This port has accepted since January, 8 Liberty boats and a number of British merchant vessels on behalf of ACC. At the port itself there is nothing available in the way of gear etc. for the discharge of these boats. Consequently, it is necessary for us to procure cordage from the boats for discharge. This is often the most difficult position as we are constantly informed by the chief mate the responsibility lies with the port authorities for supplying of offloading material.

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As this port appears to come under the jurisdiction of Taranto I sincerely hope my inquiry has come to the proper person concerned and regarding cordage etc. I am writing to your Commodore Maintenance. I am sir

Yours sincerely,

E. B. Button

Lt. C. Button
ACC Port Authority, Crotone

UNITED STATES NAVY PORT OFFICE
TARANTO, ITALY

13 May 1944

From: U.S. Navy Port Officer, Taranto.
To : Senior U.S. Naval Officer, Italy.

Subject: Port of CROTONE, report of inspection of.

Reference: (a) Letter of Lieut. C. BUTTON, A.C.C. Port Authority
Crotona, dated 27 April, 1944
(b) Verbal instructions from SUSNOI.

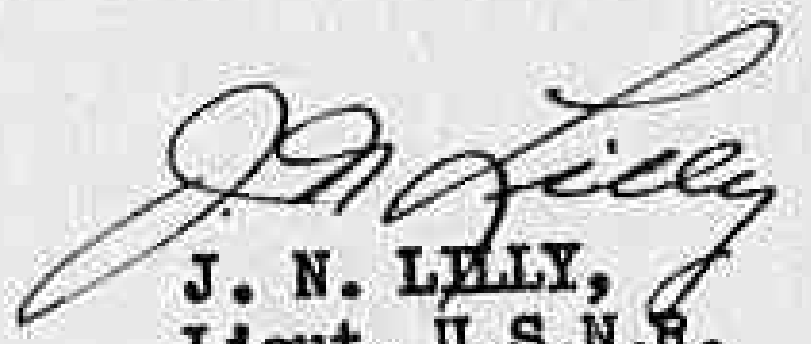
Enclosure: (A) Report of Inspection.
(B) Letter of Captain of Port, Crotona.
(C) Map of Port.
(D) Copy of Reference (a).

1. In accordance with reference (b) the undersigned officer proceeded to CROTONE, Italy on 11 May, 1944 to inspect the Port facilities and to ascertain the facts regarding the matters set forth in reference (a).

2. Enclosure (A) contains the recommendations of this office.

3. Enclosures (B) and (C) were furnished by the Captain of the Port at Crotona. Enclosure (B) has been translated and copies of the translation are attached to the enclosure.

4. It is desired to make special mention of the co-operation and courtesies extended by Captain VITALE, Captain of the Port, and Lieut. C. BUTTON during the visit to CROTONE.


J. N. LALLY,
Lieut. U.S.N.R.

2334

REPORT OF INSPECTION - PORT OF CROTONE, ITALY

May 11, 1944

1. Port Officials contacted.

Captain Giovanni VITALE, R.I.N., Captain of the Port.
Has adequate staff to handle local problems.

Lieut. C. BUTTON (British Army).
A.C.C. Port Authority and is in charge of discharging
and warehousing of cargo. Utilizes local labor.

Antonio TRICOLI.
W.S.A. representative at Crotone, whose immediate
superior has headquarters at Naples.

2. Port Capacity and facilities.

Three vessels at any one time. One carrying 7,000 tons, one 6,000
and one 5,000. In bad weather not more than two vessels.

One pier will handle vessel with 26½ foot draft; others not more
than 25 foot.

One 8 ton crane.

One small light railway with 27 cars (13 more cars are needed to
handle the discharging of two vessels efficiently).

DEFICIENCIES.

Insufficient information regarding arrival of vessels, cargo and draft.

Slings, 16 ft in length.

Canvas for slings.

Heavy line and cable.

Barges,

Tug

3. Port Traffic and Cargo.

All cargo is A.C.C. cargo. Eight vessels have discharged cargo in
Crotone since January 1944; Seven U.S. vessels, one British.

Average two per month; 8 to 10 days to discharge each vessel.

30,000 tons of wheat and flour have been discharged from said vessels.

Considerable lumber exported.

Potential problem in the use of the pier with deepest draft by lumber
and flour vessels.

