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10000/124/73 HARBORS & PORTS IRM-8
JUNE 45 - JAN. 47

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FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : LIAISON OFFICER
U.S.NAVY, NAVY HOUSE - NAPLES

DATE : 14th JUNE 1945

REF. : AFSC/24/AIR

With the extension of the Seaplane Courier Service for the Allied Commission the need for motor boat facilities has become urgent.

2. The Italian Air Force had two launches at Nisida, Naples:

1) PICCHIOTTI — No. R.A. M.R.T. 595
Motor Yellow True and Conck G.M.C.

2) AMERICAN TYPE — No. M. 725/38
Motor 1220820

These are now held by HQ. 314 Q M Battallion and used at Bagnoli, Naples.

3. Our request for their return Ref.ASC/59 dated 12th December 1944 was not successful as in your reply you stated that the boats were never requisitioned and suggested direct contact with the unit concerned.

4. Your assistance is now required to ensure that these launches are returned to Nisida.

L.E.JARMAN C/C
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Copy to : NAVAL SUB COMMISSION A.C. ROME

1361

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10244

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FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: H.Q. ALLIED COMMISSION, ROME.
COPY: NAVAL SUB-COMMISSION.

DATE: 22ND MAY, 1945.

REF: AFSC/24/AIR.

With reference to your incoming message No.73 MAY 1817302, I visited GENOA and SPEZIA on the 18th May and found that neither GENOA or SPEZIA is at present serviceable for the use of seaplanes. However I expect that GENOA will be clear by about the 7th June, but in any event until we can get a Seaplane Base near ROME it is not proposed to open up a Seaplane Courier Service to GENOA.

2. I visited the landing strip at GENOA and I regret that it is only sufficiently large for small slow landing aircraft, and I do not consider that it will ever be sufficiently long for use by courier transport aircraft.

3. For your information the Naval Sub-Commission is obtaining information concerning the seaplane bases at ANCONA and VENICE. I will inform you when it will be practical to open up a Seaplane Courier Service in that direction.

for P. Broden.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

IRN-8

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/f1

IRN-8

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
MOVEMENTS SHIPPING
APO 394

To : Tn Sub-Commission - Movements - Shipping (Att. Major Laraman)

Subject : VISIT TO PORTS OF LA SPEZIA -GENOVA - SAVONA -

Following your instruction I have left Rome on the 20th November by car and, after visiting the above mentioned Ports I have travelled to Milan where I have been delayed on account of weather conditions which prevented departure of planes.

PART ONE - PORT OF LA SPEZIA

21/11/1945; = The Flag Officer Maugeri, R. I. N. and the Captain of the Port have been contacted and the following information obtained:

1. BAY ENTRANCE AND SWEPT CHANNELS - At this date, vessels bound to La Spezia are compelled to enter through a narrow passage (100 feet wide) between sunken vessels. This passage is expected to be soon over 250 Feet wide, that means, as soon as the sunken freighter "Ravello" will be refloated and this is expected to take place within a few days.

At present two 250 HP tugs are available to help through, if requested, ships of any size - another tug 450 HP, is expected soon from Savona.

From said passage begins a swept channel, marked with buoys, 600 feet wide which leads into the Navy Dockyard. Before reaching the Dockyard another dredged channel, 360 feet wide, leads to the commercial Harbour.

Any fully loaded Liberty can navigate both channels, the minimum draft being over 30 feet.

According to the Flag Officer, mine sweeping took place following information secured from German prisoners who had knowledge of the mines laid down in that area and, so far, such information have been found accurate.

He also said that at this date over 3000 vessels ' passages tookplace in the channels. Vessels include: s.s. "Genio" 2500 TDW - Destroyer "Carabiniere" 2000 Tons - Tanker "Dalmazia" 4000 Tons DW.- The Italian R.N. Transport "Cherso" is due within a week.

2. COMMERCIAL HARBOUR - Minimum draft in the port area, except close to the wharves as hereunder specified, 29 '6".

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2. COMMERCIAL HARBOUR - Minimum draft in the port area, except close to the wharves as hereunder specified, 29 '6". 1355

The following berths are available:

i) GALATA SAN CIPRIANO - 513 feet long (of which 100' partly damaged, now being repaired) -draft 23' close to the wharf falling gradually to 27' 6" at 16' away from the Pier.

Two double track rail lines are running on the pier and can serve 4 Liberty's hatches. Inside protection on rail sidings allows

(36)

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trucks to come alongside ships as well. One shunting engine is available in the port. This Pier has no cranes.

Discharge can also take place into barges on the other side of the ship. These barges can be quickly discharged on rail cars at Galata Duca degli Abruzzi by means of two gantry cranes.

Backpiling space from 10 to 12,000 Tons.

Coal is discharged from ships at this pier by means of Japanese slings of a capacity ranging between 800 and 900 kilos according to the coal size.- minimum output for coal discharge 750 Tons per 8 hours, 2000/2100 Tons per 24 hours.

Bulk wheat bagged in ship's hold: minimum discharge output 750 Tons per 8 hours, discharging 5 hands on shore and two hands on barges.

Scales for railway cars and trucks are available in the port area and are in working condition.

ii) GALATA DUCA DEGLI ABRUZZI - 700 long- draft 17' 10" now being cleared of wrecks will be available for Liberties within approximately two months time. It is now used for discharge from barges by means of grab cranes as mentioned in (i).

It is rail served - grabs can discharge directly into rail cars.

One small warehouse is now under repair.

iii) GALATA SX LITTORIO - 650' long & 210' damaged can accomodate one coaster of 19' draft.

Backpiling space available for several thousands tons of bulk cargoes.

One 1½ Ton crane in working condition.

3. Fully loaded Liberties can also moore in port with anchors, and stern ropes on a buoy recently placed for this purpose. Ships might therefore discharge into barges until sufficiently lightened.

4. STEVEDORING LABOUR - Plenty of skilled stevedoring labour is available.

5. BARGES - Sufficient barges are available for discharging any cargoes.

6. Cargoes destined to Tuscany and Southern Emilia could be discharged at La Spezia and they would also contribute to relieve unemployment in this war torn town.

7. By discharging colliers at La Spezia delivery of coal by barges on tow from Genoa would be avoided sparing in this way tugs and barges which could be better used in Genoa.

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750 Tons per 8 hours. 2000/2100 Tons per 24 hours.

Bulk wheat bagged in ship's hold: minimum discharge output 750 Tons per 8 hours, discharging 5 hands on shore and two hands on barges.

Scales for railway cars and trucks are available in the port area and are in working condition.

ii) GALATA DUCA DEGLI ABRUZZI - 700 long- draft 17' 10" now being cleared of wrecks will be available for Liberties within approximately two months time. It is now used for discharge from barges by means of grab cranes as mentioned in (i).

It is rail served - grabs can discharge directly into rail cars.

One small warehouse is now under repair.

iii) GALATA RE VITTORIO - 650' long & 210' damaged can accomodate one coaster of 19' draft.

Backpiling space available for several thousands tons of bulk cargoes.

One 1½ Ton crane in working condition.

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PART TWO - PORT OF GENOA

22 and 24/11/1945- The following informations have been collected from the Captain of the Port, the President of Consorzio Autonomo del Porto, the Capo Compartimento I.S.R. Genoa, and other parties interested in port operations, contacted during a meeting called at the Capitaneria di Porto, Genoa and during visits to the Port:

Considerable progress took place in the last few months in re to re-habilitation of the port and in particular to mine sweeping, repair to warfes, cranes, silos and salvage.

Generally speaking all services are well organized. Every one concerned appear to be very cooperative in order to fulfill requirements notwithstanding odds and difficulties which are met daily.

1) PORT ACCEPTANCE - Attached herewith (see enclosure N° 1) please find and up to date schedule of berths available in the port. Looking to that schedule it will appear right away that port acceptance is far superior to any possibility of clearance, to day and in the near future.

ii) COAL DISCHARGE - Berths 12 and 13, equipped with grab cranes, are continuously used for this purpose. If rail clearance is supplied, a maximum discharge of 7 to 8000 Tons per day can be reached.

iii) CEREAL SILOS - It is estimated that on or about December 1st Silos will be able to accept Liberty ships for discharge. Draft : West side 27'6", East side 26'.

Ships fully loaded may lighten in barges to be discharged by same silos.

Until the end of December only two suction pipes will be in operation with an output of 1500 Tons every 24 hours. In January all 6 pipes with an output of 5000 Tons per day are expected to be in operation.

Storage capacity 20.000 Tons on December 1st and 40.000 Tons in January.

iiii) CLEARANCE BY RAIL WAYS - After considerable discussion with the technical parties interested the following point have emerged:

a. It must be taken in consideration that approximately four fifth of cargoes discharged in the Port of Genoa are destined to the Lombardy Region and Milan in particular.

1357

b. Rail clearance from the port of Genoa is considered between 10 and 12.000 Tons per day. Marshalling yards and rail

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concerned appear to be very cooperative in order to fulfill requirements notwithstanding odds and difficulties which are met daily.

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ii) COAL DISCHARGE - Berths 12 and 13, equipped with grab cranes, are continuosly used for this purpose. If rail clearance is supplied, a maximum discharge of 7 to 8000 Tons per day can be reached.

iii) CEREAL SILOS - It is estimated that on or about December 1st Silos will be able to accept Liberty ships for discharge. Draft : West side 27'6", East side 26'.

Ships fully loaded may lighten in barges to be discharged by same silos.

Until the end of December only two suction pipes will be in operation with an output of 1800 Tons every 24 hours. In January all 6 pipes with an output of 5000 Tons per day are expected to be in operation.

Storage capacity 20?000 Tons on December 1st and 40.000 Tons in January.

iiii) CLEARANCE BY RAIL WAGONS - After considerable discussion with the technical parties interested the following points have emerged:

a. It must be taken in consideration that approximately four fifth of cargoes discharged in the Port of Genoa are destined to the Lombardy Region and Milan in particular.

1357

b. Rail clearance from the port of Genoa is considered between 10 and 12.000 Tons per day. Marshalling yards and rail lines repairs are progressing favourably so that this clearance will be increased during the next few months.

c. Presenthly there are two railway lines reaching Milan from Genoa, the others being unpracticable on account of damages caused to bridges by war action and floods occured at the beginning of this month. Of these two lines, one is running by electric power via Voghera-Pavia and the other, via Vasale-Vercelli Novara, operated in great part with steam engines. According to a

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Capo Compartimento's statement, the Allied Authorities are forbidding freight movements ex Genoa to Milan by the second route (probably in order to save coal).

d. Even if all rail cars requested could be supplied there would be still a bottleneck at the PO bridge near Pavia. This bridge can presently accept a massimum of 44 to 50 trains a day (half in one direction and half in the other one) including 18 passengers trains. There remains therefore, an average of 15 trains north bound with a capacity of approximately 10.000 Tons per day.
The remaining 2.000 Tons which can be cleared from the port of Genoa could be directed via Casale-Vercelli-Novara.

e. By the end of the year the situation is expected to improve by using the Torreberetti Bridge on the Alessandria - Milan route , now under repair.

f. It is to be taken in due consideration that any cargo to be dispatched by rail from Savona has to be moved via Genoa being the rail line Savona - Cairo - Torino presently out of order on account of war damages.

g. There has been an acute shortage of covers for high sides. For this reason ships have been delayed considerably. Montecatini refused to allow dispatch of salt loaded cars without covers.
In agreement with Mr. Crooks (Ports & Warehouse Div.) Montecatini and Customs Representative, who also objected, have been through AMG/AC. P.L.C. to dispatch immediately said cars without covers in order to avoid further ship's delay.

h. It has been pointed out that in North Italy there are thousands of rail cars registered in countries other than Italy which cannot be used on account of their state of repair, or are used only for non-perishable goods. I.S.R. alledgedly does not take any action for repairing said cars due to the fact that it is uncertain if these foreign cars will remain in Italy or will be returned to the countries of origin.

i) So far the port of discharge for colliers has been decided by Agenzia Carboni Genoa, that is why during the month of October Savona has discharged less coal than Genoa although better equipped.
Agenzia Carboni has made several objections but has finally accepted to send to Savona as many ships as that port can accept and "Seam" class vessels in particular (see report on Savona).

1356

CONCLUSION:- Summing up, hereunder are conclusions and suggestions for improvements for speeding up discharge in the port of Genoa.

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e. By the end of the year the situation is expected to improve by using the Torreberetti Bridge on the Alessandria - Milan route , now under repair.

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CONCLUSION:- Summing up, hereunder are conclusions and suggestions for improvements for speeding up discharge in the port of Genoa.

1. Allocate to the port of Genoa not less than 5000 cars p week (i.e. an average of 800 cars per day).

2. Allocate to the I.S.R. Genoa Compartimento's from 2500 3000 covers for high side wagons.

3. Remove the existing prohibition to use the route Casal Vercelli-Novara for cargoes ex Genoa, until the route Alessandria -Nov ra-Milan be available.

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4. Route part of swiss cargoes via Cassle-Vercelli-Novara-Iselle instead of Voghera-Milano-Chiasso. (Swiss Authorities would agree). This route will be shortned to Alessandria-Mortara-Novara - Iselle, as soon as the Torreberetti bridge will be repaired. (see also Part 2bis - cargoes destined to Switzerland).

5. Allocate to Savona as many ships as ~~she~~ I can quickly discharge (see report on Savona).

6. A decision be taken by competent Authorities in regard to repair of foreign cars now in Italy, so that they can be repaired and used instead of remaining idle in marshalling yards and depots.

Reference to the visit to Cagliari (1/3 November 1945) (+) AMG/AC P.L.C. has confirmed that coasters leaving Genoa for A.M.G. Liguria (Economic & Supplies) even when outbound cargo had already been authorised by A.M.G. Lombardia Region.

PART 2 BIS CARGOES DESTINED TO SWITZERLAND

Mr. Bach, Swiss Commissary for operation in the Port of Genoa has also been approached and the following informations were obtained.

i) There exist in Switzerland a shortage of rail cars for movements of goods from Foreign Countries into Switzerland. As Mr. Bach explained, Switzerland which imports much more than it exports (prewar approximate figures: imports 5.000.000 Tons, exports 300.000 Tons) used, before the war, to carry imported goods by means of cars belonging to the country in which port cargoes were discharged. All these countries are now suffering from an acute rail cars shortage which has repercussions on Swiss imports.

ii) Movements of swiss cars is also hampered by known difficulties on Italian rail lines.

iii) Mr. Bach does not foresee a substantial improvement in the near future.

iiii) Under the circumstances, when more than one ship is in port, cars are allocated in order to discharge as quick as possible one ship rather than two ships slower.

v) Discharge from bulk wheat ships is slow because of weighing and checking which are done with particular accuracy.

vi) One third of cargoes imported through Genoa could be shipped [illegible] Iselle Domodossola, this would ensure a quicker

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iiii) Under the circumstances, when more than one ship is in port, cars are allocated in order to discharge as quick as possible one ship rather than two ships slower.

v) Discharge from bulk wheat ships is slow because of weighing and checking which are done with particular accuracy.

vi) One third of cargoes imported through Genoa could be shipped to Switzerland via Iselle Domodossola, this would ensure a quicker turn over. The Swiss Government has already supplied 1000 Tons coal for this route.

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+ Sardinia leave often empty on account of objection raised by.

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PART OF CHINA — SITE SITUATION — 10/11/45

Index No.	Plan	Length Feet	Width Feet	Equipment	Hard Stand
1	Liuchia Chieh	450	300	--	--
2	Liuchia Tsun	4000	300	2 Curves	2
3	Liuchia Tsun	3500	300	--	2
4	Liuchia Tsun	3500	300	--	2
5	Liuchia Tsun	4500	300	--	2
6	Liuchia Tsun	4000	300	2 Curves	2
7	Liuchia Tsun	4500	300	--	2
8	Liuchia Tsun	4500	300	--	2
9	Liuchia Tsun	4500	300	--	2
9A	Liuchia Tsun	4500	300	--	2
10	Liuchia Tsun	4500	300	2 elev.	2
11	Liuchia Tsun	4500	300	--	2
12	Liuchia Tsun	4500	300	--	2
13	Liuchia Tsun	4500	300	2 elev.	2
14	Liuchia Tsun	4500	300	--	2
15	Liuchia Tsun	4500	300	--	2
16	Liuchia Tsun	4500	300	--	2
17	Liuchia Tsun	4500	300	--	2
18	Liuchia Tsun	4500	300	--	2
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46	Liuchia Tsun	4500	300	--	2
47	Liuchia Tsun	4500	300	--	2
48	Liuchia Tsun	4500	300	--	2
49	Liuchia Tsun	4500	300	--	2
50	Liuchia Tsun	4500	300	--	2
51	Liuchia Tsun	4500	300	--	2
52	Liuchia Tsun	4500	300	--	2

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PART THREE - PORT OF SAVONA

23/11/1945 - A visit has been paid to the port as well as to the Conveyor hoppers (Funivie)'s terminal in San Giuseppe.

1. PORT ACCEPTANCE - (See details in enclosure N° 2)

1 Fully loaded Liberty at Pier 22 (Conveyors hoppers)
1 Fully loaded Liberty at Pier N° 12
1 Lightened Liberty with general cargo at berths 2 and 3.
2 Coasters (old port)
1 Liberty holding berth (N° 13).
Several schooners.

2. COAL DISCHARGE - 1) - CONVEYOR HOPPERS (Funivie). From berth N° 22 grab cranes can discharge at an averange of 500 T per Hour, that is, 8000 tons every two 8 hour shifts. Coal so discharged is carried away by conveyor hoppers to San Giuseppe at an averege of 300 tons perhour, that is, 7000 tons maximum in 24 hours. Coal that cannot be conveyed immediately is deposited into the silos by means of 35 ton barges automatically loaded und discharged. Silos has a capacity of 12.000 tons. During the night, when discharge from the ship is suspended, conveyors move the coal from the silos to San Giuseppe where it is discharged into a silos of 4000 tons capacity. Rail cars are quickly loaded from this silos. When cars are not available and the silos is filled up coal is dumped in a large open space having a capacity of 400.000 tons of coal.

At the date there were in San Giuseppe 22.000 tons of backpiled coal (9.000 for Switzerland and 13.000 for Italy). Rail clearance at San Giuseppe can reach as much as 18 to 20?000 tons per day, if cars are available.

It has been impressed upon the Funivie's manager that it is imperative that during the month of December 200.000 tons of coal be discharged at Savona;

The Funivie's Manager who has appeared to be very cooperative, has given assurance that the request will be fulfilled for the month of December. As this represents the maximum effort, it has been pointed out that during the following months the coal dischrge by hoppers will have to be limited around 160.000 per month.

1352

In order that this program could be fulfilled it has been requested that all losses of time be avoided, that means that ships should berth and unberth even during night time and [illegible] passed before berthing.

Declassified per E.O. 12065 Section 3-402(b)(2) NND No. 765020

Several schooners.

2. COAL DISCHARGE - 1) - CONVEYOR HOPPERS (Funivie). From berth Nº 22 grab cranes can discharge at an averange of 500 T per Hour, that is, 8000 tons every two 8 hour shifts. Coal so discharged is carried away by conveyor hoppers to San Giuseppe at an average of 300 tons perhour, that is, 7000 tons maximum in 24 hours. Coal that cannot be conveyed immediately is deposited into the silos by means of 35 ton barges automatically loaded and discharged. Silos has a capacity of 12.000 tons. During the night, when discharge from the ship is suspended, conveyors move the coal from the silos to San Giuseppe where it is discharged into a silos of 4000 tons capacity. Rail cars are quickly loaded from this silos. When cars are not available and the silos is filled up coal is dumped in a large open space having a capacity of 400.000 tons of coal.

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1352

In order that this program could be fulfilled it has been requested thqt all losses of time be avoided, that means that ships should berth and unberth even during night time and that hatches be opened before berthing.

Furthermore it has been suggested thqt "SEAM" class ships be sent to Savona rather than to other Ports because they are specially built for bulk cargoes (no tween decks and one piece hatch covers). A Liberty ship can be discharged in 24 to 28 hours whereas a "Seam" would not need more than 22 hours.

Capt. Crowes; W.S.A. has assured that proper instruction will be issued to ship's masters as per above.

Agenzia Marittima, Genova has been requested to route to Savona all Seam vessels, whenever possible.

Declassified E.O. 12065 Section 3-402/NNDC No. 15502

ii) COAL BERTH N° 12; There is a possibility to berth a fully loaded Collier at berth 12 which is rail served and has three gantry cranes. By using cranes in three holds and hand baskets on the remaining holds, Port Authorities have given assurance that 2000 tons could be discharged in 16 hours.

A 10.000 ton backpiling space is available on the Pier.

Various organisation concerned in Port operation have asked that occasionaly one collier be sent also on Pier 12 in order to engage port labour (discharge with conveyor hoppers requires very few men in the port). The point is seeh also from a political angle.

It must be taken in due consideration that coal discharged at Berth 12 needs to be moved to the North by rail cars via Genoa, the direct line Savona - Cairo M. - Turin being out of order due to war damages.

It would mean in this way an additional movement of rail cars for 50 Kilometers in comparison to coal dieshargdd in Genoa.

It is suggested therefore that berth N° 12 be used in case that it is urgent to sail a vessel being Genoa already congested.

While in Milan, awaiting the air passage to Rome I have contacted Lt. Col. Harris, Chief the Officer A.C. Milan and have entertained his on the subject of freight forwarding from Genoa and Savona to the Lombardy area and to Switzerland. He has accured me of his cooperation and told that he does not find any reason why freight North bound could not be delivered also through the route Alessandria - Casale - Novara - Milan. He also agreed to have some cargo for Switzerland routed to Iselle - Domodossola.

He has expressed the wish to have one copy of this complete report.

On November 28th the plane which was groundedd for two day has finally succeded in leaving Milan and reached Rome in the afternoon.

1351

28th November 1945

A. TOSI

Declassified E.O. 12065 Section 3-402/NND NO. 765020

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1351

28th November 1945

.....
A. TOSI
Capitano di Porto R.I.N.R.
Liaison Officer - Min. Marine

Copy to ; PORTS & WHSE DIVISION
RAIL DIVISION - Tn Sub-Comm.
COAL DIVISION - Industry Sub-Comm.