REPORT OF INSPECTION - PORT OF CROTONE

11 May 1944

4. Security.

None - except local Italian Police.
(Average of 30 tons per vessel are reported to be lost to hold pilferage, etc.).

No Port Rules or Regulations, for civilians or military personnel.

No Curfew.

5. Recommendations.

1. Proper A.C.C. authority should be informed regarding the entire situation.

2. Italian authorities should be called upon to furnish necessary equipment to expedite unloading, particularly canvas, as none is available locally.

3. A set of Port Rules and Regulations should be prepared and distributed to masters of vessels upon arrival in port, and provisions made for enforcing same.

4. Steps should be taken to meet the security problem. This perhaps could be done by local authorities.

5. Captain of Port and A.C.C. Port Authorities should be furnished more complete information regarding vessels assigned to Crotone as to date of arrival, draft of vessel and cargo.

6. A priority schedule be worked out between the A.C.C. authorities and the U.S. Army Authorities (under whose supervision the exportation of lumber is accomplished) for the use of the pier having the deepest draft and best unloading facilities.

7. It was the opinion of Lieut. C. BUTTON that the use of the port for discharge of A.C.C. food supplies will continue and increase in the future. If this situation does materialize, it is recommended that some Allied Naval Authority be assigned to the Port of CROTONE.

J. N. Lilly
J. N. LILLY,
Lieut. U.S.N.R.

2332

N° 1831 - C di catalogo

Crotone 12 maggio 1944 =



Regia Marina

R. Capitaneria di Porto

CROTONE

Ufficio Comando

Tenente di Vascello Leely

U.S. Navy Port- Officer
Navy House

TARANTO

INDIRIZZO TELEGRAFICO:

Reg. N. 208/4 Allegato 1

ARGOMENTO: Approdo di motonavi americane nel porto di Crotone.-

Come è noto, da alcuni mesi scalano in questo porto motonavi americane, tipo "Liberty" che sbarcano derrate alimentari (grano, farina, latte condensato ecc) destinate alla popolazione civile della Calabria.

Hanno regolarmente qui compiuto operazioni commerciali le motonavi " John Steele", " John Sullivan " " Lucius Q.C. Lamar " - " Felix Grundy " - " Asa Gray " " Edward F. Costigan ".

Questa Capitaneria provvede al pilotaggio, ormeggio e disormeggio delle navi che vengono affiancate alle banchine in porto nuovo, la cui imboccatura è protetta da una ostruzione retale para-siluri.

Le operazioni di scarico della merce vengono compiute da operai portuali militarizzati, alle dirette dipendenze della Capitaneria che disciplina l'esercizio del lavoro in porto.

Sono disponibili 150 operai che possono scaricare contemporaneamente due piroscafi a pieno carico, alternandosi in turni diurni e notturni di lavoro. 2331

Le modalità del lavoro stesso, le tariffe per lo sbarco e maneggio delle merci sono state concordate tra questa Capitaneria ed il Tenente BUTTON della A.C.C..

Regia Marina

U.S. Navy Port- Officer
Navy House

R. Capitaneria di Porto

CROTONE

TARANTO

Ufficio Comando

INDIRIZZO TELEGRAFICO:

Reg. N. 208/4 *Allegato 1*

ARGOMENTO: Approdo di motonavi americane nel porto di Crotone.-

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Questa Capitaneria provvede al pilotaggio, ormeggio e disarmaggio delle navi che vengono affiancate alle banchine in porto nuovo, la cui imboccatura è protetta da una ostruzione retale para-siluri.

Le operazioni di scarico della merce vengono compiute da operai portuali militarizzati, alle dirette dipendenze della Capitaneria che disciplina l'esercizio del lavoro in porto.

Sono disponibili 150 operai che possono scaricare contemporaneamente due piroscafi a pieno carico, alternandosi in turni diurni e notturni di lavoro. **2331**

Le modalità del lavoro stesso, le tariffe per lo sbarco e maneggio delle merci sono state concordate tra questa Capitaneria ed il Tenente BUTTON della A.C.C..

Il predetto Ufficiale provvede alla custodia e distribuzione delle derrate alimentari ai paesi dell'interno, alle dipendenze dell'Ufficio Regionale delle A.C.C. di Catanzaro.

./.

0400

Oltre alle navi, addette al rifornimento veri, scalano in questo porto piroscafi di bandiera alleata che imbarcano legname destinato alle miniere di carbone di S. Antioco e Carbonia (Sardegna), controllate dal servizio minerario degli Stati Uniti.

Il Capitano Gilesby del Venio Militare degli Stati Uniti sovrintende a tali operazioni, in collaborazione con questa Capitaneria che provvede al funzionamento delle gru, al movimento dei vagoni ed auto-mezzi che trasportano il legname in banchina.

Giusta accordi qui concordati con il rappresentante delle "Shipping Board" i piroscafi americani sono appoggiati ad una agenzia marittima locale che provvede ad ogni possibile assistenza (rifornimento viveri ed acqua, assistenza sanitaria agli equipaggi ecc.).

Grazie alla organizzazione predisposta allo scopo, i piroscafi americani hanno qui approdato ed operato con regolarità, senza che si verificasse il minimo incidente.

Ad evitare furti a bordo e manomissione delle merci, è stato istituito un servizio continuativo di sorveglianza, disimpegnato da Carabinieri Reali e Guardie di Finanza, coadiuvati da marinai di questa Capitaneria.

Si accenna infine che il pescaggio massimo consentito dai fondali del porto è di circa 30 piedi e che possono contemporaneamente affiancare alle banchine del porto nuovo 3 piroscafi tipo "Liberty".

Si allega un grafico del Porto.-

IL CAPITANO DI PORTO

REGGENTE

(G. Battista Vitali)

ROYAL NAVY

CAPTAIN OF THE PORT'S OFFICE
CROTONE
Command Office.

Crotone, 12 May, 1944.

To: Lieutenant Leely
U. S. Navy Port Officer,
Navy House, Taranto.

No. 208/1, Enclosure 1.

Subject: Discharge facilities for American motorships in the port of Crotone.

As is known, for several months American Motorships of the Liberty type have put into this port and discharge foodstuffs (grain, flour, condensed milk, etc.) for distribution to the civil population of Calabria.

The following motorships have regularly operated here: JOHN STEELE, JOHN SULLIVAN, LUCIUS Q. C. LAUER, FELIX GRUNDY, ASA GRAY, EDWARD F. COSTIGAN.

This office provides for pilots, mooring and un-mooring, which are tied up alongside the piers in the New Port, the opening of which is protected by an anti-torpedo net.

The work of unloading of goods is carried out by militarized port workers serving under this office, the work of which is controlled by the Captain of the Port.

There are available 150 laborers who can simultaneously unload two ships fully loaded, alternating work shifts between night and day.

The details of the work itself, the tariffs for unloading, and movement of the goods have been arranged between this office and Lieutenant BUTTON of the A. C. C.

The above mentioned officer has charge of the custody and distribution of the foodstuffs to the interior towns, under the Regional Office of the A. C. C. of Catanzaro.

In addition to the ships employed in providing foodstuffs, Allied ships come into this port and load lumber destined to the coal mines of S. Antioco and Carbonia (Sardinia), controlled by the Mineral Service of the United States.

Captain Cilesby of the United States Military Engineers Superintends these operations in collaboration with this office which sees to the operation of the cranes, movement of railway cars and trucks which bring the lumber to the docks.

Proper provisions, arranged here with the representative of the "Shipping Board" make possible every assistance to the American ships and a local maritime agency which renders every possible assistance to them. (foodstuffs, water, sanitary aid for crews, etc.)

Thanks to the prearranging of proper organizations the American ships have entered and operated in this port without the smallest incident.

To avoid thefts and pilfering, a continuous watch has been instituted on

04031

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

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In closing it is pointed out that the maximum depth of water in the port is about 30 feet and that 3 liberty type ships can lie alongside the docks simultaneously.

A sketch of the port is enclosed.