MINISTRY OF MARINE - Directorate General Merchant Marine
" " " - Inspectorate of Ports operation

A.C. Tn Sub-Commission - Milan - Att. Lt.Col. Harris
Capt . Tosi (2)

Declassified E.O. 12065 Section 3-402/NNDC No. 125120

Enclosure No. 2 PORT OF SAVONA ACCEPTANCE /lmr

BERTH	LENGHT	DRAFT	SHIPS	CLEARANCE	CRANES	CARGOES	REMARKS
22	420	30'	1-L	Conveyor Hoppers		Coal	
8) 9)	600'	25'	1-L.L. or 2 Cs.	Rail Serv.double track	4-5T cranes	General	Damaged warehouse now being demolished for rebuilding.
~~7)~~ ~~8)~~							
10)	300'	24'	1-C	Rail Serv.	No cranes		
11)	220'	24'	1-C		No "		
12) 13)	780'	29'	1-L or 2 Cs	Rail Serv. (four tracks)	1-5T gantry crane 2-3T cranes	One collier	Draft close to the wharf is 25' falling 29', 10 feet away from the wharf
2)) 3)	450'	25'	1-C or 1.L.L.	Rail served double track	1-5 Ton gantry crane 2-3 ton cranes		Bulk cargoes
18		14'	2schooners	Rail served	no cranes		
21	1350	13	4 "		no cranes		

C. = coaster
L. = liberty
L.L. = Lightened liberty

November 23rd 1945

Declassified E.O. 12065 Section 3-402/NNRG No. 12502D

10265

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet).
To : N.S.C. - H.Q., Rome.
Date: 28th January, 1947.
Ref.: 323/UT.

Subject: Clearance of the port of Leghorn - American 60 ton pontoon.

You are requested to give instructions, in accordance with our agreement of last October, that the Civil Engineers of Leghorn should be temporarily allowed to use the American 60 ton pontoon which is lying in the port and which is required for the clearance of the harbour.

By direction
CHIEF OF CABINET.

RECEIVED
28 JAN 1947
Navy Sub-Commission

JLP/G
28.

See serial 15N-8/N/39
in NSS files.

(35)

10265

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

Mod. 40

Ministero della Marina

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 323/UT Allegati

Roma 28 gennaio 1944

Alla COMMISSIONE ALLEATA
- Sottocommissione Navale -

ARGOMENTO: Sgombero porto di Livorno - Pontone americano da 60 tonnellate.

URGENTE

Si prega voler impartire disposizioni perchè, secondo quanto concordato nell'ottobre scorso anno, sia temporaneamente concesso al Genio Civile di Livorno l'uso del pontone americano da 60 tonnellate dislocato in quella sede, occorrente per lo sgombero del porto.

d'ordine
IL CAPO DI GABINETTO
C. di V. G. MARINI

1348

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

From: MINISTRY OF MARINE (Maristat).
To : N.S.C. - H.Q., A.C.
Date: 20th January, 1947.
Ref.: 2750.

Subject: Clearance work in the port of Leghorn.

Clearance work in the port of Leghorn is proceeding and some of it is being completed, such as the removal of the Destroyer BASSINI and the Corvette F.R.32.

An increase is therefore imminent in the manoeuvering space available for large vessels to approach the mooring tiers.

As regards the widening of the South stretch of the outer harbour, the Leghorn Naval Command has requested the competent Authority to advertise for tenders for the removal of S.S. CAMPANIA and CATTARO. Work is at present already in progress for the removal of the wreckage of the S.S. VALDIROSA and TELLARO.

With reference to the letter No.3651/UT, dated 15th November, 1946,, from Marina Rome, you are informed that, to begin demolition of the Jugoslav S.S. CATTARO, authorization will be required from the Navy Sub-Commission, as soon as the tenders have been settled.

THE CHIEF OF NAVAL STAFF.

JLP/G
22.

RECEIVED
22-1-47

1347

0268

Declassified E.O. 12065 Section 3-402/NNDG NO. T85020

Mod. 41

20 GEN 1947

Roma ..... 19..

Stato Maggiore della R. Marina

Rep M.D.S. *Uff* B.D.

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Prot. N. 2750 *Allegati*

Il la NAVY SUB=COMMISSION

ARGOMENTO Lavori sgombro Porto di Livorno.

I lavori per lo sgombero del Porto di Livorno procedono regolarmente e alcuni sono in via di ultimazione come quelli relativi alla Torpediniera "BASSINI"e alla Corvetta "F.R.32".

Si ritiene perciò imminente l'aumento dello specchio libero per la manovra delle grosse navi relativo all'"andana degli anelli".

Per quanto riguarda l'allargamento della baia Sud dell'avamporto,contemporaneamente ai lavori già in corso per la rimozione degli scafi dei P/fi "VAIDIROSA" e "TELIARO"il Comando Marina di Livorno ha interessato l'Ufficio competente affinché bandisca la gara per la rimozione dei P/fi " CAMPANIA" e "CATTARO".

Con riferimento al dispaccio n.3651/U.T. in data 15/II/46 di Marina Roma (Ufficio Trattati),si fa presente che,per poter iniziare i lavori di demolizione del P/fo jugoslavo "CATTARO" non appena espletata la gara,occorre che codesta N.S.C. invii con cortese sollecitudine la relativa autorizzazione.=

IL CAPO DI STATO MAGGIORE

1346

10269

Declassified E.O. 12065 Section 3-402/NNPG NO. 12502D

NDC/5733
6 December 1946

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

Subject: Equipment to Expedite Clearing the Port of Leghorn.

Reference: (a) Ministry of Marine ltr. 55624 of 19 November 1946.

1. Headquarters, Mediterranean Theater of Operations, United States Army has informed the Navy Sub-Commission that the Peninsular Base Section, Leghorn has been authorized to provide the Italian authorities dealing with the clearance of that port with any equipment and supplies which may be needed and are available.

2. The Navy Sub-Commission has been asked to assure the Ministry of Marine of the sincere appreciation of Headquarters, Mediterranean Theater of Operations, United States Army for the cooperation shown by the Italian authorities in proceeding with the work at Leghorn and to say, in addition, that the Commanding General Peninsular Base Section will do everything in his power to assist those in charge of harbor clearance operations.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

9 DEC 1946

1RN-8

1345

10270

Declassified E.O. 12065 Section 3-402/NNDC NO. T 95020

1st Ind to ltr, Navy Sub-Commission, Headquarters Allied Commission, APO 794, dtd 23 November 1946, subj: Equipment to Expedite Clearing the Port of Leghorn.

1st Ind

FROM: Engineer Section, MTOUSA 29 November 1946

TO : Chief, Navy Sub-Commission, Allied Commission, APO 794

1. Par 2 of basic communication was acted on previously. Commanding General PBS at Leghorn is the local U.S. representative and has been authorized by this headquarters to provide the Italian representatives at Leghorn in charge of harbor clearance any equipment or supplies which may be needed and are available.

2. It is suggested that the Italian Ministry of Marine be assured of the appreciation of this headquarters and that the U.S. commander at Leghorn will assist in any manner possible as called upon by those in local charge of harbor clearance operations.

J. B. WOOD
Colonel, Corps of Engineers
Chief Engineer, MTO

RECEIVED
12-4-46
Navy Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

NSC/5701
23 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: The Deputy Chief, Engineer Section, AFHQ, Caserta.

Subject: Equipment to Expedite Clearing the Port of Leghorn.

1. At the initial conference held between representatives of the Italian Ministry of Marine, the Engineer Section, AFHQ and the Navy Sub-Commission it was stated that the U.S. Army could supply certain explosives and other equipment, if it were found necessary, to aid in the removal of sunken vessels in the port of Leghorn.

2. The Italian Ministry of Marine has now requested that two (2) raising pontoons, and a suitable amount of plastic explosive, with detonators for underwater demolition, be furnished the Port of Leghorn Superintendent's Office to speed up the demolition operations in that port.

3. It is requested that the Navy Sub-Commission be informed whether this material can be supplied in order that a suitable reply may be made to the Italian Ministry of Marine's request.

C. L. Hamm.

REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

0272

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: Ministry of Marine (Maristat)
To : N.S.C.
Date: 19th November 1946
Ref.: 55624

Subject: Work in the port of Leghorn

With reference to what was agreed in the meetings held at the Navy Sub Commission and in the Leghorn Harbourmaster's Dept., on the 22nd - 29th and 30th October respectively, it is requested that you should supply to the Port of Leghorn Superintendent's office, two raising pontoons and a suitable amount of plastic explosive, with the necessary detonators. These materials are required for the speeding up of the demolition operations in the port of Leghorn, requested by the Navy Sub Commission

CHIEF OF NAVAL STAFF

JLP/P.
21

NAVY SUB-COMMISSION - NOISSIMMOC - ALLIED
11-22-46
1342

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Mod.39

Stato Maggiore della ~~R.~~ Marina

Roma, 29 Novembre 1946 =/=

Rep. M.D.S. *Uff.* B.D.

Al NAVY SUB COMMISSION

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Prot. N. 55624 *Allegati*

ARGOMENTO: Lavori al Porto di Livorno.-

URGENTE

In relazione a quanto concordato nelle riunioni tenutesi presso codesta Sede e in quella della Capitaneria di Porto di Livorno, rispettivamente il 22 - 29 e 30 ottobre u.s., si prega voler disporre la sollecita consegna all'Ufficio del Provveditorato del Porto di Livorno, di due cilindri di sollevamento ed un congruo quantitativo di esplosivo plastico - con relativi detonatori - utile il tutto, per dare rapido corso ai lavori di demolizione richiesti da codesta N.S.C. nel porto di Livorno.=

IL CAPO DI STATO MAGGIORE

1341

ISTITUTO POLIGRAFICO DELLO STATO

0274

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SENALIBLO ITALY

RESTRICTED

COMNAVEU ROUTINE ROUTINE

CNO, COMNAVEU

COMNAVEU 121550Z DECEMBER RPTRS X RESPONSIBILITY FOR PAYMENT OF ALL PORT SERVICE CHARGES IN ITALY WHICH INCLUDES PILOTAGE FEES, TUG SERVICES, WATER, GARBAGE DISPOSAL ETC. FOR U. S. NAVAL VESSELS DEFINITELY RESTS WITH ITALIAN GOVERNMENT WHILE PRESENT ARMISTICE TERMS ARE IN EFFECT X ITALIAN GOVERNMENT MINISTRIES CONCERNED ARE FULLY AWARE THIS RESPONSIBILITY AND HAVE DIRECTED HARBOURMASTERS (CAPITANERIA DI PORTO) OF ALL PORTS IN ITALY TO COMPLY X U.S.NAVY VESSELS MUST MAKE NECESSARY ARRANGEMENTS FOR SUCH SERVICES WITH CAPITANERIA DI PORTO X RESPONSIBLE NAVAL OFFICERS ORDERING SUCH SERVICES REQUIRED TO CERTIFY FOR SERVICES RENDERED X RECOMMEND INVOICES OR BILLS NOW WITHHELD BE SUBMITTED TO CAPITANERIA DI PORTO FOR PAYMENT XX

(34)

RESTRICTED

CO, CL. Info: NavSUBCOM 171035/Dec.

1340

H. W. Hirsh, Commodore, U.S.N.,
SENALIBLO ITALY.

10275

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

SENIOR U. S. NAVAL LIAISON OFFICER, ITALY.
ROME, ITALY.

FROM: COMNAVMED

ACTION: SENAIUSLO

CLASSIFICATION: RESTRICTED
PRECEDENCE: ROUTINE

INFO: CNO, COMNAVEU

DATE: 13 December 1946

121550Z/December 1946.

COMNAVMED ADMIN 081306Z BEING PASSED REFERS. COMPTY COMNAVEU 101633Z ALSO BEING PASSED SUBMITTING REPLY DIRECT TO COMNAVEU INFO ME. THIS IS COMNAVMED ADMIN 081306Z ACTION TO COMNAVEU INFO TO USS GRAND CANYON AND COMNAVMED. " ON 1 OCTOBER US ARMY CEASED TO PAY PILOTAGE. WALTRAND GARBAGE DISPOSAL BILLS INCURRED BY US NAVY SHIPS IN PORT OF NAPLES. ARMY PRESENTLY INVESTIGATING LEGALITY FOR HAVING PAID NAVY AND SIMILAR ARMY INVOICES IN VIEW OF ARTICLES 18. 19. 20. 21, OF ITALIAN ARMISTICE TERMS. REQUEST DECISION AS TO WHETHER THE RESPONSIBILITY FOR PAYMENTS RESTS WITH THE ITALIAN GOVERNMENT OR NAVY DISBURSING OFFICERS. HOLDING INVOICES PENDING REPLY. FOLLOWING IS COMNAVEU 101633Z ACTION TO COMNAVMED INFO CNO COMNAVMED ADMIN. COMNAVMED ADMIN 081306Z REFERS. DIRECT SENALUSLO ROME ADVISE RESPONSIBILITY OF PAYMENTS. WITHHOLD PAYMENT ALL INVOICES PENDING RECEIPT HIS ADVISE AND FINDINGS OF US ARMY INVESTIGATION. REPORT FINDING TO ME WHEN RECEIVED.

DISTRIBUTION:

INTERNAL: 00, 01.

EXTERNAL: Nav. Sub Com. (2)

1339

ACTION:

INFO: (FILE)

TOR:.....

INCOMING - OUTGOING D/T GR:.....
DISPATCH

10276

Unclassified E.O. 12065 Section 3-402/NNDC NO. T 2502D

MSC/5795
21 December 1946

FIRST ENDORSEMENT to
U.S. Claims Service ltr.
of 14 December 1946.

From: Navy Sub-Commission, Headquarters Allied Commission.
To: United States Claims Service, Office of Deputy Chief of Claims Officer. APO 794, U.S. Army.

Subject: Government Responsible for Operation of the Port of Genoa.

1. British authorities were responsible for the operation of the Port of Genoa on 10 July, 1945.

H. W. ZIROLI,
COMMODORE, U.S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

23/0/3/12
TM

28 DEC 1946

T 1336

(33)

IRM - 8

Declassified E.O. 12065 Section 3-402/NNDC NO. 175020

UNITED STATES CLAIMS SERVICE
OFFICE OF THE DEPUTY CHIEF CLAIMS OFFICER
APO 794 U.S. ARMY

14 December 1946

Subject : Government responsible for operation of the Port of Genoa.

To : CO, ALLIED COMMISSION FOR ITALY,
APO 794, U.S.A.
Att. Naval Sub/acm.

1. A claim has been indicated against the United States Government involving operation of the Port of Genoa. In conjunction therewith it is requested that information be supplied as to the Government responsible for the operation of the Port of Genoa, Italy on 10 July 1945.

2. This request is based on Cir 175, MTOUSA dated 17 October 1945.

ROBERT O. BAGBY
Capt., QMC
Claims Officer

1337

0275

Declassified E.O. 12065 Section 3-402/NNDG NO. T25020

MINISTRY OF MARINE FROM N.S.C.

YOUR REQUEST TO TRANSFER LIGHTHOUSE COMMAND FROM ANCONA

TO VENICE APPROVED.

LETTER SM/10829 DATED 31ST MAY REFERS.

=1211:7B JUNE

DIS: 3, 7, 7a, 9, 9a, 10, 11c

HAND P/L I/T 12/6

1336

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FCTALI FORM. (H) SIGNAL NOTC ANCORA NOTC VERTICE. FCTALI.

NOTO VERTICE'S 201056 B. I HAVE NO OBJECTION TO ITALIAN LIGHTHOUSE
HEADQUARTERS DLEC MOVED FROM ANCORA TO VERTICE.
221908 B MAY.

DIS. 3.9.10.

P.I.T.P. NOT 0937/29

23/5/45.

(26)

1335

0280

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

FOREIGN ROME

FROM VENICE.

RESTRICTED.

MARIFAN AIFO ADRIATIC REQUESTS LIGHTHOUSE H.Q. ADRIATIC BE TRANSFERRED FROM ANCONA TO VENICE. RECOMMEND APPROVAL.

151633 B MAY.

DTG. 3.9.45.

P.L.T.P. TWX 2030/16

47/5/45.

1334

10287

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 31 May '45
Ref.: SM/10829

Subject: Transfer of Upper Adriatic Lighthouse Area Command.

Shall be glad if you will authorize transfer of above Command from Ancona to Venice where its presence is required to renew Lighthouse and Lights services in recently liberated localities.

The Area Commander is Cdr. Antonio NUCCI.

for CHIEF OF STAFF

1333

Mapago

(32) DG/P.

15/633

221908 / 151633 } MAY

copies bearing
numbers
by Courier

10282

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

Mod.40

Roma 21-5 1945

Stato Maggiore della R. Marina

Rep. M.D.S. 1692 P.M.1

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Tel. 5m/10829 Allegati

ARGOMENTO Trasferimento del Comando Zona Fari Alto Adriatico.

Al NAVY SUB COMMISSION HEADQUARTERS A.C. - ROMA - tramite MARINA ROMA -Uff. Collog.-

- URGENTE -

Si prega voler concedere l'autorizzazione per il trasferimento da Ancona a Venezia del Comando Zona Fari Alto Adriatico ove necessita la presenza del Comando per attivazione segnalamenti delle località recentemente liberate.

Comandante della Zona è il Capitano di Fregata Antonio MUCCI.

IL CAPO DI STATO MAGGIORE

1332

0 2 8 3

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

11 June 1945.

TO: Commander-in-Chief, Mediterranean.
(Fleet Torpedo Officer)

1. Additional copies of enclosure to Navy Sub-Commission letter NSC/2518 of 31 May as requested by telephone on 8 June 1945.

1 RN - 8

NAVY SUB-COMMISSION
FILE COPY
11 JUN 1945

1331

0284

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2518
31 May 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: Italian Navy Chart of VENICE Harbor, including obstructions, dated 15 May 1945.

Enclosure: (A) Copy of subject chart.

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

[R. STONE GOLD
COMMODORE, U. S. NAVY.]

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

Copy to:
ComNavNAW
FUTALI
MEDMO
TRANSPORTATION SC.
All w/copy of enclosure (A).

FILE

1 DRN-8

(31)

7 JUN 1945

1336

10285

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

File No.
A3-1

Serial: 5673

-6 DEC 1945

FIRST ENDORSEMENT to
Comd't NOB Palermo ltr.
NB/A3 Ser. 1487 dated
4 December 1945.

From: Commander U.S. Naval Forces, Northwest African Waters.
To : Chief of Navy Sub-Commission, Hq. Allied Commission.

Subject: Port Installations at Palermo.

1. Forwarded.

W H Brandt, Jr.

W. H. BRANDT, Jr.
By direction.

Copy to:
Comd't NOB Palermo

(30)

10286

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

U. S. NAVAL OPERATING BASE
PALERMO, SICILY

FILE NO: NE/A3
SERIAL: 1487

-4 DEC 1945

From: Commandant.
To: Chief of Navy Sub-Commission, Hq. Allied Commission.
Via: Commander U. S. Naval Forces, Northwest African Waters.

Subject: Port Installations at Palermo.

Reference: (a) Navy Sub-Commission ltr NSC/4062 of 23 November 1945.

1. The subject given above as port installations at Palermo is a misnomer. The material referred to by the Ministry of Labor and Social Security consists of machines and tools that the U. S. Navy found necessary to bring from the United States to operate the shipyard at Palermo when it was taken over after the capture of Palermo by the United States forces. The former owners of the shipyard had removed from the shipyard a great proportion of the machines and tools that were necessary to put the shipyard in operation.

2. This subject was discussed with Sig. Salvatore Aldisio, High Commissioner of Sicily by Admiral Glassford on 30 October 1945. The Admiral advised the High Commissioner that this material would be declared surplus and would be disposed of by the Army-Navy Liquidation Commission, now the Foreign Liquidation Commission. The High Commissioner stated that he would make an effort to have the Italian Government purchase this American material which was so essential to the operation of the shipyard. On 21 November and 30 November the High Commissioner was advised that this material had been declared surplus and that the total material so declared amounted to $631,739.50. It is understood that the Italian Ministry of Marine also is interested in assisting the former owners of the shipyard in getting possession of this material.

3. The material in question is being placed in a storehouse in the shipyard adjacent to one of the Navy Supply Dumps. U. S. Naval personnel are working closely with the Italian Authorities in derequisitioning the shipyard. Representatives of the former owners are being assisted and kept informed of developements. If the Italian Authorities are unable to purchase this U. S. Government material, the U. S. Naval Operating Base, Palermo, is ready to ship it immediately to any consignee to whom the Foreign Liquidation Commission might sell it. However, it is the hope of this Command that the material in question will be purchased by the Italian Government and that it will be used in Palermo where it is so badly needed.

B. V. McCandlish 1328
B. V. McCANDLISH.

02837

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

File No.
A3-1

Serial: 5659

-3 DEC 1945

FIRST ENDORSEMENT to
Navy Sub-Comm. ltr.
NSC/4062 dated 23
November 1945.

From: Commander U.S. Naval Forces, Northwest African Waters.
To : Commandant, U. S. Naval Operating Base, Palermo.

Subject: Port Installations at Palermo.

1. Forwarded.

H. H. BRENT, Jr.
By direction.

Copy to:
Navy Sub-Comm,
Hq. Allied Comm.

IRN-8
1327

10288

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4239.
14 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Labour Sub-Commission, Hq. Allied Commission.

Subject: Port Installations at Palermo.

Reference: (a) Labour Sub-Commission, A.C., ltr. LSC/219 dated 15 November 1945.

Enclosure: (A) Copy of Commandant, U.S. Naval Operating Base, Palermo, Sicily, ltr. NB/A3, Serial 1437 of 4 December 1945.

1. Reference (a) requests information pertaining to above subject.

2. Enclosure (A) complies with the request.

H. St. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

cc: Transportation S/C
(Attn: Ports & Warehouses Division).

132-8

0289

Declassified E.O. 12065 Section 3-402/NNDC NO. 76020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4062
23 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commandant, U.S.Naval Operating Base, Palermo.
Via : Commander U.S.Naval Forces, Northwest African Waters.

Subject: Port Installations at Palermo.

Enclosure: (A) Translated copy of Ministry of Labor and Social Security ltr. prot.n.2021-909 of 7 November 1945.

1. Enclosure (A) is forwarded herewith for the remarks of the Commandant, U. S. Naval Operating Base, Palermo at the request of the Labor Sub-Commission and the Transportation Sub-Commission, Allied Commission.

(Sgd) J. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation Sub-Commission.
Labor Sub-Commission.

26 NOV 1945
1321

10290

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

KJH/rmw

TEL : Ext. 204

15 November 1945

REF : LSC/219

SUBJECT: Port Installations at Palermo

TO : Transportation Sub-Commission
Ports and Warehouses Division

1. Attached is letter and a translation from the Italian Ministry of Labor and Social Security proposing that installations and machinery in the shipbuilding yards at Palermo should be transferred to Italian control.

2. As the subject is appropriate to your Sub-Commission no reply has been sent by us to the Ministry of Labor and Social Security. In view of our interest in the labor aspect of the request we shall be grateful for a copy of any reply you send to the Italian authorities.

W. H. BRAINE
Director
Labor Sub-Commission

Encls: 2
as above

10291

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Translation Balzazzi /ja

MINISTRY OF LABOUR AND SOCIAL SECURITY

Prot.n.3021-903 7 November 45
LSC - 219

TO : the Allied Commission
Labour Sub-Commission

The High Commissioner for Sicily has informed us that before the end of November of the cue current year, the Shipbuilding-yard of Palermo will be given back by the Allies to the Italian administration.

In order to assure the uninterrupted operation of the ship-building yard and to avoid a dismissal, even if it would be partial, of the workers actually employed in that yard, = a dismissal which would no doubt seriously affect the already critical situation of the workers = we take the liberty to state that it is necessary that the Allied Authorities allow to remain unaltered in the ship yards all the installations and machinery belonging to the Allied. Concerning the payment of the reparative material, proper understandings could be reached with the "Societa Cantiere Navali Riuniti", with headquarters in Rome, Via G.Battista Vico 1.

This Ministry, considering the serious consequences that the deplorable dismissal of the said workers is bound to have, is of the opinion that it would be very wise to accept the proposal made by the High Commissioner for Sicily. Therefore it take leave to submit the same proposal to this Allied Commission and begs to consider it with benevolence and to recommend the acceptance of the same to the competent Allied Authorities.

We will be very glad to know the decisions, if any, to be adopted by this Allied Commission on the subject.

BARBARESCHI

10298

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Roma, 7 NOV. 1945

LSC/219

Il Ministro per il Lavoro
e la Previdenza Sociale
N°2021/90-Q

Alla COMMISSIONE ALLEATA
Labour Division
ROMA

L'Alto Commissario per la Sicilia ha informato che entro la fine del corrente mese di novembre il Cantiere navale di Palermo sarà restituito dagli Alleati all'Amministrazione italiana.

Allo scopo di mantenere in attività il Cantiere ed evitare un licenziamento, sia pure parziale, degli operai attualmente ivi occupati - licenziamento che avrebbe inevitabili ripercussioni sulla già critica locale situazione operaia - si prospetta la necessità che le Autorità Alleate lascino integralmente nei cantieri gli impianti ed i macchinari di proprietà alleata. Per quanto concerne

F/lb

1321/435

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

il pagamento di questo materiale, potrebbero essere stabiliti opportuni accordi con la Società Cantieri Navali Riuniti, avente sede in Roma via G. Battista Vico, 1.

Questo Ministero, in considerazione dei gravi riflessi che avrebbe il temuto licenziamento delle dette maestranze, ritiene molto opportuna la proposta dell'Alto Commissario per la Sicilia, che sottopone pertanto a codesta Commissione, con la viva preghiera di volerla esaminare con ogni benevolenza, raccomandandone l'accoglimento alle Autorità competenti.

Si gradirà molto conoscere le eventuali decisioni adottate da codesta Commissione.

Bonomi

10294

Declassified E.O. 12065 Section 3-402/5NDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

N3C/3586
18 September 1945.

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

Subject: Transfer of the Area Lighthouse Command of the Upper Tyrrhenian from Piombino to Leghorn.

1. In answer to Ministry of Marine letter 18709 of 11 September 1945, approval is given for the transfer of the Upper Tyrrhenian Lighthouse Command from Piombino to Leghorn.

2. The Naval Officer-in-Charge, Leghorn considers that it is very desirable to move the Tyrrhenian Lighthouse Command to Leghorn but has stressed the fact that although service accommodation is available for personnel of the Command, it must not be considered available for their families.

[illegible] L. [illegible]
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

B

Copy to:
CINCMED.
FOIL.
NOIC Leghorn.

(distribution not shown on original)

1320 WWW 3

IBN-8

(29)

10295

Declassified E.O. 12065 Section 3-402/NNDC NO. 195020

NAVY SUB COMMISSION ROME (R) C IN C MED FLT NOIC LEGHORN
151020B September

UNCLASSIFIED.

(1) IT IS CONSIDERED THAT LOCATION OF TYRRHENIAN LIGHTHOUSE COMMAND AT LEGHORN IS VERY DESIRABLE.
(2) SERVICE ACCOMMODATION IS AVAILABLE FOR PERSONNEL BUT MUST NOT (R) NOT BE CONSIDERED AVAILABLE FOR FAMILIES OF PERSONNEL INVOLVED.
(3) YOUR 141754 REFERS.

.....151020B September.....

Ref. Transfer of Lighthouse Command.

NOIC 1155 W.W.S. 15/9

T/P E/L

Dist. 0-5, 13-17, 24, 25, MSC(4), LOG.

1319

10295

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

D/7585 21/20. 7,44. 8,555,555. C(A)A Ltd. 45-245

S. 1320d.
(Established—May, 1939)
(Revised—June, 1944)

NCSO LEGHORN (W) CINC MED FOIL

NAVY SUB COMMISSION
141754B SEPT.

UNCLASSIFIED

MINISTRY OF MARINE REQUESTS APPROVAL FOR THE TRANSFER OF THE LOCATION OF THE UPPER TYRRENIAN LIGHTHOUSE COMMAND FROM PIOMBINO TO LEGHORN.

YOUR COMMENTS ARE REQUESTED.

==141754B SEPT.

T/P P/I. TOD 181[illegible]14 D.T.I. 14/8

DIS: 0-5, 15-1[illegible]4 2[illegible]4, 25. NSC(4)

1315

10297

Declassified E.O. 12065 Section 3-402/NNDG NO. T85020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 11th September 1945
Ref.: 18709

Subject: Transfer of the Area Lighthouse Command of the Upper Tyrrhenian from Piombino to Leghorn.

The city of Leghorn has been selected by this Staff as the site for the new headquarters of the Upper Tyrrhenian Area Lighthouse Command.

As this city is still under the jurisdiction of A.M.G. it is requested that the N.S.C. will give its approval for the removal of the abovementioned Command from Piombino to Leghorn.

for CHIEF OF STAFF

GGE/P.

1317

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

STATO MAGGIORE DELLA R. MARINA

REPARTO M.D.S. = E.D.

Prot. N. 18709 Allegati

Indir. telegr.: MARISTAT

Settembre 1945

11 SET. 1946

AIIA NAVY SUB=COMMISSION

R O M A

Argomento: Trasferimento del Comando Zona Feri dell'Alto Tirreno da Piombino a Livorno.=

Questo Stato Maggiore ha prescelto quale nuova Sede del Comando Zona Feri dell'Alto Tirreno la città di Livorno.

Essendo tale città tuttora sotto la giurisdizione dell'A.M.G., si prega codesta Sottocommissione Navale voler dare il nulla osta per lo spostamento del Comando predetto da Piombino a Livorno.=

IL CAPO DI STATO MAGGIORE

10299

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3587
18 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Naval Officer-in-Charge, Venice.

Subject: Fuelling Seaplanes at Venice.

1. A copy of Air Forces Sub-Commission, AC, letter AFSC/50/Air of 14 September 1945 is forwarded herewith for information in regard to the Naval Officer-in-Charge, Venice's dispatch 080946B September.

W. ST. J. BUTLER.
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCMED.
FOXL.

1318

18 SEP 1945

(28)

10300

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

From:- Air Forces Sub-Commission, A.C. Rome.

To:- Navy Sub-Commission, HQ Allied Commission.

Date:- 14th September, 1945.

Ref:- AFSC/50/Air.

Refuelling facilities at Venice.

Reference is made to your letter NSC/3518 dated the 10th September, 1945.

2. This Sub-Commission control the Italian Air Force detachment at Venice which is engaged in Air Sea Rescue work. It is thought that your letter refers to seaplanes belonging to this unit.

3. Our Equipment Officer states that 129 barrels of 100 octane petrol and 32 barrels of oil were allocated to this unit for September to be collected from Ancona. He is of the opinion that these stocks should have reached Venice by now and is asking the Italian Air Ministry to confirm.

4. The Italian Air Force is responsible for the collection of P.O.L. and for refuelling; it is regretted that the N.O.I.C. Venice has had this additional work.

(L.E. JARMAN, G/CAPT),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

1314

Declassified E.O. 12065 Section 3-402/NNDC NO. 5 25020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/351B
10 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Air Forces Sub-Commission, Hq. Allied Commission.

Subject: RAF Seaplanes, Fuelling of at Venice.

1. A dispatch has been received by the Navy Sub-Commission from the British Naval Officer-in-Charge, Venice requesting that the Royal Air Force be asked to hasten the acceptance of the responsibility for fuelling seaplanes at Venice.

2. It would be appreciated if the Navy Sub-Commission could be informed of the date on which it is anticipated that such responsibility can be accepted by the Royal Air Force.

W. ST. J. BUTLER.
Captain, U.S. Navy.
ACTING REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCMED.
F.O.I.L.
NOIC, Venice.

1313

16 N-7

10302

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

FOIL (R) C IN C MED

NOIC VENICE

UNCLASSIFIED

REQUEST R.A.F. BE ASKED TO HASTEN ACCEPTANCE OF RESPONSIBILITY FOR FUELLING SEAPLANES AT VENICE.

-----08 3462 SUBJ.-----

T/P P/L TOR 1.09 FAG.D. 8/9

DIST. 1-5 13 16 24 100.

DATE: 9th September, 1945.
FROM: FLAG OFFICER ITALY & LIAISON.
TO : NAVY SUB-COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION

J. M. Downs
for REAR ADMIRAL.

1312

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

O.P.G. (GULF AND HARBOUR WORKS) DEPARTMENT,
NAPLES.
(The Ministry of Marine, Rome's letter No.B.9843.
dated 15th August, 1945.)

II.

No. F.O.I.L. 1027/8.

THE NAVY SUB-COMMISSION, ALLIED COMMISSION,
ROME.

For information.

ROME.
25th August, 1945.

REAR ADMIRAL.

10302

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : F.O.I.L. - Rome
Date: 15 August 1945
Ref.: B.9843

Subject: O.P.G. (Gulf and Harbour Works) Dept. Naples.

1. With reference to the meeting held at F.O.I.L.'s Office on 31st July 1945.

2. With regard to the query made by Admiral WARREN it is confirmed, as stated in our SM/13243 dated 3 July '45, that the continuation will be assured of all services at present undertaken by the O.P.G. Naples on behalf of the Allies. The personnel assigned to these duties will pass under the command of Marina Naples, which will then be the sole authority responsible for work in the Base. Besides assuring in this manner that there will be a single direction of the execution of these duties it is considered by this Ministry that the change of command will result in an economy of personnel insomuch as it will be possible to suppress several duplicate and superfluous appointments.

3. The present number of persons serving with the O.P.G. Naples is as follows : -

37 Officers - 91 Ch. and P.O.Officers - 482 Junior ratings.

4. The other harbour depts. will not be affected in any way by the change of administration of the O.P.G. Naples as they refer directly to the Commander-in-Chief at Taranto in matters of organisation and to local commands in matters concerning their employment.

1316

(17)

GGE/P.

FLAG OFFICER ITALY & L'MED'N
Date 9 AUG 1945
No 4444/1027
ROME

CHIEF OF CABINET

IRN-8

Mod 79

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA-ROMA

Prot. N. B. 9843 *Allegati*

Roma, 15 AGO. 1945

Al F. O. I. L.

ROMA

ARGOMENTO: Comando O.P.G. Napoli.-

1°) - Riferimento riunione tenuta presso codesto F.O.I.L. il 31 Luglio 1945.

2°) - Per quanto riguarda il quesito posto dall'Ammiraglio WARREN, si conferma quanto comunicato a codesto F.O.I.L. con il foglio di questo Ministero SM/13243 in data 3 Luglio 1945 e cioè che tutti i servizi per gli Alleati attualmente disimpegnati dall'O.P.G. di Napoli continueranno ad essere assicurati. Il personale preposto ai servizi stessi passerà alla dipendenza del Comando Marina di Napoli che sarà così l'unico Ente responsabile dei servizi della sede. Oltre ad assicurare in tal modo un'unità di indirizzo nello svolgimento dei servizi stessi e nel governo del personale, questo Ministero ritiene che dal passaggio di dipendenza debba derivare anche un'economia di personale in quanto si potranno sopprimere alcuni duplicati, o incarichi che risultano superflui.

3°) - La situazione numerica del personale assegnato all'O. P.G. Napoli è attualmente la seguente:
Ufficiali 37 - Sottuff. 91 - S.Capi e Comuni 402

4°) - Le altre compagnie portuali non risentiranno alcuna ripercussione dal cambiamento di dipendenza dell'O.P.G. di Napoli in quanto esse fanno capo per l'organizzazione al Comando in Capo di Taranto e per l'impiego ai Comandi locali.

1309

IL CAPO DI GABINETTO
C. di V. F.BASLINI

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

1°) - Riferimento riunione tenuta presso codesto F.O.I.L. il 31 Luglio 1945.

2°) - Per quanto riguarda il quesito posto dall'Ammiraglio WARREN, si conferma quanto comunicato a codesto F.O.I.L. con il foglio di questo Ministero SM/13243 in data 3 Luglio 1945 e cioè che tutti i servizi per gli Alleati attualmente disimpegnati dall'U.P.G. di Napoli continueranno ad essere assicurati. Il personale preposto ai servizi stessi passerà alla dipendenza del Comando Marina di Napoli che sarà così l'unico Ente responsabile dei servizi della sede. Oltre ad assicurare in tal modo un'unità di indirizzo nello svolgimento dei servizi stessi e nel governo del personale, questo Ministero ritiene che dal passaggio di dipendenza debba derivare anche un'economia di personale in quanto si potranno sopprimere alcuni duplicati, o incarichi che risultano superflui.

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1309

IL CAPO DI GABINETTO
C. di V. F.BASLINI

Declassified E.O. 12065 Section 3-402/NND NO. 765028

0307

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

C IN C MED (R) FOTO NAPLES WOIL.

NAVY SUB-COM.
080920

W/C

(1) ITALIANO.P.G. COMMAND NAPLES CEASES TO EXIST 10 AUGUST AND COMANDO MARINA NAPLES WILL BE RESPONSIBLE FOR CARRYING OUT DUTIES FORMERLY THIS RESPONSIBILITY OF C.P.G.

(2) CONCUR WITH FOTO NAPLES 301905B JUNE REQUIRED REVISION OF M.S.80. 17. IN ADDITION NAVY SUB COMMISSION ALLIED COMMISSION, ROME SHOULD BE SUBSTITUTED FOR FOR(illegible) THROUGHOUT. JULY MARSH.

--- 080920 AUG ...

DIST. 1-5, 13, 14, 17, 24, MSC 4, LOG.

C/P Y/I KOD 0927 LAG 9/8

1308

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

TO....N.S.C. (R) MARIDIPART NAPLES. FROM..MINISTRY OF MARINE.
..031230 B AUG.

MARISTAT No.71477.

WITH REF TO SIGNAL T.O.O. 011410 OF 1st AUGUST.

NAPLES O.P.G. COMPANY CEASES TO EXIST AS FROM 10th AUGUST.

MARINA NAPLES WILL BE RESPONSIBLE FOR WORK REQUIRED BY THE ALLIES.

.....031230 B AUG.

REF..APPROVAL FOR DISBANDMENT OF O.P.G. AT NAPLES.

T/P FROM M OF M. P/L TOR..0930/5. E.J.S. 6/8.

DIST..O-5.15.24.25..N.S.C(R)..Log.

1307

10309

Declassified E.O. 12065 Section 3-402/NNDC NO. T 65020

(2835)21(29) 7/44 8,565,555 Gp.8 Lol. 40/245

S. 1320d.
(Established—May, 1930)
(Revised—June, 1944)

MINISTRY OF MARINE

NAVY S/C
011410

APPROVAL IS GIVEN FOR DISBANDMENT OF O.P.G. COMMAND AT NAPLES AS REQUESTED IN YOUR LETTER SM/13243 OF 3rd JULY PROVIDED ALL OUTSTANDING REPORTED BY O.P.G. ARE CARRIED OUT BY COMANDO MARINA, NAPLES. REQUEST CONFIRMATION THAT THIS WILL BE THE CASE AND DATE ON WHICH O.P.G. NAPLES WILL BE CLOSED.

011410

DIST. 0-5, 13, 14. LOG. 4 H/M'S. ESC.

XXX HAND E/L. TOR 1300 LAG 1/8

1306

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

FOIL ROME (R) C. IN C. MED.

NOIC NAPLES.
301905B. JULY.

RESTRICTED.

YOUR 301150B. CONCUR WITH C. IN C. MED'S 241043B. JULY. CONSIDER THAT THE GENERAL PROVISIONS OF MEMO 17 SHOULD STAND WITH THE DELETION OF ALL REFERENCE TO O.P.G. WHOSE FUNCTIONSSHOULD BE CARRIED BY THE COMMANDO MARINO.

=301905B. JULY.

REF. REQUEST CONCURRED.

DIST. O-5,13,24, LOG. N.S.O.

T.P. P.L. T.O.R.2339/30. C.J. 30/7/45.

1305

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

TO...NOIC NAPLES. (R) C IN C MEDI.

U/C.

REQUEST YOUR CONCURRENCE IN C IN C MEDITR 241043 B AND COMMENT RETARDING REVISION OF M.S.S.O.17.

FROM NAVY SUB COMMISSION.
..391150 B JULY.

REF...REQUEST PROPOSALS FOR REVISION OF M.S.S.O.17.

..320150 B JULY.

T/P

P/L.

DLVY...04.15.24...M.S.C...108.

TOR...1205/30.

E.J.S.

1304

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

TO..NAVSUB ROME. (R) ITALY. NOIC NAPLES.

FROM...C IN C MED.

....24 1043B JULY.

RESTRICTED.

APPROVED SUBJECT TO NOIC NAPLES CONCURRENCE.

YOUR 121152 JULY.

(2) REQUEST YOU WILL FORWARD PROPOSALS FOR REVISION OF M.S.S.O.17 TO MEET NEW CIRCUMSTANCES.

....24 1043 B JULY.

Ref..Proposal to incorporate Port and Gulf organisation into Naval Command Naples.

T/P P/L TOR..1239/24. E.J.S. 1303 24/7.

Dist..O.1-4.13.24.33.35.36..Ital.

0313

Declassified E.O. 12065 Section 3-402/NNDG NO. T85020

CLEC UNCLAS (R) ROUTINE NOVO RUFTSS

HAVE SUB CONNECTION
TELETYPE SUBJ

RESTRICTED

PROCEED TO APPROVED ROUTE AT MAXIMUM ENDURANCE SPEED CONSISTENT WITH PRESERVATION OF UNDERWATER FUEL AND GUFF ORGANIZATION (O.P.G.) STATES AND NAVAL VESSELS, RAFTS, MINISTRY CONSIDERS O.P.G. WATERS PROTECTED TO LOWER BOUNDARY A STRAIGHT LINE. REPORT YOUR CORRECTNESS. M.P.M. 33d of 12/1/45 WHICH HAS CHANGED 4/5/45 TOKEN.

=HAVE SUB JUDY

DIS: 3, 7, 7a, 3, 9c.

T/P [illegible] 360 1210/12

12:7

1302

0314

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome
Date: 3 July '45
Ref.: SM/13243

Subject: O.P.G. Command at Naples.

As F.O.L.I. is aware, this O.P.G. Command (Port and Gulf Organization) was set up under F.O.W.I.T.'s (later F.O.N.A.M.'s) control to handle and co-ordinate the activities of I.R.N. personnel attached to Naples harbour services under Allied Authorities. O.P.G. Command also had to prepare groups of personnel for N.Italian Bases following their liberation.

At the present moment, due to personnel having been drafted North, it is not considered necessary to keep up an organization like O.P.G. working separately from Naval Command Naples.

To make best use of personnel and obviate duplications, it would be better to incorporate O.P.G. duties and personnel into Naval Command Naples and have one organization to be responsible for all port duties undertaken by I.R.N.

It is understood that this new organization would not effect the services carried out by I.R.N. personnel for the Allies.

Shall be glad to have F.O.L.I.'s views hereon.

FLAG OFFICER LIAISON ITALY
Date 7 July
No 2
ROME T.

for CHIEF OF STAFF

DG/P.

1361

DATE: 7.7.45
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION,

REAR ADMIRAL.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Mod. 39

Stato Maggiore della R. Marina

Rep. E.D.S. Uff. I.M.1

Roma, 10 Lug. 1946 19 A

Al T.C.I.I. = ROMA =

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° 1M.13243 Allegati

ARGOMENTO: Comando C.P.G. Napoli =

Come è noto a codesto T.C.I.I. a suo tempo fu istituito a Napoli il Comando C.P.G. (organizzazione porto e golfo) sotto il controllo del FOWIT pel FORAM con il compito di dirigere e coordinare l'attività del personale della R.M. addetto ai servizi portuali a Napoli per conto delle autorità alleate. Lo stesso C.P.G. doveva provvedere altresì a preparare ed inquadrare gruppi di personale che avrebbero dovuto essere utilizzati nelle sedi dell'Italia settentrionale dopo la liberazione.

Allo stato attuale, poichè in parte si è già provveduto all'invio di personale nei porti del Nord ed in parte si sta provvedendo direttamente, non sembrerebbe più necessario dover mantenere una organizzazione quale quella dell'O.P.G., separata e distinta da quella del Comando Marina di Napoli, con il solo compito di provvedere al coordinamento dei servizi di quel porto. Al contrario, per evitare dispersione e cattiva utilizzazione di personale e anche duplicati di enti e servizi, si propone di incorporare nella organizzazione del Comando Marina di Napoli tutti i servizi (ed il relativo personale) attualmente disimpegnati dall'O.P.G. di Napoli, ottenendo così l'evidente vantaggio di avere un unico ente preposto a tutti i servizi della piazza e del porto disimpegnati dalla R.Marina e responsabile degli stessi

1360

Va inteso che questa nuova organizzazione non muterebbe i servizi disimpegnati dal personale della Marina Italiana per gli alleati.

Si prega codesto TCLI di voler far conoscere il proprio punto di vista al riguardo.

IL CAPO DI STATO MAGGIORE

ISTITUTO POLIGRAFICO DELLO STATO

0316

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2688
17 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Naval Officer-in-Charge, TARANTO.

Subject: Italian Naval personnel at disposal of Sea Transport.