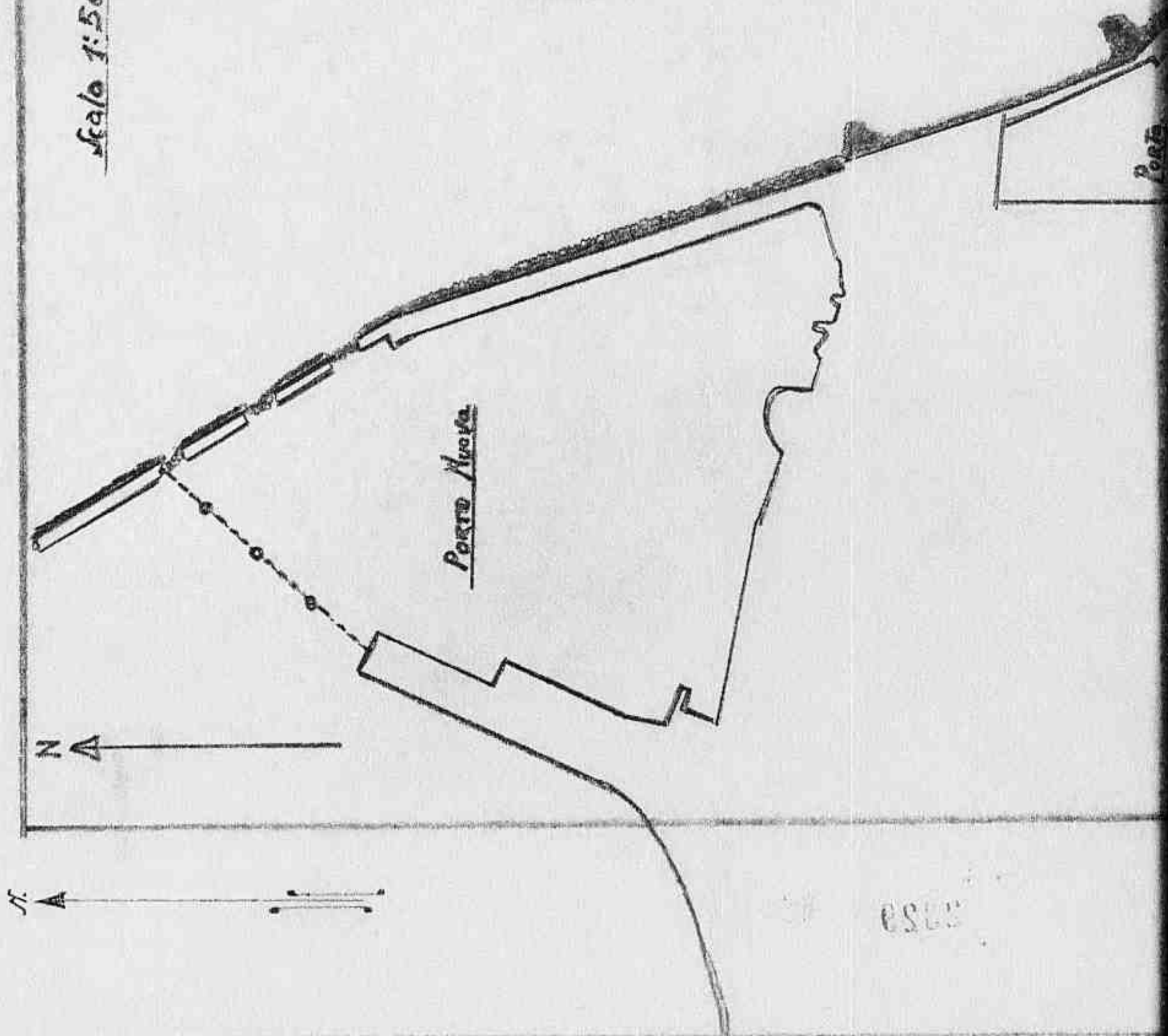
THE CAPTAIN OF THE PORT.