1. With reference to your letter T/160 dated 25th April 1945, enclosing S.S.T.O.'s request 305/1964 of 23rd April, the Ministry of Marine have issued instructions for suitable ratings to be drafted to take over duties before four named ratings are released.

FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

NAVY SUB-COMMISSION ALLIED COMMISSION
KP
FILE
1299
19 JUN 1945

181-8

(26)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - A.C.H.Q. - Rome
Date: 13 June '45
Ref.: SM.11831

Subject: Port Companies at Taranto/

Your NSC/2330 of 4th ulto. refers.

You are informed that it has been arranged to replace the 4 in N° Ratings mentioned in your above-cited by suitable men.

for CHIEF OF STAFF

DG/P.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Mod.40

Roma 19 GIU. 1945 194

Stato Maggiore della R. Marina

Rep. M.D.S. 1/1 P.M.1

INDIRIZZO TELEGRAFICO: MARISTAT-ROMA

Tel. 1 Aut. 11931 Allegati

A NAVY SUB COMMISSION
HEADQUARTERS A.C. = ROMA =

ARGOMENTO: Compagnie Portuali a Taranto.

Riferimento fg. n. NSC/2330 del 4 Maggio c.a. -

Si comunica che sono state date disposizioni per la sostituzione con elementi idonei dei quattro militari indicati nel foglio in riferimento.

IL CAPO DI STATO MAGGIORE

1297

0319

Declassified E.O. 12065 Section 3-402/NNDC NO. T-45020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/2330

4 May 1945.

FILE

From: Navy Sub-Commission, HQ, AC.
To : Ministry of Marine, Rome.

Subject: Port Companies at Taranto.

1. Reference is made to your letter SM/21980 dated 8th November 1944.

2. Marinequip, Rome have requested the transfer of Angelino FRANCO 146733 and Armando FASCIANI 43456, and Maricipart the transfer of Gaetano MARRELLA 54396 and Giovanni GRELLA, 124960. It is requested that four (4) suitable ratings be drafted to take over their duties before they are released.

(Sgd) G. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

NAVY SUB-COMMISSION - ALLIED COMMISSION

7 MAY 1945

1296

0320

Declassified E.O. 12065 Section 3-402/NNDC NO. T 15020

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/2331

4 May 1945. FILE

From: Navy Sub-Commission, HQ, AC.
To : Naval Officer-in-Charge, Taranto.

Subject: Port Companies at Taranto.

With reference to your letter T/100 dated 25th April 1945, it is not desired to interfere in the drafting of ratings except in exceptional circumstances, and the Ministry of Marine has been requested to draft four (4) reliefs before the ratings mentioned are released.

(Sgd) G. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUBCOMMISSION, AC.

NAVY SUB-COMMISSION · COMMISSIONE NAVALE · ALLIED

5 MAY 19

1295

10321

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

FROM : SUPERINTENDING SEA TRANSPORT OFFICER, TARANTO.

DATE : 23rd April, 1945. Ref. 305/1964.

TO : NAVAL OFFICER IN CHARGE, TARANTO.
c.c. Cap. di Fregata MARETTI
Mariscarica Taranto.

SUBJECT : Italian Marine Personnel at disposal of Sea Transport.

Reference my 305/1778 of 9th March 1945.

Marinequip - Rome have requested the transfer of Angelino Franco, No. 146733 and Fascioni Armando, No. 43458.

Maridipart have also requested the transfer of Marrella Gaetano, No. 54888 and Grella Giovanni No. 124960.

In view of the fact that these four men have been trained in Sea Transport duties and are usefully employed, it is requested that application be made for their retention with this department.

FILE NO. 7/160/121

COMMANDER R.N.R.
SUPERINTENDING SEA TRANSPORT OFFICER,
T A R A N T O.

10322

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

(8)

[illegible] as proposed by the Governor.
[illegible] S.A.C. Telegram No. 305/1264 of 25th April, 1945.

T.S.

No. 7/A61.
HEAD QUARTERS,
[illegible], 1945.

Forwarded for favourable consideration with reference to my letter No. 7/A60 of 17th September, 1944.

FIELD OFFICE ALLIED ITALY
Date 29 Apl.
No 752.
ROME

[illegible], R.A.
[illegible] OFFICER TO CHIEFS.

TARANTO.
25th April, 1945.

1st May, 1945.

1293

FORWARDED FOR ACTION.
[illegible] AREA CENTRAL.

0323

Declassified E.O. 12065 Section 3-402/NNPC NO. T 25020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3109
31 July 1945.

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

FILE

Subject: Capitano G. MARABOTTO.

1. The Navy Sub-Commission wishes to call to the attention of the Ministry of Marine the commendable work of Captain Marabotto, who is the Italian Captain of the Port of Savona.

2. The following quotation taken from a report on the Port of Savona is forwarded for your information:

"It is desired to state, however, that the Italian Captain of the port - Capitano G. Marabotto - and the Italian Officer-in-Charge of salvage work - Major Elia - have displayed energy and initiative in getting work started, have been most helpful to and co-operative with the British Naval party, and deserve all the assistance and encouragement that can be given them".

(Sgd) G. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

1292

I IRN-8

(25)

NAVY SUB-COMMISSION · ALLIED COMMISSION · FILE

2 AUG 1945

10324

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

Office of the Commander-in-Chief.
Mediterranean Station.

21st July 1945

THE NAVY SUB COMMISSION,
ALLIED COMMISSION, ROME.

With the compliments of

The Secretary to

The Commander-in-Chief,

Mediterranean Station.

Enclosure:
NOIC SAVONA's report with
subsequent Minutes thereto

10323

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

PORT OF SAVONA - REPORT.

(Senior Naval Officer, Western Italy's Minute II, No.1087-48 dated 12th June, 1945.)

III.

No.T.A.752/35.

THE COMMANDER IN CHIEF,
MEDITERRANEAN STATION.

Forwarded for information.

30 JUL 1945

[Signed] C. E. MORGAN

VICE-ADMIRAL.

TARANTO.
2nd July, 1945.

REPORT ON THE PORT OF SAVONA.

(The Naval Officer-in-Charge, Savona's No.657/1 dated 7th June, 1945).

111.

H.M. SHORE 1037-43.
THE COMMANDER-IN-CHIEF,
MEDITERRANEAN.
THE FLAG OFFICER LIAISON ITALY,
ROME.

(Copy to: The Flag Officer, Taranto, Adriatic and Liaison Italy.
Headquarters, Allied Commission, Rome.
The Naval Officer-in-Charge, Leghorn).

Forwarded in continuation of my No. SHORE 1037-43 dated 9th June, 1945.

2. As the Royal Naval Party will be withdrawn from Savona on or about the 1st July, 1945, by which time the port will be open for a limited amount of shipping and for ships with draught suitable for the depth of water in the entrance, it is considered that the further development of the port and the release of materials for its reconstruction is a matter of policy which is one for the Italian Government and the Allied Commission to decide upon.

3. It is desired to state, however, that the Italian Captain of the Port - Capitano G.Marabotto - and the Italian Officer-in-Charge of Salvage Work - Major Elia - have displayed energy and initiative in getting work started, have been most helpful to and co-operative with the British Naval Party, and deser e all the assistance and encouragement that can be given them.

12.9

D. Hammersley Hamilton

Western Italy.
29th June, 1945.

CAPTAIN, ROYAL NAVY.

FLAG OFFICER LIAISON ITALY
Date 3 July
No 3

Declassified E.O. 12065 Section 3-402/NND No. 125020

(Copy to: The Flag Officer, Taranto, Adriatic and Liaison Italy.
Headquarters, Allied Commission, Rome.
The Naval Officer-in-Charge, Leghorn).

Forwarded in continuation of my No. NOW/T 1037-45 dated 9th June, 1945.

2. As the Royal Naval Party will be withdrawn from Savona on or about the 1st July, 1945, by which time the port will be open for a limited amount of shipping and for ships with draught suitable for the depth of water in the entrance, it is considered that the further development of the port and the release of materials for its reconstruction is a matter of policy which is one for the Italian Government and the Allied Commission to decide upon.

3. It is desired to state, however, that the Italian Captain of the Port - Capitano G.Merabetto - and the Italian Officer-in-Charge of Salvage Work - Major Ellis - have displayed energy and initiative in getting work started, have been most helpful to and co-operative with the British Naval Party, and deserve all the assistance and encouragement that can be given them.

12.9

D. Hammersley Johnston

Western Italy.
25th June, 1945.

CAPTAIN, ROYAL NAVY.

FLAG OFFICER LIAISON ITALY
Date 3 July
No 2
T.
ROME

(F) NSC

DATE: 4.7.45
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION

for REAR ADMIRAL.

Declassified E.O. 12065 Section 3-402/NND No. 763020

0 3 2 8

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2683
17 June 1945.

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

Subject: Captaincy of Port - SAVONA.

1. A report has been received from Naval Officer-in-Charge, SAVONA, strongly recommending that the present staff of the Captaincy of port should be retained when the port is eventually handed over by Allied Authorities.

2. The following naval personnel are actually employed:-

RONI Enrico	Lt.Col. di porto.
ARRIGONI Mameli	Capt. di porto.
FIGNONI Lorenzo	Capt. di porto.
ARZILLO Vincenzo	Lieut. di porto.
IMPERATO Carlo	S/Lieut. di porto.

Non Commissioned Officers:-

LUPINI Benedetto	Capo di porto.
CAPPELLI Amedeo	Capo di porto.
TALASSANO Amedeo	Capo Cann.
GORZENGNO Guido	Capo di porto.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

1288

WWW

NAV-6

AP

19 JUN 1945

Declassified E.O. 12065 Section 3-402/NNDC NO. 765020

1287

PORT OF SAVONA.
(Naval Officer in Charge, Savona's No.591/1 dated 19th May, 1945.)

I.I.

No.STRAIT.1087-48.
COMMANDER IN CHIEF, MEDITERRANEAN.
FLAG OFFICER LIAISON ITALY, (ROME)
(copies to :- Headquarters Allied Commission. —
Flag Officer, Taranto, Afriutic and Liaison Italy.
Naval Officer in Charge, Naples Area.
Naval Officer in Charge, Leghorn.)

Forwarded strongly concurring in paragraph 2 of Minute I think the present Harbour Master and staff should be retained when the port is handed over.

2. Attention is also invited to the stock of steel reserves which appears both various and plentiful.

Northern Area,
Mediterranean.
At NAPLES.
9th June, 1945.

(Sgd.) D. MAMMERSLEY JOHNSTON
for REAR ADMIRAL.

10330

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

COPY.

FROM: NAVAL OFFICER IN CHARGE, H.M. NAVAL PARTY 1088, SAVONA.

DATE: 7th June, 1945. No.657/1.

TO : FLAG OFFICER NORTHERN AREA, MEDITERRANEAN.

SUBJECT. REPORT ON THE PORT OF SAVONA.

The enclosed report, in triplicate, from the Port Commissioner, Savona is for-warded for information.

(Signed) .....

COMMANDER, ROYAL NAVY.
NAVAL OFFICER IN CHARGE.

II.

No. T.A. 755/12.

SENIOR NAVAL OFFICER,
WESTERN ITALY.

FLAG OFFICER
TARANTO AND ADRIATIC
DATE 17 June 1945
NO.

SNOWDON
19 JUN 1945

1286

PUBLICATE

IL COMMISSARIO DELLA MARINA,
SAVONA.

5th June, 1945.

PORT OF SAVONA.

(a) War damage.

The war damage to the port area has been caused by air bombardment and demolition of mines.

It consists of:-

- 2 craters of about 50 metres diameter in the breakwater.
- the destruction of the red light on the port entrance.
- the demolition of the quay "Boselli (berths 14-15-16-17), with the destruction of 4 bridge cranes of 5 tons each.
- the destruction of the oil plant "SILAP" of a capacity for 20,000 tons.
- the destruction of a large part of the quays in the harbour "S. Marcello (berths 2-4-5-6-7), with 3 jib cranes and all other facilities.
- the destruction of storehouses, mills and electric plants of the ARSENAL REGIA AZIENDA AUTARCHICA ESTRATTIVI on berths 5 and 12.
- the destruction of the warehouse with 3 cranes.
- the destruction of the salt depot.
- the destruction of the maritime station.

Severely damaged are the buildings of the Cork-workers Company and its shops, the quay on berths 8-9-11, the careening yards and the roads, which have been bombed several times, in addition to the port which lost its 3 bridge cranes of 5 tons, 3 cranes of 3 tons have been taken away to Germany, while other 3 completely new cranes have been moved to Genoa.

(b) Material and machines necessary for reconstruction.

The companies interested in the reconstruction of the port have already provided the necessary resources for the restoration of those services most important and easiest to repair. Now, in order of precedence, the following must be repaired:-

- the mill and the electric power station.
- the quay on berth 2.
- the salt depot.
- the quay on berth 7 and its warehouse.
- the breakwater.
- the quay "Boselli" (berths 14-15-16-17)
- the quay for berths 4-5-6.

1285

For this reconstruction, cement, iron, three strand unde ground electric cable, oxygen, limewash, coal, tin and oil will be necessary. The necessary quantities of these materials can be given if it is accepted that this work should be done as quickly as possible.

(c) The three stages of reconstruction.

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It consists of:-

- 2 craters of about 50 metres diameter in the breakwater.
- the destruction of the red light on the port entrance.
- the demolition of the quay "Vocelli" (berths 14-15-16-17), with the destruction of 4 bridge cranes of 5 tons each.
- the destruction of the oil plant "SIAP" of a capacity for 20,000 tons.
- the destruction of a large part of the quays in the harbour (berths 2-4-5-6-7), with 3 jib cranes and all other facilities.
- the destruction of storehouses, mills and electric plants of the [illegible] on berths 5 and 12.
- the destruction of the warehouse with 3 cranes.
- the destruction of the salt depot.
- the destruction of the maritime station.

Severely damaged are the buildings of the [illegible] and its shops, the quay on berths 8-9-11, the marshalling yards and the roads, which have been bombed several times, in addition to the port which lost its 3 bridge cranes of 5 tons, 5 cranes of 3 tons have been taken away to Germany, while other 3 completely new cranes have been moved to [illegible].

(b) Material and machines necessary for reconstruction.

The companies interested in the reconstruction of the port have already provided the necessary resources for the restoration of those services most important and easiest to repair. Now, in order of precedence, the following must be repaired:-

- the mill and the electric power station.
- the quay on berth 2.
- the salt depot.
- the quay on berth 7 and its warehouse.
- the breakwater.
- the quay "Vocelli" (berths 14-15-16-17)
- the quay for berths 4-5-6.

1285

For this reconstruction, cement, iron, three strand undo ground electric cable, oxygen, limewash, coal, tin and oil will be necessary. The necessary quantities of these materials can be given if it is accepted that this work should be done as quickly as possible.

(c) The three Stages of Reconstruction.

First Stage.

At the present time the port has about 900 metres of quays ready for berthingships of about 6000 tons, and 1 jetty of the [illegible] at which 9000 ton ships can berth.

The quays in the berth have the following facilities; one 5 ton bridge crane, two 3 ton jib cranes for bulk stores and three 5 ton cranes for general goods. There is storage space for about 9000 tons of coal and it is possible to find about 2500 squared metres of covered space for perishable stores.

Declassified E.O. 12065 Section 3-402/NNDC No. 165020

The Port Company has at its disposal about 400 skilled workers who can guarantee to unload by hand, these ships which cannot use mechanical means.

The Kunivie jetty has 4 cranes, with automatic grabs for bulk stores, of 5 tons capacity each. In 24 hours the Kunivie can transport 7000 tons of goods. There is also a silo in the port and storage space of 500,000 square metres at [illegible].

Second Stage.

In a short time there will be available the following facilities:-

- after the salvage of the tanker [illegible]" and the repair of berths 2-3 and which includes a bridge crane and 2 jib cranes.
- in about 20 days a fourth crane of 3 ton capacity on berth 3 can be available

Third stage.

The restoration of normal conditions in the harbour should allow the use of all the quays for the berthing of ships and the use of two 5 ton bridge cranes on Toselli quay, which will be constructed from the four which were destroyed.

It is possible to build some other cranes with salvaged and new material, so that berths without facilities can be supplied.

(Sgd.) [illegible]
[illegible]

1284

Declassified E.O. 12065 Section 3-402/NNDC No. T-5520

10334

Declassified E.O. 12065 Section 3-402/NHDC NO. 785020

COPY.

FROM: NAVAL OFFICER IN CHARGE, SAVONA.

DATE: 31st May, 1945. No.628/1.

TO : FLAG OFFICER NORTHERN ARMA, MEDITERRANEAN.

SUBJECT. REPORT - PORT OF SAVONA.

Enclosed herewith is a copy in triplicate, of a report submitted by the Commandante del Porto, Savona as to the conditions of the Port of Savona the day after the liberation.

2. The copies referred to in the first paragraph have been forwarded.

(Sgd.)

COMMANDER, ROYAL NAVY.
NAVAL OFFICER IN CHARGE.

II.

No.SHCWIT.1087-45.
THE FLAG OFFICER, TARANTO
ADRIATIC AND LIAISON, ITALY.

(Sgd).

S.H.C.W.I.T.

12th June, 1945.

1283

COPY.

COMMANDANTE del PORTO,
SAVONA.

NAVAL OFFICER IN CHARGE,
SAVONA.

Subject. Conditions of the Port of Savona the day after the Liberation.

It is requested that you forward to the Italian Ministry of Marine, the General Command of the "Capitaneria del Porto" and the Mercantile Marine Department this report in triplicate, one for each of the above mentioned Headquarters, covering the condition of this Port after the day of liberation - 25rd April, 1945.

1. Capitaneria del Porto and its Subsidiary Sections.

Since I was well known as an opponent of Fascism because I had refused to serve in the Fascist Republican Navy, and on 8th September, 1943, as Commander of the Port I had executed my orders to sink all ships notwithstanding the presence of German troops in the port, I was invited on 26th April last, by the Committee of National Liberation of this town to resume my position as Commandant of the Port of Savona.

I was confirmed later in this position by the Naval Officer in Charge, Savona and his Italian Liaison Officer. Availing myself of this autority, bound only by the proviso that only those who had refused to serve in the Republican Navy could be re-instated, I recalled to duty the Captains of the Port, M.ARROGONI and L.FIGNONI, two Junior officers of the Reserve and five non-commissioned officers.

The same day I took over the former Harbour Offices, which had been used by the Germans, in which I gathered together all the documents and office equipment found in the offices of the Republican Port Command, whose cash balance was turned over one week later by the former Commandant.

With the military personnel above mentioned, together with civilian personnel who never left their proper work in the Capitaneria, it was possible to resume immediately the services of this Command, in collaboration with the Commander, Royal Navy who took over the actual control of the port, whose command post, together with the Port Commission (as in paragraph 2) is in the same building formerly used as the Port Commandant's flat.

1282

In view of the probable early departure of the Royal Navy from Savona, this Capitaneria will have to resume its full duties and needs, therefore, at least one efficient motor boat completely equipped, and a certain number of sailors. When it will again become necessary to undertake the duty of conscription and mobilisation, at the moment suspended, further secretarial assistance will be required.

To command the subsidiary port of Vado Ligure, which is without supervision because it was formerly controlled by a Republican Petty Officer, I have provisionally detailed for this duty Chief Writer of the Capitaneria, G.GIOLI.

Alassio also is without adequate Naval supervision because the

Declassified E.O. 12065 Section 3-402/NNDG NO. 175020

1. Capitaneria del Porto and its Subsidiary Sections.

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To command the subsidiary port of Vado Ligure, which is without supervision because it was formerly controlled by a Republican Petty Officer, I have provisionally detailed for this duty Chief Writer of the Capitaneria, G.GIGLI.

Alassio also is without adequate Naval supervision because the former representative is in prison, since he was of the Black Brigade, and in view of the importance of this port, I invited the Chief Boatswain, G. GORRENO, to take up this office.

Declassified E.O. 12065 Section J-402/NNDC No. 12502

Chief Writer V.FEPACE is still in charge of the office at Varazze as before.

Since the personnel of the Guadia di Finanza (Customs and Coast Guards) have continued to carry out their duty along the beaches and in the Port of Savona, this service is still functioning properly.

One of the first orders issued, in conjunction with the Allies, was the regulation for fishing, both for day and night. Furthermore, a supply of fuel for the engines and lamps was promised.

Also a certain amount of commercial traffic has been authorised, but naturally, as also the fishing, within certain limitations conforming with the present conditions, and at the wish and peril of those concerned.

Permission for the re-opening of the bathing beaches, and the renewal of "shore concessions" and navigational manuals, etc. is awaited.

2. Port Commission.

In a decree No.410/S dated 9th May, 1945, the Committee of National Liberation, the effective Administration and Government of Savona for the Province of Savona, formed a "Commission for the reconstruction of the Port of Savona, the opening of Vado Roads, and of the other places of entry into the Province". Captain MAPABOTTO was nominated President of this Commission.

As already mentioned, the Port Commission has set up its headquarters in the flat allotted to the Commandant of the Port.

The aim of the Commission should be to superintend the reconstruction work of the docks, and of the port installations seriously damaged during the war, collaborating in the matter of costs with these local public societies and private firms which are primarily concerned in the port.

3. The Company for Port Facilities.

The presidency of this company has been given to me in my capacity as Commandant of the Port. This society has been badly hit during the war.

Aerial bombardment has completely desroyed the commercial warehouse, the electric equipment including the transformer station, which equipment, however, will be in working condition shortly with a little luck.

1281

In April 1944, the German Port Command dismantled 3 bridge and 5 jib cranes, which were sent to Germany. The payment of the sum of 7,220,500 Lire, the cost of this material, was arranged between this society and the German Government, and efforts were made to obtain it. It is not yet possible to ascertain whether POGES (the German requisitioning authority) has credited this sum to the Banca del Lavoro in Milan, which should have been done on 23rd April last.

With this sum the Company should be able partly to remedy the difficult financial position, aggravated by several years of relative inactivity.

In September 1944, another 4 bridge and 3 jib cranes were destroyed

Declassified E.O. 13065 Section 3-402/NNDC NO. 76020

but naturally, as also the [illegible], with the present conditions, and at the wish and peril of [illegible]

Permission for the re-opening of the bathing beaches, and the renewal of "shore concessions" and navigational manuals, etc. is awaited.

2. Port Commission.

In a decree No.410/S dated 9th May, 1945, the Committee of National Liberation, the effective Administration and Government of Savona for the Province of Savona, formed a "Commission for the reconstruction of the Port of Savona, the opening of Vado Roads, and of the other places of entry into the Province". Captain MAPABOTTO was nominated President of this Commission.