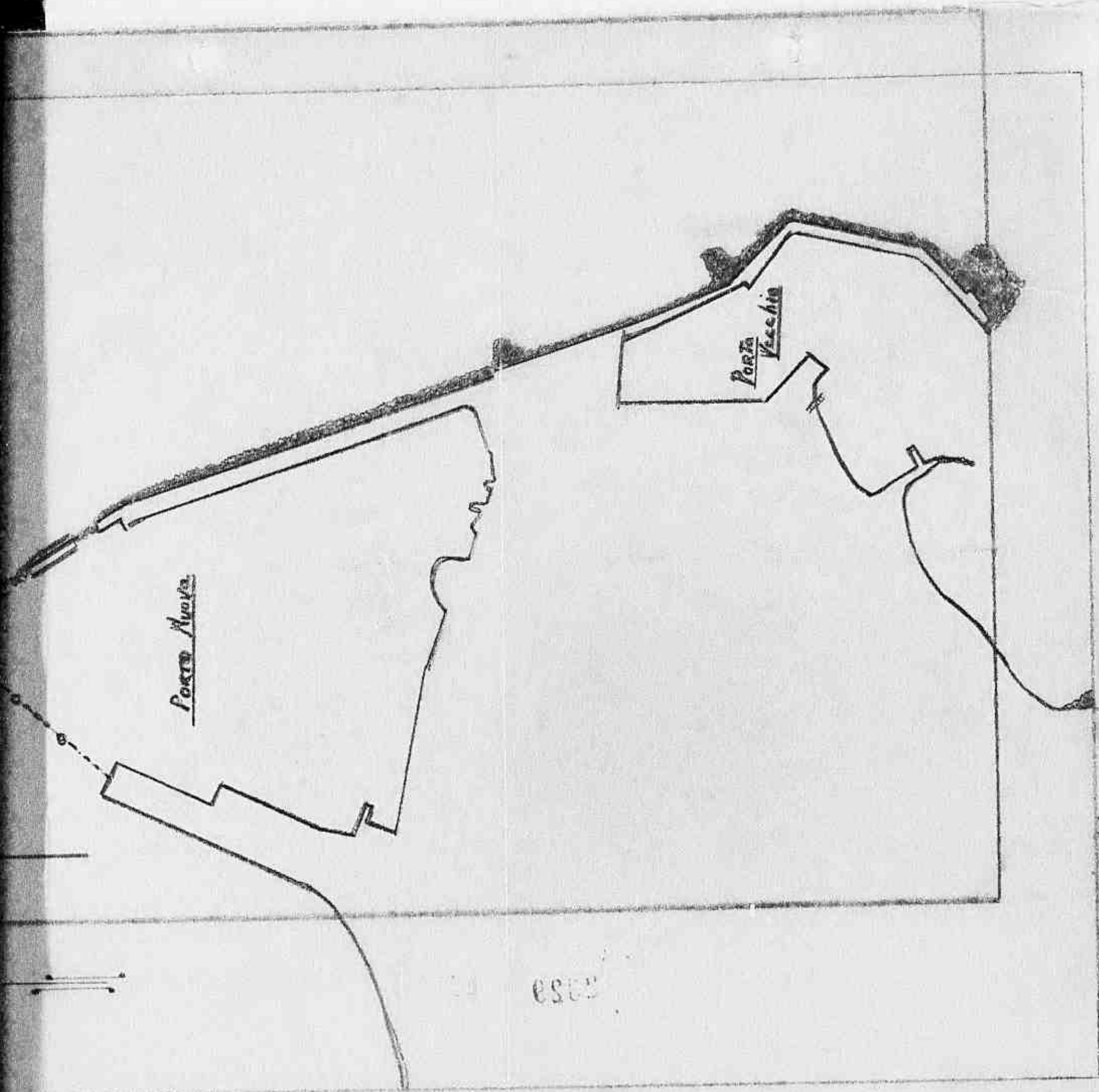
G. Battista Vitali.

TRANSLATION OF ENC. B.

PORTO di CROTONE

Scala 1:5000





ENCLOSURE (C)

0852

C O P YC O P YC O P YALLIED CONTROL COMMISSION
CIVILIAN SUPPLIES DIVISION
CROTONE

April 27, 1944

SUBJECT: PORT OF CROTONE.

To : Commodore, Navy House, Taranto.

Sir, I would like to bring to your attention a few of the facts concerning the port of Crotone.

(1) This port has accepted since January 8, Liberty boats and a number of British merchant vessels on behalf of ACC. At the port itself there is nothing available in the way of gear etc. for the discharge of these boats. Consequently, it is necessary for us to procure cordage from the boats for discharge. This is often the most difficult position as we are constantly informed by the chief mate the responsibility lies with the port authorities for supplying of offloading material.

(2) No Allied person appears to be directly responsible for the security and discipline of the above mentioned port. Naturally this leads to a certain amount of confusion among the parties concerned in loading and offloading boats. As the port appears to be used much more is it possible for some one to be invested with the authority for the enforcement of Allied discipline.

As this port appears to come under the jurisdiction of Taranto I sincerely hope my inquiry has come to the proper person concerned and regarding cordage etc. I am writing to your Commodore Maintenance. I am sir,

Yours sincerely,

/s/ C. BUTTON, Lt.
Lt. C. BUTTON,
ACC Port Authority, Crotone

2328

ENCLOSURE (P)

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190-041