As already mentioned, the Port Commission has set up its headquarters in the flat allotted to the Commandant of the Port.

The aim of the Commission should be to superintend the reconstruction work of the docks, and of the port installations seriously damaged during the war, collaborating in the matter of costs with these local public societies and private firms which are primarily concerned in the port.

3. The Company for Port Facilities.

The presidency of this company has been given to me in my capacity as Commandant of the Port. This society has been badly hit during the war.

Aerial bombardment has completely desroyed the commercial warehouse, the electric equipment including the transformer station, which equipment, however, will be in working condition shortly with a little luck.

1281

In April 1944, the German Port Command dismantled 3 bridge and 5 jib cranes, which were sent to Germany. The payment of the sum of 7,220,500 Lire, the cost of this material, was arranged between this society and the German Government, and efforts were made to obtain it. It is not yet possible to ascertain whether ROGES (the German requisitioning authority) has credited this sum to the Banca del Lavoro in Milan, which should have been done on 23rd April last.

With this sum the Company should be able partly to remedy the difficult financial position, aggravated by several years of relative inactivity.

In September 1944, another 4 bridge and 3 jib cranes were destroyed when the German Command ordered the blowing up of several mines along the quays; it is hoped, however, to obtain sufficient materials to rebuild 2 bridge cranes.

Before the war, this Company possessed 9 bridge and 16 jib cranes, in addition to other installations inside the warehouses which have been destroyed, of which only 2 bridge and 8 jib cranes are in working order.

Declassified E.O. 12065 Section 3-402/NND NO. 785020

4. Destruction of Port Installations.

In September 1944, the Germans destroyed by mines Berths 4,5,6, 7, and 8 in the west and north part of the Darsena V. Emmanuale. In this dock, Berth No.3 is the only one intact, as Berth No.2 has also been partially damaged. At the same time the Germans also destroyed Berths 14, 15, and 16 along the Boselli quay, and damaged Berth 17.

The railway installations, the electric cables, the hydraulic plants and the mechanical appliances which served these berths have also been destroyed or damaged.

The most serious destruction for the safety of vessels in bad weather, is that done by the Germans to the Breakwater (area 26) which has been blown up on one side for a length of 70 metres, for 80 metres in the centre, while the red lighthouse on the other side has been destroyed.

Among the port warehouses completely demolished either by bombing or by German mines, are the S.I.A.P. oil tank, the Poggi-Astenso sulphur warehouse, the Maritime Railway Station and the Salt warehouse. Also the Ambrosetti Depot has been partially damaged.

Of the numerous oil and fuel depots between Savona and Vado Ligure, the petrol depot at Legino has been almost completely destroyed by bombing. In reasonable condition, however, are the Soc. Nafta, Italo-Americano and the A.G.I.P. depots at Vado.

Without any considerable damage are the plant of the S.A.Funivie in the Port, the ship yards at Legino and those of Navali del Mediterraneo, which is the most important ship yard in this area.

5. Present Efficiency of the Port of Savona and the jetties of Vado Ligure.

The following 4 berths in the Port can be used at present for the transport of goods:-

(a) Berth 8/9, served by 4 electric jib cranes with a capacity of 5 tons each, with a run along the quay of 200 metres. Entrance to this berth is possible for trucks, in addition to a double track railway at present in working order.

(b) Berth 10, 100 metres in length, not provided with mechanical facilities. It can be used by ships fitted with derricks.

(c) Berth 12/13, length 200 metres, with 1 bridge crane of 5 tons and 2 electric jib cranes of 3 tons each. Access to this berth is possible for trucks and also 3 railway trucks at a time. This quay also has a warehouse for 9000 tons of bulk stores.

(d) The quay of the S.A.Funivie (area 22), length 140 metres, is provided with 4 electric lifts with automatic grabs, with a capacity of 8 tons each. the 24 hour capacity of discharge is 12,000 tons. There is also a storage silo and is joined to the hinterland at San Guiseppe di Cairo by 2 funiculars, with a daily capacity of 7000 tons.

Declassified E.O. 12065 Section 3-402/NNDC No. 185020

up on one side for a length of 70 metres, for 30 metres in the centre, while the red lighthouse on the other side has been destroyed.

Among the port warehouses completely demolished either by bombing or by German mines, are the S.I.A.P. oil tank, the Poggi-Astenso sulphur warehouse, the Maritime Railway Station and the Salt warehouse. Also the Ambrosetti Depot has been partially damaged.

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(b) Berth 10, 100 metres in length, not provided with mechanical facilities. It can be used by ships fitted with derricks.

1260

(c) Berth 12/13, length 200 metres, with 1 bridge crane of 5 tons and 2 electric jib cranes of 3 tons each. Access to this berth is possible for trucks and also 3 railway trucks at a time. This quay also has a warehouse for 9000 tons of bulk stores.

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Small craft can unload with their own facilities in the Inner Harbour.

Salvage operations are in progress on the tanker "Splendor", which is lying on the bottom at berth 2/3. As soon as the "Splendor" has been removed, an additional berth (2/3), with a length of 120 metres, served by 1 bridge crane with a capacity of 5 tons will be available.

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Water supply is only laid on at the moment in Darsena Vecchia Berths 8,9 and 10 with 8 hydrants, and on the Funivie quay with 4 hydrants. (The capacity of each hydrant is 10/15 cubic metres per hour.)

Naturally, the entrance of ships will only be possible when the entrance is cleared. Allied minesweepers, after having swept the entrance channel, are at the moment clearing the harbour entrance of the magnetic mines laid by the Germans the day they left. An Advance Salvage Group, under Royal Naval Salvage control, is removing the hull of the blockship at the entrance, sunk by the Germans.

Already the obstacles on the bottom and the boom are partially removed, with a clearance of 35 metres width and 5/6 metres in depth. As soon as the salvage vessels arrive here, the entrance will be cleared to a width of 18 metres and a depth of 8/9 metres; this should be completed by the end of June.

As the harbour itself is full of wrecks, to assure that in all weathers ships can enter and berth safely, it will be necessary to provide in winter time 2 tugs of 400/500 H.P. These will not be necessary in summer.

At Vado roads as soon as the land mines are cleared, the quay at Cava and the jetty of the Soc. Monteponi will be available for ships of 1000 tons.

For liquid fuel supply, the jetties of several companies in Vado, whose pipelines should be repaired shortly and whose depots are in reasonable condition, can be used.

6. Materials and Personnel available in the Port.

The only sea transport at the moment in the Port are:-

Tug "GIOVANNI CALEPI" of 70 H.P.
Floating Crane "BPESCHIA" lifting capacity 7 tons.
Small floating crane "S.LUCIA", lifting capacity 1½ tons.
A fire motor launch.
A fire motor boat.
Iron barge "ADPIANA" loading capacity 200 tons.
18 barges, average loading capacity 150 tons, all in need of caulking.

Under repair and ready shortly are :-

1279

Tug "VESPA" of 30 H.P.
Motor vessel "CAPITANO PITU" 170 tons.
Floating crane "GIANO" with 3 cranes of 30, 15 and 2 tons lifting capacity respectively.
Tug "SAN ANTIOCHO" of 500 H.P.
17 barges, capacity 150 tons each.

There is also a co-operative company of dock hands and sailors.

The Pilot Association is still inbeing, with 3 pilots available.

10 divers with only 3 suits are available in the Port.

Declassified E.O. 12065 Section 3-402/NND NO. 785020

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Tug "GIOVANNI CALEPI" of 70 H.P.
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A fire motor launch.
A fire motor boat.
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17 barges, capacity 150 tons each.

There is also a co-operative company of dock hands and sailors.

The Pilot Association is still inbeing, with 3 pilots available.

10 divers with only 3 suits are available in the Port.

The Company of Port Workers has about 400 skilled workmen and is completely equipped to carry out all the work.

There is no coal in the bunkers.

7. Sunk Merchant Vessels.

There are no working merchant vessels in the Port except those mentioned in paragraph 6.

Declassified E.O. 12065 Section 3-402/NNDC No. T 85020

The following ships are at the bottom:-

Motor tanker "SPLENDOR".	Registeredat Genoa, No.1845. Displacement: net - 7039 tons gross - 12,173 tons.
	avAbove water.
Motor ships "ALOUETTE" and "LINOTTE"	To be registered at Savona. Capacity 500 gross tons each. Were being fitted out, motors are ashore. These vessels are in reasonable condition and it is easy to lift them.
Motor vessel "APIELA".	Already registered as an auxiliary ship of the Italian Royal Navy. Displacement 191/234 tons.
Barge "FPATELLI NEPI"	Registered at Leghorn, No.4125. 300 tons, without motor, being fitted out.
Steamer "CAPMELA".	Registered at Pome, No. 198. Displacement 561/981 tons.
Motor ship "ROSSINI".	Registered at Fiume, No.52. Displacement 1420/2425 tons. Sunk at the Port entrance loaded with stone and ballast.
Steamer "AIFIO".	Registered at Catania, No.171. Displacement 1330/2134 tons. Sunk at the Port entrance loaded with stone and ballast.
Steamer "ANCONA".	Ex French. Displacement 2546/3980 tons.
Fishing boat "SETTIMIA".	Registered at Savona, No.136. Displacement 6 tons.
Motor tanker "STIGE".	Class 450 tons capacity. No other details known.
Wreck of "FLOPIDA 2nd".	Registered at Genoa, No.1491. Displacement 2072/3313 tons.
Floating cranes "LUISA" and "BALILLA"	with cranes of 2 and 1 ton lifting capacity.

"VIRGINIA ALBA", "MARIA MADRE", "GIULIETTA" and "MAMMA MARIA" are on the bottom completely destroyed.

Completely destroyed are also the ex French barges "LIRI" and "ILSE", of 120 tons each, and the ex French motor tanker "GINEUSE", of 350 tons, which the Germans have sunk with a cargo of stones aboard in the harbour mouth, and which are being demolished in the clearance operation.

T 273

ships sunk in Vado bay.

Declassified E.O. 12065 Section 1-402(b)(3) NND 765020

	These vessels are in reasonable condition and it is easy to lift them.
Motor vessel "APIELA".	Already registered as an auxiliary ship of the Italian Royal Navy. Displacement 191/234 tons.
Barge "FRATELLI NEPI"	Registered at Leghorn, No.4125. 300 tons, without motor, being fitted out.
Steamer "CARMELA".	Registered at Rome, No. 198. Displacement 561/981 tons.
Motor ship "ROSSINI".	Registered at Fiume, No.52. Displacement 1420/2425 tons. Sunk at the Port entrance loaded with stone and ballast.
Steamer "AIFIO".	Registered at Catania, No.171. Displacement 1330/2134 tons. Sunk at the Port entrance loaded with stone and ballast.
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There are no ships sunk in Vado bay.

8. Materials of the Italian Royal Navy.

The Italian Royal Navy auxiliary ship "CITTA di MILANO" is completely sunk and overturned at the port entrance.

The monitor "FAA di BRUNO", is on the bottom near the north breakwater. Her gun turrets of 381 mm. are above water. Close to her is sunk her iron barge with motor for electric power supply.

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In a store house there are some torpedoes, boom nets and other materials.

Boom nets, buoys, anchors and other Italian Royal Navy material are sunk in other places of the Port.

A salvage centre is being formed, provisionally commanded by Captain N. del BUONO, R.I.N., whose headquarters will be in Via Santo Lucia. This centre will serve as a supply dump for Italian Naval materials, including those for batteries, signal and observation stations.

To this office all Royal Italian Naval and Republican Naval personnel must report.

It will be necessary when the Royal Navy leave the Port of Savona that Savona should be provided with a group of skilled personnel for rendering mines safe, and a car.

Lights and lighthouses are the special concern of Captain BAPONE, R.I.N.

The red light on the breakwater, which was destroyed by the Germans, cannot be replaced quickly, while other lights in the harbour are repairable.

(Sgd.) E. PONI.
COMMANDANTE edel PORTO.

Declassified E.O. 12065 Section 3-402/NND NO. 165020

FROM: NAVAL OFFICER IN CHARGE, SAVONA.

DATE: 19th May, 1945. No.591/1.

TO: FLAG OFFICER NORTHERN AREA, MEDITERRANEAN.

SUBJECT. PORT OF SAVONA.

The attached reports and correspondence (3 copies of each) relating to the Port of Savona are forwarded for information.

2. It is noted that there exists an organisation capable of assuming operational control of the Port for marcantile purposes as soon as ships can be brought into harbour. It is strongly recommended that the present Harbour Master and his staff be retained in their present employment when the Port handed over.

(Sgd.) C. STEWART LOCKHART.

COMMANDER, ROYAL NAVY.
NAVAL OFFICER IN CHARGE.

Enclosure.
3 copies of each:

1. The ILVA Steelworks at Savona.
2. Memo: Explosives in the Port.
3. Staff of the Harbour Master of the Port of Savona.
4. Railways: Savona.
5. Memo: Harbour of Port Vado.

Declassified E.O. 12065 Section 3-402/NNSC NO. 12502

The ILVA Steelworks at SAVONA

Has 6 Siemen-Martin smelting furnaces of holding capacity of between 40 and 45 tons.

Laminaters from blooming to small engines, able to laminate all models in the Italian catalogue, in addition to section for every type of metal constructions and railways.

Reply to the questions put forward by the Allied Commission for Industry.

Present condition of buildings and installations.

The Director's Residence and Office buildings are structurally in good condition. The outside and inside locks, the electric, telephonic, water, hygenic and sanitary system have to be repaired.

In reasonable condition are the raw material and supply warehouses, the steam and electric power stations, the transformers, kitchens, and the water and air compressors; also the maintenance workshops, the Sick Bay and the testing shops do not need extensive repairs.

The bicycle garage is partially destroyed, the changing rooms and workers' showers are damaged but repairable; the laboratory for metallographic tests is destroyed.

The tracks of both the normal and small gauge inner railway system are working.

On the other hand the two bridge cranes, used for unloading barges, are useless and will have to be dismantled.

Of the barges at our disposal, 5 are completely destroyed, 1 sunk but able to be salvaged. Of the 10 remaining, 2 of 400 tons capacity are berthed and available, the other 8 of total capacity 1100 tons can be repaired when the frames are repaired.

Steelworks.

This section is partially damaged in the roof. The steel work can commence work immediately with two smelting furnaces, if supplied with fuel. The other four furnaces are in course of periodic overhaul.

Of the six gasholders, adapted for producing gas for supplying the furnaces five are in working condition.

1275

Laminaters.

Declassified E.O. 12065 Section 1-402/NNDC NO. 165520

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Laminaters.

The roofs and parts of the interior of the shops where the laminaters are placed are damaged.

Blooming Machine.....(Ø1100)....efficient.
Process I.....(Ø800)....efficient.
Process II.....(Ø700)....damaged: one cylinder of low pressure of a steam motor of 4000H.P. has to be replaced.
Process IIb.....(Ø600)....efficient.
Processes III and IIIb..(Ø550 and Ø450) are efficient.
Processes IV, IVb and V.. (Ø400, Ø260 and Ø200) are seriously damaged.

Declassified E.O. 11652 Section 3-402/NNDC NO. T-15020

Processes for Plates and Universal

Has been dismantled for safety but could work again except that one wheel of 80 tons has been badly cracked in two places. (This is being replaced now.)

Turning Mill fir Cyli drical Piles.

Badly damaged, both building and machinery, but could be repaired.

Plate Cutter.

Has been dismantled for safety, but is efficient and is being put together.

Tin Plate Mill.

This is the section which suffered most of all, in buildings, machinery and furnaces. Also all the other services of this mill, the acidulation and welding shops, the warehouses and stores, placed alongside the main building, have been damaged, but not too badly.

Cast Iron Foundry Mill.

Is partially damaged in the roof; a gantry crane has fallen into the mould: also the desiccation stovesand the cubilots are damaged. It has already been possible to start work, although on a small scale, on the smelting of cast iron. The warehouses in which the wooden models of the foundry are is seriously damaged

Carpenters' and Boilermakers' Mill.

Is working, including the facilities of the joiners' shop, electrical soldering and maintenance office.

Farnaci Branch

Has been slightly damaged and is now ready to work. It produces carpentry and soldering tools, iron posts and pressed beams.

Vado Ligure Branch.

Has been badly damaged only in the stamping works and adjoining buildings. The other sections, mechanical, carpentry and railway construction shops are in working order.

Provision for Reconstruction.

The Steelwork. the Blooming process No. I.Ø800, No. II.b. Ø500, No. III. Ø500, No. IIIb. Ø400 are, as we said, efficient and can work as soon as we can obtain coal.

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Badly damaged, both building and machinery, but could be repaired.

Plate Cutter.

Has been dismantled for safety, but is efficient and is being put together.

Tin Plate Mill.

This is the section which suffered most of all, in buildings, machinery and furnaces. Also all the other services of this mill, the acidulation and welding shops, the warehouses and stores, placed alongside the main building, have been damaged, but not too badly.

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Vado Ligure Branch.

Has been badly damaged only in the stamping works and adjoining buildings. The other sections, mechanical, carpentry and railway construction shops are in working order.

127.

Provision for Reconstruction.

The Steelwork. the Blooming process No. I.Ø800, No. II.b Ø500, No. III. Ø500, No. IIIb. Ø400 are, as we said, efficisnt and can work as soon as we can obtain coal.

The Laminater and the large plate engines could be ready in 3 months, starting from the day when we receive the two sections of the flywheel, which have been already ordered from the "Franco Tose" factory of Legnano.

Process II Ø700 can work within four months from the day we obtain the low pressure cylinders for the 4000 H.P. motor, which cylinder has already been ordered.

Processes IV, IVb and V can work within four months from the day we obtain the dynamos which activate those processes and which are at present in Milan and and Lovi Ligure.

The new tin processes, Gallesi, can be worked within Six months of obtaining the new electric three phase cable, the old one of which has been destroyed and which fed the tin mill

Declassified E.O. 12065 Section 3-402/NNRC No. 125020

Monthly production and character of finished products.

The Steelwork.

With three furnaces normal working can produce about 400 tons of ingots in 24 hours.

Process No.I Ø800.

Production capacity of 15 tons per hour; products are beams, U shaped pieces, angled pieces, railway plates, railway lines (type Vignole), other types of metal track, (Billette?)

Process No. IIb Ø600.

Average production capacity 15 tons per hour. Products, (Billette?) and tin containers.

Process No. III Ø550.

Production capacity of 8 tons per hour. Products:- (Billette?), bars (round bars (square), angled pieces, T shaped pieces of various types, plates and bars of various types, angled plates, railway flanges, railway sleepers, junction points, double T beams, U beams, lines for gantry crane, plates, fire bars and tin containers.

Process No. IIIb. Ø400.

Average production capacity of 5 tons per hour. Products:- round pieces, square pieces, plates, bars and small plates, angled plates, fire bars, corner pieces for trucks, iron window frames, angled frames, U bars, Z bars, T bars, (Billette?) and plates with rounded edges.

Carpenters' Shop.

Is adapted for shaping and working in plates. Production capacity 3000 tons per year, both riveted and welded work. If producing telegraph poles and pylons, production can reach 10,000 tons per year.

Vado Branch.

For working in railway material and small carpenters shop. Production capacity:-

Railway material	2400 tons per year.
Junction points and platforms	7000 tons per year.
Carpenters Shop	5000 tons per year.

Fornaci Branch.

1273

Is suited for the rolling of beams and polesafter the method of James Bates of Chicago and Carpenters Shop welding.

Declassified E.O. 12065 Section 3-402/NNDC No. 165020

Production capacity of 15 tons per hour; products are beams, T shaped pieces, angled pieces, railway plates, railway lines (type Vignole), other types of metal track, (Billette?) .

Process No. IIb Ø600.

Average production capacity 15 tons per hour. Products, (Billette?) and tin containers.

Process No. III Ø550.

Production capacity of 8 tons per hour. Products:- (Billette?), bars (round bars (square), angled pieces, T shaped pieces of various types, plates and bars of various types, angled plates, railway flanges, railway sleepers, junction points, double T beams, U beams, lines for gantry crane, plates, fire bars and tin containers.

Process No. IIIb. Ø400.

Average production capacity of 5 tons per hour. Products:- round pieces, square pieces, plates, bars and small plates, angled plates, fire bars, corner pieces for trucks, iron window frames, angled frames, U bars, Z bars, T bars, (Billette?) and plates with rounded edges.

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Is adapted for shaping and working in plates. Production capacity 3000 tons per year, both riveted and welded work. If producing telegraph poles and pylons, production can reach 10,000 tons per year.

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Junction points and platforms	7000 tons per year.
Carpenters Shop	5000 tons per year.

Fornaci Branch.

1273

Is suited for the rolling of beams and polesafter the method of James Bates of Chicago and Carpenters Shop welding.

Production capacity:-

Poles and Beams	5000 tons per year.
Carpenters Shop	3000 tons per year.

Electrical power.

Installations:- a transforming station with installations.

No. 3 Transformer Monophasic of 400K.W.A.
No. 4 Transformer Triphasic of 600 K.W.A.
No. 4 Electric Convertor of 600 K.W.A.
No. 1 Synchronising Condenser of 600 K.W.A.
Thermo Power Station of 1800 H.P.

Declassified E.O. 12065 Section 1-402/NND NO. 125020

Number of Branches and their Location.

The organisation is made up of 10 working sections. The first 8 are situated in the steelwork. The 9th in Vado Ligure and the 10th in Fornaci, respectively at 6 and 3 Kilometres from the main works.

They are:-

1. Steelworks.
2. Plate mill.
3. Foundry.
4. Tin plate mill.
5. Mechanics shops.
6. Electric works.
7. Boilermakers shop.
8. Store houses. (for intake and output)
9. Vado Branch. (ex Ferrotaio)
10. Fornaci Branch. (ex Bates)

Normal number of workers - Actual number of workers.

Normal numbers of workers.....3500
Actual number of workers.....3200

Of the actual number, 2400 are here at present and of them, only 900 do really productive work. Others are employed on cleaning bombed areas and salvage work.

Present activity of Steelworks.

At the present time the boilermakers shop is actually working, also the Vado and Fornaci branches.

In the boilermakers shop there are at present in construction metallic riveted beams, in the Fornaci branch, welded work, and the Vado branch, railway material, both normal and small gauge. (Decanville.)

Reserves.

There are still in stock the following stores:- 1272

Coke, more than 40 mm .....233 tons.
Small coal for boilers.....66 "
Small anthracite.....50 "
Lignite.....46 "
Iron ore.....1020 "

Declassified E.O. 12065 Section 3-402/NNDC No. 165020

1. Steelworks.
2. Plate mill.
3. Foundry.
4. Tin plate mill.
5. Mechanics shops.
6. Electric works.
7. Boilermakers shop.
8. Store houses. (for intake and output)
9. Vado Branch. (ex Ferrotaio)
10. Fornaci Branch. (ex Bates)

Normal number of workers - Actual number of workers.

Normal numbers of workers.....3500
Actual number of workers.....3200

Of the actual number, 2400 are here at present and of them, only 900 do really productive work. Others are employed on cleaning bombed areas and salvage work.

Present activity of Steelworks.

At the present time the boilermakers shop is actually working, also the Vado and Fornaci branches.

In the boilermakers shop there are at present in construction metallic riveted beams, in the Fornaci branch, welded work, and the Vado branch, railway material, both normal and small gauge. (Decanville.)

Reserves.

There are still in stock the following stores:-

Coke, more than 40 mm	233	tons.
Small coal for boilers	66	"
Small anthracite	50	"
Lignite	46	"
Iron ore	1020	"
Pyrite cinders	239	"
Lamination filings	1040	"
Iron alloy	36	"
Cast iron for steel work	765	"
Cast iron for foundry	135	"
Calcinatory stone	260.	"
Dolomite facing stone (Dolomite calcinate)	22	"
Iron scrap	1193	"
Steel scrap	12,092	"
Steel ingots (Of which 230 tons is utility steel.)	480	"
Blumi	3000	"

1272

Declassified E.O. 12065 Section 3-402/NNRG No. 18502

Consumption

For the steelwork there are the following percentages of consumption:
Litantrace coal with long fla e, Cg. 250/300 (about) per ton for each ton of steel produced.
Cast iron for refining, 25/30% of the charge.
Metallic manganese, 4/5 Cg. for each ton of steel produced.
Metallic silica Cg. 1-2 (about) for each ton of steel produced.
Dolomite facing stone (Dolomite cotta) 20 Cg. (about) for each ton of steel produces.
Calcinated stone Cg. 70 (about) for each ton of steel produced.

For laminatora the consumption of coal for gas is on an average abaut 130 Cg. for each ton of material inserted in the furnace for melting.

Working possibilities with available reserves.

With thereserves of iron alloy (Fe Mn-Fe Si), of cast iron for refining and of calcinating stone at our disposal , it is possible to work for one month with one furnace producing normal carbonacious steel (carbonium steel).

Monthly requirements of raw materials.

For the steelwork, referring to the percentages of consumption as above, in calculating the monthly production of each working furnace of 3000 tons (about), we shall have for the furnaces the following requirements of raw materials per monts:-

	Tons.	
Gas coal.....	750/900	(about)
Cast iron for refining.....	870/1050	"
Metallic manganese.....	12/15	"
Metallis silica.....	3/6	"
Dolomite facing stone.....	60	"
Calcinated stone.....	210	"

For the laminators, referring to the production in 1933 and estimating the work of Blooming processes Ø1100, Process No. I Ø800, process No. IIb Ø600, process No. III Ø550, process No. IIIb Ø400, with an average total production of 500 tons per 24 hours and a consumption of Cg. 130 coal per ton, we have a monthly requirement of about 1700 tons of gas coal.

Estimating that also process No. II Ø700, the laminating process and processes Nos. V, IV and IVb could work, it is calculated to obtain a total production of about 750 tons per 24 hours with a monthly consumption of about 2600 tons of gas coal.

Declassified E.O. 12065 Section 3-402/NND No. 765020

of steel produces.
Calcinated stone Cg. 70 (about) for each ton of steel produced.

For laminators the consumption of coal for gas is on an average about 130 Cg. for each ton of material inserted in the furnace for melting.

Working possibilities with available reserves.

With the reserves of iron alloy (Fe Mn-Fe Si), of cast iron for refining and of calcinating stone at our disposal, it is possible to work for one month with one furnace producing normal carbonaceous steel (carbonium steel).

Monthly requirements of raw materials.

For the steelwork, referring to the percentages of consumption as above, in calculating the monthly production of each working furnace of 3000 tons (about), we shall have for the furnaces the following requirements of raw materials per month:-

	Tons.	
Gas coal.....	750/900	(about)
Cast iron for refining.....	870/1050	"
Metallic manganese.....	12/15	"
Metallis silica.....	3/6	"
Dolomite facing stone.....	60	"
Calcinated stone.....	210	"

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Estimating that also process No. II Ø700, the laminating process and processes Nos. V, IV and IVb could work, it is calculated to obtain a total production of about 750 tons per 24 hours with a monthly consumption of about 2500 tons of gas coal.

12/1

Declassified E.O. 12065 Section 3-402/NND NO. 785020

FROM: PORT COMMISSIONER, SAVONA.

DATE: 18th May, 1945.

TO : NAVAL OFFICER IN CHARGE, SAVONA.

SUBJECT. HARBOUR OF PORT VADO.

Today, 18th May, I inspected the harbour area of Porto Vado, together with various specialists, to mark out the German land mines.

We found there in the ground many mines of about 5 kgs, with contact fuses. Five of these mines have been lifted, to test them. It is urgent to clear this area of this danger, so that work can be started to allow this area to be used for unloading ships.

The Artillery Staff is trying to engage personnel qualified for such work.

Since it is possible that the English Command can provide the material necessary for this operation on the spot, I have referred the above to them.

(Sgd). G. MARABOTTO.

12.6

Reclassified E.O. 12065 Section 3-402/NNDC No. T-1520

FROM: COMMISSARIATO DI PORTO, SAVONA.

DATE: 15th May, 1945.

TO : THE BRITISH NAVAL COMMANDER, SAVONA.

SUBJECT. EXPLOSIVES IN THE PORT.

We wish to bring to your notice that there have been removed

1. 103 mines of about 200-250 kgs. from the quay, consisting for the greater part of tritol, dynamite and floating mines.

2. 64 mines in a position between the road, railway, Piazza del Molo, Corso Mazzini, Pescheria and Torretta, of about 600 kgs, composed of deep mines whose weight varies between 100 and 250 kgs. in double and treble series.

The mines when collected numbered 167 and are now placed in the port workers' building.

The explosive is heaped up in the dump situated in the Calata P. Boselli and in the Customs House in the Piazza del Molo.

It is calculated there are about 200 cwts of tritol.

3. 12 mines were also uncovered at the "Funivie", and on the West side of the breakwater. The explosive was thrown into the sea.

4. Near the large cottage "Ambrosetti" in the area 9-10 are stored some torpedo war heads, and in a port shelter are some boxes of charged shells.

5. As soon as the entrance of the port is cleared all the above mentioned explosive material will be loaded on a barge and dumped in the sea.

6. This work started on the 28th April and was finished on the 14th May, employing 55 men provided by the Harbour Company (ex Casalini) for a period of 12 days working 8 hours per day.

(Sgd) G. MARABOTTO
Il Commissario del Porto.

1265

Declassified E.O. 12065 Section 3-402/NNDC NO. 12522

part of tritol, cyanide and [illegible]

2. 64 mines in a position between the road, railway, Piazza del Molo, Corso Mazzini, Pescheria and Torretta, of about 600 kgs, composed of deep mines whose weight varies between 100 and 250 kgs. in double and treble series.

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(Sgd) G. MARABOTTO
Il Commissario del Porto.

1265

Declassified E.O. 12065 Section 3-402/NNRG NO. T-15020

STAFF OF THE HARBOUR-MASTER OF THE
PORT OF SAVONA

Nominal list of personnel actually employed :-

1. RONI Enrico : Lt/Col. of the Port - In command.
2. ARRIGONI Mameli: Capt. of the Port - Second in command.
3. SIGNONI Lorenzo: Capt of the Port.
4. ARZILLO Vincenzo: Lieut. of the Port.
5. IMPERATO Carlo: Sub Lieut. of the Port.

Non commissioned officers:-

1.	LUPINI Benedetto	C.P.O. of the Port, 2nd Class.
2.	CAPPELLI Amedeo	C.P.O. of the Port, 2nd Class.
3.	TALASSANO Amedeo	Chief Gunner's Mate, 2nd Class.
4.	GORZENNO Guido	C.P.O. of the Port, 3rd Class.

Civil employees:-

ANSELMO Giobatta	Seconded by the Coast Administrator.
GIOLI Gino	Ship Personnel.
ALIBRANDI Giuseppe	Archives and Protocols.
PICCONE Vincenzo	Assistant Secretary.

Casual employees:-

Porter: 1. VENTURA Giovanni. 2. COSTA Giovanna.
Warehouse Clerk: PINNA Salvatore.
Boat Clerk: ARCOLEO Vincenzo.
Servant: RADAELLI Renata.

MAIN EMPLOYMENT OF THE HARBOUR OFFICE.

Regulation of the entry and berthing of ships. - To check ships papers. To furnish national ships with their orders. - Inspection of ships at regular intervals. - The issue of local navigational memoranda and control of salvage work. - To aid ships in distress. - To provide port police and local coastguards. To fix taxes for anchorage and othermaritime dues. - To maintain the laws and regulations of the fishing fleet. - To control the pilot's service, the dock hands and other works and industry in the port.

AZIENDA ESERCIZIO APPARECCHI MEZZI MECCANICI.
(Company for Mechanical Installations).

1268

Declassified E.O. 12065 Section 3-402/NNDC No. 165020

Non commissioned officers:-

1.	LUPINI Benedetto	C.P.O. of the Port, 2nd Class.
2.	CAPPELLI Amedeo	C.P.O. of the Port, 2nd Class.
3.	TALASSANO Amedeo	Chief Gunner's Mate, 2nd Class.
4.	GORZEENO Guido	C.P.O. of the Port, 3rd Class.

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AZIENDA ESERCIZIO APPARECCHI MEZZI MECCANICI.
(Company for Mechanical Installations).

1268

This Company is under the direct control of the Harbour Command, and is equipped both with the necessary technical and administrative supply, for the repair and maintenance of the mechanical installations of the port. (Personnel about 50 people.)

The direction is as follows:-

1. RONI Enrico Lt. Colonel of the Port - President.
2. ARRIGONI Kameli Captain of the Port - Director.
3. FARO Colombo Chief of the Administrative Service.
4. GAGLIARDI Gino Chief of the Mechanical Service.
5. SIGNORILE Alessandro Secretary.

Declassified E.O. 12065 Section 3-402/NNDC NO. 13020

PORT LABOUR OFFICE.

Address:- Via Paleocaba No. 17/1.

Personnel

1.	ARZILLO Vincenzo	Lieutenant of the Harbour. - Director.
2.	BOCCARDO Eduardo	President of the Port Company.
3.	DUCE Giuseppe	Vice President of the Port Company.
4.	SPOTORNO Severo	do. do.

The Port Company controls nearly 400 workers and these provide the labour for loading, unloading, transfer of stores and the handling of goods generally.

PILOTS SERVICE.

This service is performed by the "Corpo dei Piloti Pratici del Porto di Savona" and is composed of the following pilots:-

1. DESALVO Francesco.
2. GERVASIO Mario.
3. PASQUARIO Ubaldo.
4. CARRADINI Velino.

PRIVATE FIRMS INTERESTED IN THE PORT.

1. DITTA CAMPANELLA ASCENSO. For various repairs and small construction. (Personnel about 250 men)
2. CANTIERI DI LEGINO E OFFICINE SOLIMANO. For ship building up to 500 tons. Naval and mechanical repairs: about 250 men.
3. DITTA BARTOLI E CAVALLETTI. Carpenter and Mechanics shop for the repair and building of ships, particularly adapted for small craft.
4. COOPERATIVA CARPENTIERI E CLAFATI. Almost completely absorbed by the afore-mentioned companies.

(Sgd)

Savona. 12 May, 1945.

COMMANDING OFFICER OF THE PORT.
(Lt. Col. Enrico RCNI.)

1267

Declassified E.O. 12065 Section 3-402/NNDC No. T25020

PORT OF SAVONA.

The Port of SAVONA was organised for intensive export and import trade, reaching in the years before the war an average traffic of over 2 milion tons. This amount was formed mainly by coal, pyrites, phosphates, cereals, wood, rice, cellulose and motor cars.

The port facilities were composed of:-

10 bridge cranes lifting 500 kgs.
14 rotating cranes with a capacity of between 3 and 5 tons.
4 jib cranes lifting 750 kgs.
1 mobile crane to carry 3 tons.
1 double track funicular installation served by a specialquay with 4 cranes fitted with automatic grabs, each carrying a load of 8 tons.

At the present time immediate capacity of the Port of SAVONA, badly damaged during the war, has been materially reduced.

The berthing areas for ships at the moment are:-

(a) Berth 8-9, served by 3 electric cranes each carrying 5 tons, with a track of 200 metres length alongside. This berth could have, in one month, an additional crane which at the moment is damaged. Access to the berth is possible for trucks all their length, in addition to one railway truck a time.

(b) Berth 12-13 has a bridge crane carrying 5 tons, and 2 electric cranes each lifting 3 tons, with a track of 220 metres alongside, and can berth a ship of 7000 tons. The access to this berth is possible for truck and is also served by 3 railway tracks. There is also a warehouse for 9000 tons of bulk stores.

(c) Berth 10 is 100 metres long and is possible for ships of 5000 tons, but has no mechanical installations.

(d) Berth 11 is 70 metres long and is possible only for small vessels.

(e) The old inner harbour has a capacity for ships of not greater than 3000 tons and possesses no mechanical installations.

(f) The funicular quay has a length of 140 metres and can take ships of 8000 tons. This quay has 4 electric cranes with authomatic grabs with a capacity of 8 tons. each. This is joined to the hinterland by 2 funiculars with a daily capacity of 7000 tons. There is also a silo for storage in the harbour area, and another at San Giuseppe di Cairo with storage space of 500,000 tons.

(g) Berths 2 and 3 have a length of 120 metres as soon as the tanker

Declassified E.O. 12065 Section 3-402/NNDC No. 12620

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1266

(g) Berths 2 and 3 have a length of 120 metres as soon as the tanker "SPLENDOR", sunk alongside, is cleared. This berth is served by a crane with a capacity of 5 tons.

The supply of drinking water is only possible in the old inner harbour, and berths, 8, 9, 10 and 11 served in all by 8 hydrants; the funicular quay has 4 hydrants.

Each hydrant can supply from 10 - 15 cubic metres per hour.

It is possible to replace the hydrants at berths 2, 3, 12 and 13, but for this it would need 1000 metres of iron pipe line of 100 millimetre diameter, joined by flanges, and 100 metres of pipe line of 40 millimetre diameter.

Declassified E.O. 12065 Section 3-402/NNDC NO. 12502

The supply of coal for ships is possible at berths 12 and 13 by mechanical method as soon as a coal depot has been re-established.

There are no facilities for diesel supply. It is, however, possible to use the Port of Vado, where the installations are in good order and berths are available as soon as a supply has been built up.

There is a port Company which has 400 skilled workmen available.

Harbour craft available at the present time are:-

Tug GIOVANNI CALLERI, of 70 H.P.
Floating crane BRESCIA, lifting capacity 7 tons.
A 30 H.P. motor launch.
A motor fire float.

3 pilots are available for harbour navigation.
3 divers completely equipped.

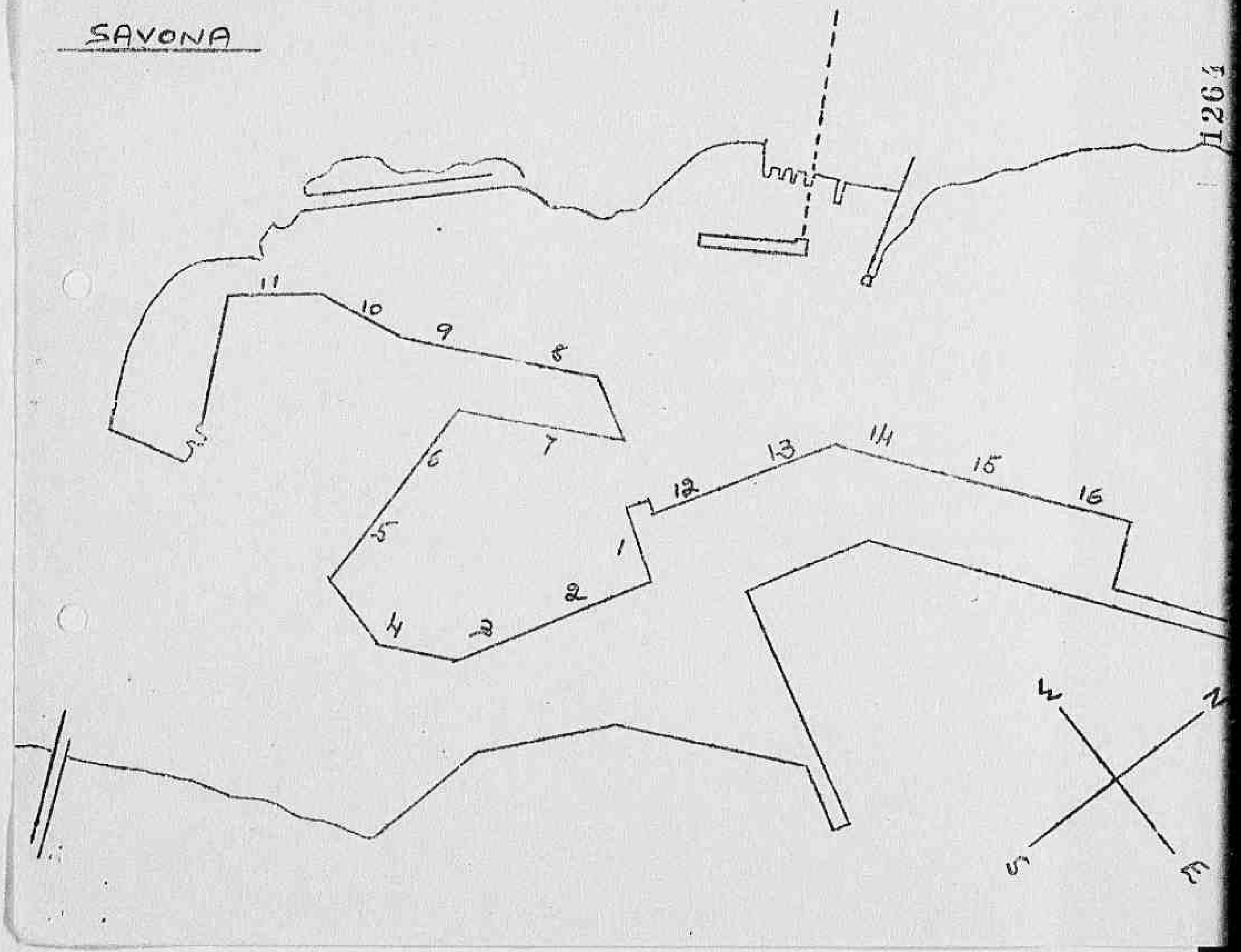
There is also a co-operative company of dock hands and sailors.

Declassified E.O. 12065 Section 3-402/NNDC NO. 15622

10368

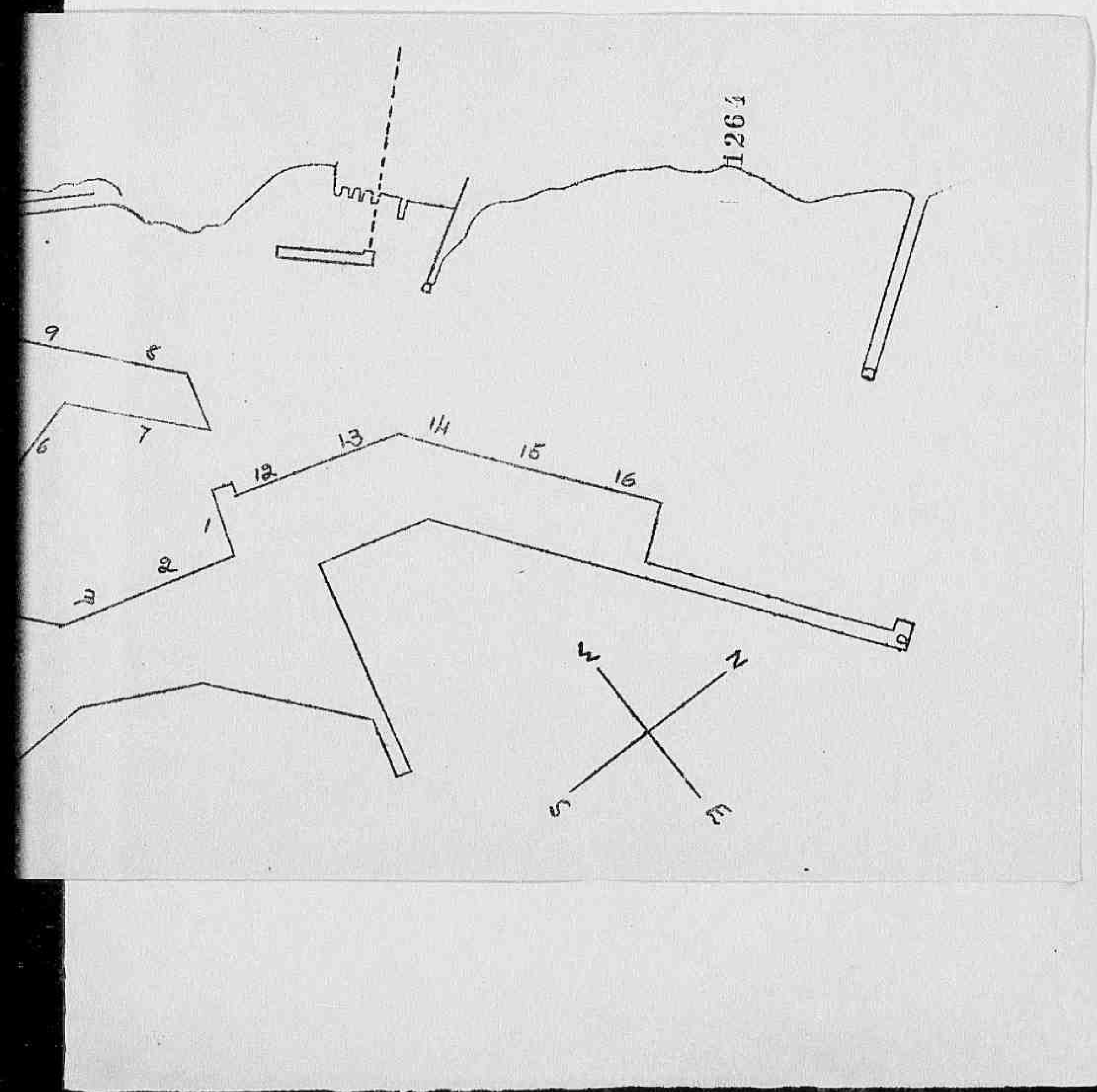
Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SAVONA



0367

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020



RAILWAYS - SAVONA.

Interruptions along the Savona-Coglete-Letimbro railway track.

Between Albisola station and Savona Letimbro; the Terminus Tunnel at km. mark 37.377:- estimated time of repair 30 days.

Between the stations of Celle and Albisola; close to the castle tunnel at km. mark 34.540:- estimated time of completion about 30 days.

Between Varazzd and Celle Ligure; close by the Crocetta tunnel at km. mark 32.038:- estimated time of completion 60 days.

Between Cogolete and Varazzo; the bridge over Pontiglione river at km. mark 24.373:- estimated time of completion about 14 days.

Interruptions along the Savona - Letimbro - Albenga.

Between Savona Letimbro and Vado Ligure; near the small bridge over the river Quiliano at km. mark 44.251:- estimated time of completion about 3 days.

Between Noli and Varigetti: close by the Noli East tunnel at km. mark 56.232:- estimated time of completion about 60 days.

Between Varigetti and Finale Ligure Marina: Near the San Donato tunnel at km. mark 60.331:- estimated time of completion about 60 days.

Between Loane and Cariale: close by the Santo Spirito tunnel at km. mark 74.511:- estimated time of completion 20 days.

Interruptions between Savona Letimbro and San Giuseppe C.

Between Santuario and Sella: the brick bridge of 5 spans over the Acquabone river at km. mark 8.127: The bridge and 5 arches over the Iscla stream at km. mark. 9.408; 6 arches over the Letimbro river at Km. mark 10.561. Estimated time of completion about 1 year.

Savona Mare Station: condition of the works.

1. The 5 tracks of the Porto Vecchio can be used entirely.
2. Berths 8-9, 11,12, 13 and the slips will be in working condition as soon as the small repairs at present in progress in the area of berth 8 to clear the line to berth 9 are completed. (Estimated time of completion 21st May.)
3. Berths 8 and 9 also have cranes.
4. The first track on berth 8 has space for 20 trucks, the second for about 24.
5. To weigh the cargos on arrival and departure there are two balance bridges on the first track in the Porto Vecchio; another balance bridge on the second track of Porto Vecchio.
6. The control winches have not been worked for a long

Declassified E.O. 12065 Section 3-402/NNRG No. 16520

Between Cogoleto and Varazze; the bridge over Pontiglione river at km. mark 24.373:- estimated time of completion about 14 days.

Interruptions along the Savona - Letimbro - Albenga.

Between Savona Letimbro and Vado Ligure: near the small bridge over the river Quiliano at km. mark 44.251:- estimated time of completion about 3 days.

Between Noli and Varigetti: close by the Noli East tunnel at km. mark 56.232:- estimated time of completion about 60 days.

Between Varigetti and Finale Ligure Marina: Near the San Donato tunnel at km. mark 60.331:- estimated time of completion about 60 days.

Between Loano and Cariale: close by the Santo Spirito tunnel at km. mark 74.511:- estimated time of completion 20 days.

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3. Berths 8 and 9 also have cranes.

4. The first track on berth 8 has space for 20 trucks, the second for about 24.

5. To weigh the cargos on arrival and departure there are two balance bridges on the first track in the Porto Vecchio; another balance bridge on the second track of Porto Vecchio.

1263

6. The control winches have not been worked for a long time and must be overhauled.

7. Movements of railway stock, as in the past, will be done by a locomotive from the Societa Emilio Aclengo, by contract.

8. Working trucks immediately available are:-

At Savona Shore:-

10 open trucks, with low and high sides, for transport of loose coal, sand and bricks, and 1 tank truck for transport of pitch.

At Savona Letimbro:-

8 open trucks with high sides, 5 open trucks, with low sides, for the transport of gravel, sand and eventually coal. 1 "POZ" truck with 5 couplings, for transport of railway lines, trucks, etc.

Declassified E.O. 12065 Section 3-402/NND NO. 76020

Under repair by the local "Squadro Rialgo":-

21 trucks, of which 3 will be ready on 19th May.
2 will be ready on 6th June.
16 are without the woodnecessary for repairing the bodies.

9. Locomotives.

1 electric locomotive, class 551, 3 phase, hauling capacity 275 tons on the incline to San Giuseppe, 980 tons on the level to Albisola.

2 steam engines, hauling capacity about 280 tons

1 steam engine, hauling capacity about 600 tons

for movement of trucks between Savona and Albisola. (Non-electrified line).

10. Coal Depot.

100 tons of coal.

Head of the
4th Movement Control.

1262

Declassified E.O. 12065 Section 3-402/NND No. 175020

10371

Declassified E.O. 12065 Section 3-402/NNDC NO. C 25020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2724
21 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: Responsibility for Works Services in Sicily.

1. Reference is made to Commander-in-Chief, Mediterranean letter MED.45/210/6/5A of 23 May 1945, which requested the Navy Sub-Commission to arrange for the Italian Ministry of Marine to implement an organization at Messina on the lines suggested in Senior Naval Officer Eastern Sicily's letter number A8/5/2943, dated 28 April 1945.

2. The Ministry of Marine has notified the Navy Sub-Commission that it is prepared to establish an office of Genio Marina at Messina for the purpose of carrying out repair, maintenance and constructual work at the Royal Navy Base. The Navy Sub-Commission has approved the assignment of Lt.Col. (Engineers) CASALES, Giuseppe as its Senior Civil Engineer Officer.

3. The Navy Sub-Commission has directed that arrangements be made for the activation of Genio Marina, Messina at the earliest possible date and has approved the tentative adoption at Messina of technical and administrative procedures similar to those now in use at Naples and Taranto. Detailed procedures will be drawn up locally by Genio Marina, Messina and submitted to the Senior Naval Officer Eastern Sicily for final approval.

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

Copy to:
COMNAVNAW
VAM
FOTALI
SNOESY
COMNOBPALERMO.

IRN-8

1261

10372

Declassified E.O. 12065 Section 3-402/NNFG NO. T-75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

N30/2723
21 June 1945.

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

Subject: Italian Navy Organization at MESSINA.

1. In answer to Ministry of Marine letter SM.12065 of 16 June 1945, approval is given for Lt.Col. CASALES, Giuseppe to be ordered as the Senior Civil Engineer Officer of the Genio Marina, Messina.

2. It is requested that the Ministry of Marine arrange for the activation of Genio Marina, Messina at the earliest possible date. Tentative authority is given for Genio Marina, Messina to use technical and administrative procedures already approved by Allied Authorities for use at Naples and Taranto. However, detailed procedures should be drawn up locally and submitted to the Senior Naval officer Eastern Sicily, Messina for final approval.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

IRN-2

ISP

WWW

1260

10373

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 16 June '45
Ref.: SM.12085

Subject: I.R.N. Organization at MESSINA.

Your NSC/2509 of 28th ulto. refers.

This Ministry has no objection whatsoever to your request as per above being put into effect.

Lt.Col. (Engineers) CASALES, Giuseppe would be proposed for this work assisted by personnel from the Military Engineers Dept. attached to I.R.N. at Messina.

Same procedures as used at Naples would be adopted, plus technical-administrative procedures as agreed upon with Allied Authorities for similar works being carried out at Taranto, as attached hereto.(4)

Shall be glad to have your approval to appointment of said Officer and to above-mentioned general instructions being issued.

for CHIEF OF STAFF

T's Note :- Ministry advised a.m. 18 June NO enclosure attached to this letter.

1259

DG/P.

10374

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

STATO MAGGIORE DELLA R. MARINA

REPARTO M.D.S. – Uff.B.D.

Prot. N. Sub.12083 Allegati

Indir. telegr.: MARISTAT

Roma, 16 Giugno 945
G/U. 1946

ALLA NAVY SUB-COMMISSION

R O M A

Argomento: Organizzazione della Marina Italiana a Messina.=

Riferimento foglio NSC/2509 del 28 Maggio u.s. di codesta Navy Sub-Commission.

Questo Ministero non ha nulla in contrario all'attuazione dell'organizzazione richiesta da codesta Navy Sub-Commission col foglio in riferimento.

A tale organizzazione sarebbe preposto il Ten.Col. del Genio Militare CASALES Giuseppe, che verrebbe coadiuvato nel suo compito dal personale tecnico della Direzione del Genio Militare per la R.Marina di Messina.

Nell'esecuzione dei lavori sarebbero seguiti i procedimenti vigenti a Napoli, opportunamente integrati dalle norme tecnico amministrative concordate colle Autorità Alleate per lavori analoghi che si eseguono a Taranto e allegate al presente foglio.

Si gradirebbe conoscere se nulla osta da parte di codesta Navy Sub-Commission per la designazione dell'Ufficiale predetto e per l'emanazione delle norme di cui sopra.=

IL CAPO DI STATO MAGGIORE

1255

0375

Declassified E.O. 12065 Section 3-402/NNDC No. 75092

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2509
28 May 1945. FILE

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

Subject: Italian Navy Organization in MESSINA.

1. The Navy Sub- Commission is in receipt of a communication from the Commander-in-Chief, Mediterranean which asks that the Ministry of Marine be requested to form an organization of Genio Marina for the purpose of carrying out repair, maintenance and constructual work at the British Royal Navy Base, MESSINA. It is desired that the organization of Genio Marina at MESSINA be similar to that already operating in Naples. All work performed by Genio Marina MESSINA is to be under the direction of the Commander-in-Chief, Mediterranean through his authorized representatives.

2. The majority of constructual work at the British Royal Navy Base, MESSINA now is completed but there remains a large volume of repair and maintenance work atill necessary to occupied buildings, roads and dock facilities. Likewise, it is considered that the extension of storage and workshop facilities is desirable.

3. It has been suggested that the organization to be established by the Ministry of Marine should include a civil engineer officer of Genio Marina and one or more engineers or architects. The civil engineer in charge should be granted the power of approving works up to a financial limit of approximately one million lire. He should be responsible for carrying out works as required by the Senior Naval Officer Eastern Sicily who will assist in the supply of materials and the loan of plant facilities.

(Sgd) C. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION

256

SUB-COMMISSION - NAVY - ALLIED

31 MAY 1945.

Copy to:
CINCMED
COMNAVNAW
VAM
SNOESY
COMNOB PALERMO.

(Distribution not shown on original)

10375

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
23rd May, 1945.

Med.45/210/6/5A.
THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.
(Copies to:-
The Vice Admiral, Malta and Central Mediterranean.
The Senior Naval Officer, Eastern Sicily).

RESPONSIBILITY FOR WORKS SERVICES IN SICILY.

The attached copies of correspondence between the Vice Admiral, Malta and Central Mediterranean, the Senior Naval Officer, Eastern Sicily and the Commander-in-Chief, Mediterranean, are referred.

2. It is requested that you will arrange with the Ministry of Marine to implement an organisation on the lines suggested in the Senior Naval Officer, Eastern Sicily's letter No.A8/5/2943 dated 28th April, 1945.

for ADMIRAL

Enclosure:

The Senior Naval Officer, Eastern Sicily's No.A8/5/2955 dated 28th April, 1945, and Minutes II and III thereon.

12555

10373

Declassified E.O. 12065 Section 3-402/NNDC NO. 775020

H.M. ROYAL NAVAL BASE, MESSINA - CONSTRUCTION AND REPAIR.

(The Senior Naval Officer, Eastern Sicily's No.AB/5/2943 dated 28th April 1945).

III.

Med.45/230/6/5.
THE VICE ADMIRAL, MALTA AND CENTRAL MEDITERRANEAN.
(Copy to:-
The Senior Naval Officer, Eastern Sicily).

It is desired to reduce progressively Royal Navy commitments for Works services in Sicily, and it is considered that effect should be given to proposals in Minute I.

2. It is intended therefore to request the Ministry of Marine to make the necessary arrangements.

for ADMIRAL

1254

MEDITERRANEAN.
23rd May, 1945.

SUBJECT. H.M. ROYAL NAVAL BASE, MESSINA - CONSTRUCTION AND REPAIR.

FROM. The Senior Naval Officer, Eastern Sicily, Messina.
(The Commanding Officer, H.M.S. "HANNIBAL")

DATE. 28th April, 1945. No.AS/5/2945.

TO. THE VICE ADMIRAL, MALTA AND CENTRAL MEDITERRANEAN.
(Copy to:-
The Commander-in-Chief, Mediterranean Station.)

The majority of urgent constructional work in the Base is now completed but there is always a large volume of repair and maintenance work still necessary to occupied buildings, roads and dock facilities. There are, however, several extra storage facilities and workshop extensions which are desirable but I do not feel at this stage of the war that further charge on the Admiralty should be incurred in this respect.

2. Presumably later on Messina will again become an Italian Naval Dockyard and the Italians will be anxious to fully restore their facilities. If some of these could now be restored it would, undoubtedly, be beneficial to us. It is, therefore, submitted for consideration that the Italian Ministry of Marine be asked to form in Sicily an organisation under Genio Marina (authority responsible for maintaining Italian Naval Yards) so that works desirable for the Royal Navy could be carried out, the completion of which would benefit the Italians in the long run.

3. The organisation suggested should be similar in structure to that already operating in Naples. It should have a Civil Engineer officer of Genio Marina in charge, assisted by one or more engineers or architects, with powers to approve works up to a financial limit of say One Million Lire. This officer would be requested to carry out works as required by the Royal Navy through my Officer in Charge of Works who would also assist in the supply of materials and loaning of plant. Works which were of a purely temporary or routine nature would be carried out by my Officer in Charge of Works direct or through Genio Marina and be paid by us.

4. Repairs to quays, where they are of a permanent nature and also of use to the Royal Navy, are now being carried out by Genio Civile. The financial cover for these works has been given by the Italian Navy.

(COLIN CAMPBELL)
CAPTAIN R.N.

Declassified E.O. 12065 Section 3-402/NNDC NO. 13502

which are desirable but I do not feel at this stage of the war that further charge on the Admiralty should be incurred in this respect.

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1 MAY 1945
T/O.

(COLIN CAMPBELL)
CAPTAIN R.N.

1253

ENCLOSURE No. 1 LETTER No. Med. US/210/6/5A
DATED 23 May 1945.

Declassified E.O. 12065 Section 3-402/NNDC NO. T-25020

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

BEST COPY POSSIBLE

MINISTERO DELLA MARINA
Gabinetto

prot.n. 838

COPIA

Roma, 4 novembre 1944

Al F.O.L.I. = TARANTO =
e, per conoscenza :
F.O.L.I. = ROMA =

Argomento : Lavori di Marigenimil Taranto per conto delle FF.AA. Alla-

Riferimento alla nota T.A.1048/11 dell'8 ottobre 194

1°) In conformità alle proposte fatte col foglio in rifer
to resta stabilito che, per l'esecuzione dei lavori d'immedia
urgenza, l'Ufficiale delle Forze Alleate in Comando del Repar
Lavori prescerglierà la Ditta cui affidare i lavori, chiederà
stessa il preventivo, ne effettuerà il controllo nei riguardi
la quantità e dei prezzi unitari, e stabilirà quali prestazi
(materiali, mezzi di trasporto o mano d'opera) dovranno esser
niti dalle FF.AA. Alleate.=

Marigenimil Taranto disporrà senz'altro l'inizio de
ri, compilando il prescritto verbale e procederà successiva
alla stipulazione del contratto.=

Lo stesso Marigenimil curerà l'eseguimento dei lavo
effettuerà pagamenti in accordo previa dichiarazione di ben
da parte del detto Ufficiale delle FF.AA. Alleate.=

Il collaudo definitivo dei lavori eseguiti - il qua
siste nell'accertamento che le clausole contrattuali siano
tutte adempiute - sarà effettuato, nei termini e nei modi
ti dal regolamento dei lavori del Genio Militare, dall'Ufci
appositamente delegato da Marigenimil.=

2°) Si prospetta, peraltro, l'opportunità che nelle tratta
con gli imprenditori intese a concordare i prezzi unitari ei
vori l'Ufficiale delle FF.AA. Alleate si avvalga del concor
un Ufficiale di Marigenimil particolarmente informato dell
zioni del mercato locale.= 1252

Con tale concorso sarebbe forse più agevole di c
le pretese che, in vista dell'urgenza, potrebbero esser

Declassified E.O. 12065 Section 1-402/NNMM NO. 1252

1°) In conformità alle proposte fatte col foglio in rife
to resta stabilito che, per l'esecuzione dei lavori d'immedia
urgenza, l'Ufficiale delle Forze Alleate in Comando del Repar
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(materiali, mezzi di trasporto o mano d'opera) dovranno esser
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ri, compilando il prescritto verbale e procederà successiva
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effettuerà pagamenti in accordo previa dichiarazione di buo
da parte del detto Ufficiale delle FF.AA. Alleate.=

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siste nell'accertamento che le clausole contrattuali siano
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vori l'Ufficiale delle FF.AA. Alleate si avvalga del concor
un Ufficiale di Marigenimil particolarmente informato dell
zioni del mercato locale.=

1252

Con tale concorso sarebbe forse più agevole di c
le pretese che, in vista dell'urgenza, potrebbero esser
dagli imprenditori, evitando così possibili sperequiazi
zi sulla stessa piazza, ed ostacolando la tendenza al r
prezzi.=

3°) Per la pratica attuazione di quanto sopra potra
presi accordi di dettaglio tra le Autorità locali.=

Il Ministro
f° DE COURTEN

---

per copia conforme
IL CAPO DIV. LAVORI
(T.Col.U.Sciarretta)

declassified E.O. 12065 Section 3-402/NND NO. 760220

0383

Declassified E.O. 12065 Section 3-402/NNDC NO. 74020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2962
6 July 1945.

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

Subject: Development of the ports of Imperia, Porto Maurizio and Oneglia.

1. Upon receipt of information to the effect that the ports of Imperia, Porto Maurizio and Oneglia are capable of being made serviceable for coaster or schooner traffic after very little salvage work, the Commander-in-Chief, Mediterranean has stated that there is no naval objection to developing these ports but that it must be understood that no additional resources of any kind can be made available for minesweeping or for purposes of bomb and mine disposal.

2. The above is forwarded for the information of the Ministry of Marine in order that appropriate action may be taken if it is so desired.

[illegible]
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Chief Commissioner, AC.
V.P. Civil Affairs Section, AC.
Transportation S/C.
Shipping S/C.
NOIC Leghorn.

(distribution not shown on original)

1251
1111 PAGE
7 JUL 1945

0384

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters
23rd June, 1945.

Med.45/1092/5/3.
THE MINISTRY OF WAR TRANSPORT
REPRESENTATIVE, MEDITERRANEAN.
NAVY SUB. COMMISSION,
HEADQUARTERS ALLIED COMMISSION, ROME.
(Copy to each).

DEVELOPMENT OF PORTS NOT REQUIRED FOR THE USE OF THE ROYAL NAVY

... Copies are enclosed for information of the Flag Officer, Northern Area, Mediterranean's signal, timed 051825B June, 1945, and the Commander-in-Chief, Mediterranean's reply, timed 071710 June, 1945.

for ADMIRAL ..

1250

10385

Declassified E.O. 12065 Section 3-402/NNDG NO. T 25020

COPY:

1
NCLAS/1572/2/3 1.3.665

C IN C MED (R) FORALI, NOIC GENOA
SAVONA, LEGHORN

FORAM
051825B/June

RESTRICTED.

A report received from Salvage Officer directed by SALVO to visit the ports of IMPERIA, PORTO MAURIZIO and ONEGLIA indicated that all three ports are capable of being made serviceable for coaster or schooner traffic after very little salvage work, the majority of which is within the capabilities of a small British salvage party and Italians working there. Limited assistance from British salvage craft will be required later, and could be provided without prejudice to commitments in GENOA or SAVONA. As any such work or subsequent traffic could not proceed without minesweeping and mine and bomb disposal neither of which could be provided without prejudice to other projected operations, request I be informed if the present policy regarding these ports is to be modified in light of salvage information, and if so/any other minesweeping forces can be made available.

if

F.O.C. 051825B/June

10386

Declassified E.O. 12065 Section 3-402/NNDC NO. T 85020

COPY:

2

MCJ 45 1642/5/3 23 Z 45

RESTRICTED

FONAM (R) NOIC GENOA NOIC NAVORA
NOIC LEGHORN FONALI C IN C MED 31
=0717Z3B

THERE IS NO NAVAL OBJECTION TO DEVELOPING THE PORTS REFERRED TO IN YOUR 051825 BUT IT MUST BE UNDERSTOOD THAT (A) NO ADDITIONAL RESOURCES OF ANY KIND CAN BE MADE AVAILABLE IN MINESWEEPING AND MINE AND BOMB DISPOSAL ETC. (B) NO BRITISH NAVAL PERSONNEL ARE TO BE EMPLOYED ASHORE IN THESE PORTS. (C) IF OTHER COMMITMENTS ARISE WHICH C IN C MED CONSIDERS HAVE A HIGHER PRIORITY EVEN THOSE RESOURCES AT PRESENT AVAILABLE TO YOU MIGHT BE WITHDRAWN

=0717Z3B

Ref. 0818 5 SALVAGE OFFICERS REPORT

0387

Declassified E.O. 12065 Section 3-402/NNPG NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2922
12 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Air Forces Sub-Commission, Hq. Allied Commission.

FILE

Subject: Suitable Landing and Take-off Areas for Seaplanes.

Enclosure: (A) Copy of FOTALI Rome Message 222200 B May 1945.
(B) Copy of NOIC Leghorn Message 291511 B May 1945.
(C) Copy of Office of the Naval Officer in Charge, Leghorn Letter No.220/10 of 25th June 1945, With Attached Overlay.

1. Enclosures (A), (B) and (C) are forwarded herewith for information.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

IRN 8

NAVY SUB-COMMISSION SECRET FILE

B

WWW

(2)

12 JUL 1945 1247

Office of the Naval Officer in Charge
LEGHORN.

25th June, 1945.

No. 220/10.
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON ITALY, ROME.
(Copies to:- The Commander in Chief, Mediterranean.
Senior Naval Officer, Western Italy.)

SUITABLE LANDING AND TAKE-OFF AREAS FOR SEAPLANES.

Further to my signal T.O.O. 2915/11th May, the attached Overlay is forwarded for your information indicating the positions of seaplane moorings laid for fair weather and foul weather.

2. Arrangements can be made for seaplanes to land either:-

(a) Outside the breakwaters to taxi to, or be taken in tow to their moorings,

(b) Inside the Breakwaters in the waters of the Avamporto.

3. It is essential in view of movements of shipping in the Port that times of arrival and departure should be signalled in advance addressed to Naval Officer in Charge, Leghorn.

4. A landing signal will be flown from both the Harbour Signal Station and from Admiralty Berthing Officer's Control Tower at the end of the Molo Mediceo.

Red Flag - Landing not permitted.
Green Flag - Permission to land.

5. Weather permitting it will always be desirable that aircraft land to seaward of the Breakwaters.

6. The system of fuelling would of necessity be by hand from small drums as no specially constructed fuelling tender is available.

7. As per Overlay:
A. Fairweather Berth
B. Foul weather Berth
C. Harbour Signal Station.
D. Admiralty Berthing Officer's Control

Declassified E.O. 12065 Section 3-402/NND No. 765020

(Copies to:- The Commander in Chief, Mediterranean.
Senior Naval Officer, Western Italy.)

SUITABLE LANDING AND TAKE-OFF AREAS FOR SEAPLANES.

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7. As per Overlay:

A. Fairweather Berth
B. Foul weather Berth
C. Harbour Signal Station.
D. Admiralty Berthing Officer's Control Tower.

FLAG OFFICER LIAISON ITALY
Date 7 July.
No 294.
ROME T.

1246

R. Mc. G.

R. M'C. MacGregor

CAPTAIN.

DATE: 10.7.45
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, HQ. AC.

FORWARDED FOR APPROPRIATE ACTION.

for REAR ADMIRAL.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

GSO/ccg

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our Ref. : 515/GSO/Tn3 7 July 1945

SUBJECT : Advice of ship's arrival in AC/Italian controlled Ports.

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

1. Store ships are being ordered into AC/Italian controlled ports without sufficient advance warning of their approximate time of arrival either to A.C.Headquarters, or to the ports concerned. This results in either no arrangements or inadequate arrangements being made for working ships on arrival, with consequent delays. e.g. Vessel Jacob C. Harper with 8581 tons gas Coal arrived Civitavecchia 09,30 on 3 July 45. First advice from A.F.H.Q. was by Signal FX/6227 dated July 2nd at 12,30 hours, received this Headquarters July 3rd. 09,30 Hours. First advice at Port was from Merchant Shipping State which stated that vessels would berth in area 4 July.

2. This problem was taken up a considerable time ago at A.F.H.Q. and this Commission was assured that adequate notice would be given of the arrival of all ships in AC/ Italian Controlled Ports - C in C Med's letter of 18 May refers.

This point was raised at the MEDSO meeting held on 5 July, and the board considered that the provision of an A.C. Liaison Officer in the Shipping Diversions Room would overcome the difficulty. The A.C. representative suggested that an Italian representative be allowed in the Diversion Room but this suggestion was unacceptable to all present. The Board agreed that an Allied Commission officer was desirable but A.C. Tn. S/C on whom the provision of this L.O. would fall, have no officer they can spare for this purpose.

4. In view of the present position is it possible

Declassified E.O. 12065 Section 3-402/NND No. 763020

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4. In view of the present position is it possible for the G-4 (Mov&Tn) representative in the Diversions Room to ensure that information concerning the diversion of ships into AC/Italian controlled ports is sent to those addressees who are vitally interested, namely the port concerned, and A.C. Headquarters?

1245

For the Chief Commissioner :

M.J.SIFF
Colonel,
Chief Mov.Division.

Copy to : C in C Med
Naval Sub-Commission
Secretary, Medbo
MWT
WSA

IRN-8

Declassified E.O. 12065 Section 3-402/NNDC NO. 175020

OUTGOING MESSAGE.

FROM;- A.F. SUB-COMM (ROME)

TO;- M.A.A.F. ALLIED LIAISON SECTION, C.M.F.
(R) A.F. SUB-COMM (TARANTO) 54 P.T.O. PLEASE PASS.
(R) NAVAL SUB-COMMISSION, A.C. (BY HAND.)

UNCLASSIFIED (.) A. 400 T.O.O. 1014.50A. JULY (.)

WING COMMANDER CLIFT REPORTS THAT THE SURVEY OF VENICE REVEALS ONLY TWO POSSIBLE SEAPLANE BASES (A) ST. ANDREA, THE POST WAR CIVIL AND MILITARY BASE PARTLY DESTROYED AND REQUISITIONED BY R.N. (.)

(B) DIFESA, ST NICOLO LIDO (.) MOORING BASE ONLY WITH NO FACILITIES, OCCUPIED BY ITALIAN NAVY (.)

PARA 2 (.) N.O.I.C. VENICE INVESTIGATING THE POSSIBILITY OF SECOND ALTERNATIVE, BUT ST. ANDREA CONSIDERED THE ONLY PRACTICABLE CHOICE IF LANDING AREAS, USE OF SLIPWAY, SMALL WORKSHOP ACCOMMODATION AND LIVING ACCOMMODATION FOR PERSONNEL ARE GRANTED BY R.N. (.)

PARA 3. (.) AS YOUR NEGOTIATION FOR THESE FACILITIES MAY TAKE TIME MAY WE HAVE YOUR DECISION ON THE MOVES OF THE TWO SEAPLANES AT LAKE VARANO TO BRINDISI (.)

PARA 4. (.) FAILURE TO ARRANGE A SUITABLE BASE AT VENICE MAY NECESSITATE A REVISION IN THE AIR SEA RESCUE ORGANISATION FOR THE ADRIATIC (.)

L.E. JAPMAN G/CAPT.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

PRIORITY IMPORTANT.

IRN-8 1244

Declassified E.O. 12065 Section 3-402/NND NO. 125020

SEAPLANE BASES (A) ST. ANDREA, THE POST WAR CIVIL AND MILITARY BASE PARTLY DESTROYED AND REQUISITIONED BY R.N. (.)

(B) DIFESA, ST NICOLO LIDO (.) MOORING BASE ONLY WITH NO FACILITIES, OCCUPIED BY ITALIAN NAVY (.)

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L.E. JARMAN G/CAPT.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

PRIORITY IMPORTANT.

IRN-8
1244

RS/A5471

Declassified E.O. 12065 Section 3-402/NNDG NO. 125020

10344

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NOTE OF ACTION

Naval Sub Commission Officer phoned Air I and stated that no parts on the Reviere have yet been swept as commitments have been too heavy elsewhere.

2. It is intended to sweep Imperia and San Remo sumultaneously and the operation should be completed by the middle of August. This will be sooner than Genoa/

W.M. Bisdee.

W.M.BISDEE W/C
AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copy to Naval Sub-commission.

IRW 1243

10395

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

FOTALI ROME (R) C. IN C. MED, FORAL, FOTALI.
NOIC ANCONA, NOIC VENICE.

NOIC LEGHORN.

RESTRICTED.

(1) OFF SOUTH WEST HARBOUR ENTRANCE.

(2,3,4 & 5) YES.

(6) AS FROM 1ST JUNE.

=291511B. MAY.

REF. AIR FORCE SUB-COMM REQUEST.
DIST. 3,9,10,11.

T.P. P.L. T.O.R. A.M./30.

1242 30/5/45.

0396

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Office of the Naval Officer in Charge
LEGHORN.

25th June, 1945.

No.220/10.
THE FLAG OFFICER, TARANTO, ADRIATIC AND LIAISON ITALY, ROME.
(Copies to: The Commander in Chief, Mediterranean.
Senior Naval Officer, Western Italy.)

SUITABLE LANDING AND TAKE-OFF AREAS FOR SEAPLANES.

Further to my signal T.O.O. 2915118 May, the attached Overlay is forwarded for your information indicating the positions of seaplane moorings laid for fair weather and foul weather.

2. Arrangements can be made for seaplanes to land either:

(a) Outside the Breakwaters to taxi to, or be taken in tow to their moorings,

(b) Inside the Breakwaters in the waters of the Avamporto.

3. It is essential in view of movements of shipping in the Port that times of arrival and departure should be signalled in advance addressed to Naval Officer in Charge, Leghorn.

4. A landing signal will be flown from both the Harbour Signal Station and from Admiralty Berthing Officer's Control Tower at the end of the Molo Mediceo.

Red Flag - Landing not permitted.
Green Flag - Permission to land.

5. Weather permitting it will always be desirable that aircraft land to seaward of the Breakwaters.

6. The system of fuelling would of necessity be by hand from small drums as no specially constructed fuelling tender is available.

7. As per Overlay:
A. Fairweather Berth
B. Foul weather Berth
C. Harbour Signal Station
D. Admiralty Berthing Officer's Control Tower.

/s/ R.Mc.Q. MacKenzie
CAPTAIN

1241

COPY

ENCL. (C)

10307

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

MAY
20 1945
29 15 11

FROM NOIC VENICE

FOTALI ROME (R) FOTALI

RESTRICTED

YOUR 222200. IT WOULD BE APPRECIATED IF AN OFFICER COULD BE SNET TO INVESTIGATE.

=021810B JUNE

REF: USE OF ITALIAN SEAPLANES

DIS: 3, 9, 10, 11. A.F. 3/C

T/P P/L TOR 1445/4 1240 1/6

Advise when planned. NSC/ Have you been notified.

-0 3 9 5

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

W.T. 3726/[illegible] 1/44 [illegible]

NAVAL MESSAGE.

S. 1320e.
(Established—May, 1932.)
(Revised—December, 1941.)

To: FOTALI ROME (R) C IN C MED. FONAM. FOTALI

NOIC ANCONA NOIC VENICE.

FROM: NOIC LEGHORN.

RESTRICTED.

1. OFF SOUTH WEST HARBOUR ENTRANCE

2. 3. 4. & 5 YES.

6. AS FROM 1st JUNE

291511 B MAY.

REF. AIR FORCE S/C REQUEST.
DIS. 3.9.10.11. (THIS REFERS TO 222200 MAY)

T.P. P.L. TOR A.M/30

30/5/45

1239

10399

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FOTALI ROME (R) FOTALI. FOR M. C IN C MED. PRIC ARCOM.

RESTRICTED.

YOUR 222200.
1. YES OUTSIDE HARBOUR.
2. NO.
3. NO NOR IS THERE ROOM TO PLACE INSIDE HARBOUR WHILST PRESENT MILITARY TRAFFIC PREVAILS.
4. TWO SMALL DIMED BARGES EACH CAPABLE OF HOLDING ABOUT 920 GALLONS PETROL 200 GALLONS WATER 200 GALLONS OIL.
5. YES.
6. AS SOON AS MARAB 2 AND 3 ARE PROVIDED

261625 B MAY.

DIG. 3.2.10. (A.F. S/C REQUEST)

P.L.E.P. TOR 2220/26 27/5/43.

1238

10405

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVAL MESSAGE.

(GV 560 W1 3726 D.C.O. 12.38M. 12.38 B.A.S. Ltd 31-7807.

S. 1320e.
(Established—May, 1938.)
(Revised—December, 1941.)

TO:

NOIC ANCONA. NOIC VENICE NOIC LECHOIN

(R) FONAM FOTALI C IN C MED,

FROM:

FOTALI ROME.

RESTRICTED.

IN ORDER TO INITIATE SERVICE OF ITALIAN SEAPLANES FOR USE OF ALLIED COMMISSION AND ALLIED MILITARY PERSONNEL AS APPROVED BY C IN C MED'S 171235 B MAY NOT TO ADDRESSEES, AIR FORCES SUB COMMISSION REQUESTS FOLLOWING DETAILS OF FACILITIES AT ANCONA, VENICE, AND LECHOIN.

1. AVAILABLE ALIGHTING AREA. 2. IS THERE A SEAPLANE TENDER WITH LOW FREEBOARD AND CAPABLE OF TOWING A SEAPLANE AND SECURING IT TO A BUOY. 3. IS THERE A SUITABLE BUOY. 4. ARE PETROL OIL AND A REFUELLING BOAT AVAILABLE. 5. IS ACCOMODATION AVAILABLE FOR 5 ITALIAN OFFICERS AND 10 OTHER RANKS. 6. WHEN CAN PORTS ACCEPT A SEAPLANE TO MAKE TRIAL LANDING AND CONCLUDE DETAILED ARRANGEMENTS.

222200 B MAY.

DIB. 3.9.10. A.F.S/C.

P.L.T.F. TOD 0950/23

23/5/45.

IRN-81237

10401

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: CAPTAIN S.N. BLACKBURN, ?
CHIEF STAFF OFFICER,
NAVAL SUB-COMMISSION, A.C. ROME.

DATE: 21ST MAY, 1945.

REF: AFSC/24/AIR.

With reference to our conversation this morning in connection with the C-in-C Med's signal 101758 May, I have visited GENOA and SPEZIA, neither of which can at present be used by seaplanes. GENOA should be more-or-less clear by about the 7th June, and there is one seaplane tender there. At SPEZIA there is nothing at all, and there is a great deal of work to do in the bay before it will be safe to use seaplanes there, and in any event we do not propose to use SPEZIA except as a diversion in case LEGHORN or GENOA is unfit. We are still awaiting authority to use a seaplane base near ROME, i.e. OSTIA or LAKE BRACCIANO, and until we get one or the other of these seaplane bases, we do not propose to begin a Courier Seaplane Service to LEGHORN and GENOA.

2. As regards the East Coast of Italy, I have made no enquiries on the spot, and I would be grateful if you would obtain information from NOIC at ANCONA and VENICE; (i) is there any alighting area available; (ii) is there a seaplane tender and refuelling boat; the seaplane tender should be capable of towing a seaplane and assisting it in tieing up to a buoy, as these seaplanes are rather unmanageable on the water - the seaplane tender should have a low freeboard; (iii) is there any seaplane buoy actually laid or available at ANCONA and VENICE, (iv) is there petrol and oil available, (v) is there accommodation for Italian personnel, including say five Italian Officers and ten ratings.

3. Would you please also obtain similar details as those in paragraph 2, at LEGHORN.

4. I suggest that before we lay on a regular schedule,, a seaplane be flown to LEGHORN, ANCONA and VENICE in order to make detailed arrangements on the spot, and I think it would be advisable for NOIC to agree before any seaplanes land at these places.

I.E. HODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1236

0402

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C. IN C. MED (R) NAVY SUB-COMMISSION.
ROME.

FORAM.

RESTRICTED.

YOUR 171235B PARA 3 NO OBJECTION TO THE USE OF NISIDA.
2. MY 011225A NOVEMBER GIVES DETAILS.

=181103B. MAY.

REF. AIR FORCE S/O REQUEST.

DIST. 3.9.10.

T.P. P.L. T.O.R.1358/18. 18/5/43.

Naples - Palermo Route

1235

0403

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

NAVY SUB COMMISSION ROME (R) FONAM FOTALI C IN C MED.

CONFIDENTIAL.

YOUR 101758 MAY. NO OBJECTION BY C IN C MED. TO OPERATION OF THIS SERVICE AT SPEZIA ANCONA AND VENICE.
2. FULL DETAILS OF LANDING AREAS AND SHORE FACILITIES AT LEGHORN AND GENOA ARE REQUIRED BEFORE THESE PORTS CAN BE INCLUDED.
3. SIMILAR DETAILS FOR ALL PORTS CONCERNED ARE ALSO REQUESTED.
4. I.A.F. HAS ALSO REQUESTED USE OF MISIDA AS SEAPLANE BASE FOR LINK UP WITH SARDINIA. NO OBJECTION BY C IN C MED. FONAM IS REQUESTED TO COMMENT.
5. REQUEST NAVY SUB COMM. ROME CONTINUE ARRANGEMENTS WITH FONAM AND FOTALI KEEPING C IN C MED. INFORMED.

171235 B MAY.

DIS. 3.9.10. (REF. AIR FORCE S/C REQUEST)

17/5/45 ,

P.L.T.P. TOR 1538/17

1234

10405

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C IN C MED. (R) FONAM FONAM LEGHORN NAVY SUB COMMISSION FOTALX

CONFIDENTIAL IMPORTANT.

YOUR 111101 . NO OBJECTION AS REGARDS MY AREA. REQUEST DETAILS OF PROPOSED LANDING AREAS AND SLIPWAYS AT ANCONA AND VENICE.

131301 B MAY.

DES. 3.9.10. (REF. AIR FORCE SUB COMM REQUEST)

P.L.T.P. TOR 1558/13

14/5/45.

1233

0403

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

C IN C MED. (R) FOTALT FONAM FONAM LECHORN NAVY SUB COMMISSION ROME.

CONFIDENTIAL IMPORTANT.

AIR FORCES SUB COMMISSION A.C. PROPOSES TO ESTABLISH IMMEDIATELY ITALIAN SEA FRAME SERVICE FOR ALLIED COMMISSION AND ALLIED MILITARY PERSONNEL BETWEEN LA SPEZIA, GENOA AND LEGHORN, ALSO VENICE AND ANCONA. REQUEST COMMENTS DIFFICULTIES WHICH MAY BE ENCOUNTERED AND YOUR CONCURRENCE TO OPERATION IN PORT AREAS.

101758 B MAY.

DIB. 3.9.10. A.F.S/C.

P.L.T.P.. TOD 1901/10

11/5/45.

TRN - 81232

10406

Declassified E.O. 12065 Section 3-402/NNDG NO. T85020

OFFICE OF FLAG OFFICER LIAISON, ITALY, ROME.

(Naval Sub Commission)

STAFF MINUTE SHEET.

Subject ..... ITALIAN SEAPLANE SERVICE. Pack No. .....

Referred to

Lieut W. WWW
Capt Butler B

SSC

Bu 28/7
and
8/7

After action circulation

Disposal
NSC 1
Files

B. U.

This is a proposal of the Air Forces Subcomn, but they now appear to be in no hurry to start it. Wing Cdr. BISDEE (tel567) says they will wait till situation at VENICE is satisfactory, which should be in about three weeks' time. They have sent an officer there to make arrangements.

At present the only service which is ~~flying~~ flying is from SARDINIA to LAGO BRACCIANO.

S. CSC(LI) 7/7

1231

Continue, if necessary, on BACK.

0407

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
APO 794
TRANSPORTATION AND MILITARY GOVERNMENT

Tel : 347 GAO/lp
Ref : AG/34,C/105/Ind 6 February 1946

SUBJECT: Port of Cagliari - Dredging Operations.

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti - ROMA
(attn: Col. A. Maurigella)

1. Reference conversation (Col. Maurigella/Mr. Gilbert) on 21 December 1945 on the possibility of diverting the dredger "SAN GIORGIO" from Palermo to Cagliari a reply has now been received from Commander-in-Chief Mediterranean station to the effect that it is considered that weather conditions render the transfer of the dredger to Cagliari too hazardous until April or May.

2. Furthermore escort cannot be provided by the Royal Navy and would be required to be made available by your Ministry to whom, we understand, the dredger is on charter.

3. It is therefore suggested that the "SAN GIORGIO" be employed elsewhere on work at Palermo and necessary arrangements be made by your Ministry.

4. Your early advices will be appreciated.

For the Director:

M.A. Gilliland
for J. J. [illegible], Chief
Ports & Warehouse Division

Copy to :
Commander-in-Chief Mediterranean Station
FOIL - AG.
Navy Sub-Commission
COMNAVNET - Palermo

(21)

1230

- 10405

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Rome, September 20, 1945.

MEMORANDUM.

To : Labor Sub-Commission, Allied Commission.
Attn: Mr. Proctor.

Subject: Requisition of docks in Naples.

With reference to your conversation of yesterday with a representative of the Embassy regarding the request of Marino De Stefano, secretary of the National Federation of Italian Longshoremen, for the requisition of two docks in the port of Naples (CAMPIGLI and VITTORIO EMANUELE II), there is attached a copy of the letter received from Mr. Stefano and a copy of the Embassy's reply recommending that the request be submitted to the Italian Ministry of Marine for appropriate action.

Charles A. Livengood
Counselor for Economic Affairs

Enclosures: 2.-

cc: Economic Section, Allied Commission.
Shipping Sub-Commission, Allied Commission.
Transportation Sub-Commission, Allied Commission.
Navy Sub-Commission, Allied Commission.

IBN-9

1228

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

1229

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO.

Federazione Italiana Lavoratori Porti.

Roma, 14 settembre 1945

Mr. John Clarke Adams
Labor Attache - American Embassy

R o m a

Gentilissimo Signor Adams,

La ringrazio, innanzi tutto, dell'interessamento da Lei dimostrato per la categoria da me rappresentata.

In merito alla richiesta, Le comunico che dovrebbero essere lasciate libere da parte degli alleati le seguenti darsene: CRAMILI e VITTORIO EMANUELE II.

Le suddette darsene sono quelle immediatamente seguenti alle altre già in mano dei lavoratori italiani.

Grato per quanto Ella farà perchè le darsene sopra indicate vengano restituite ai nostri lavoratori, nel ringraziarla nuovamente Le invio i miei cordiali saluti.

IL SEGRETARIO DELLA FEDERAZIONE
Marino De Stefano

COPY

10410

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Roma, 20 settembre 1945.

Pregiatissimo Signor De Stefano,

Sull'assenza del Signor Adams, di cui alla Sua lettera del 16 corrente in cui è fatta richiesta che le darsena GRANILI e VITTORIO EMANUELE II del porto di Napoli vengano lasciate libere da parte delle autorità alleate.

La Sua richiesta è stata presentata ad un funzionario della Labor Sub-Commission il quale però ha fatto presente la necessità che Lei presenti formale domanda al Ministero della Marina il quale inoltrerà la domanda stessa alle competenti autorità alleate.

Spiacente di non poterla aiutare di più, non posso che consigliarla di seguire la procedura sopra indicata.

Con i più distinti saluti,

Charles A. Livengood
Consigliere per gli Affari Economici

Prog.mo
Signor Marino De Stefano
Federazione Italiana Lavoratori Portuali,
Via Buoncompagni, 19
R o m a.

1226

0 4 1 2

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

NSC/3495
7 September 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Flag Officer Italy and Liaison.

Subject: Status of Italian Ports.

Enclosure: (A) Navy Sub-Commission Conf. Ltr NSC/3168 of 7 August 1945.

1. Enclosure (A) is forwarded herewith as requested by FOIL letter No. F.O.I.L. 560/8 of 5 September 1945.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

B

12W-8

(19)

1224
8 SEP 1945

0412

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Office of the Flag Officer,
Italy and Liaison,
ROME.

5th September, 1945.

No.F.O.I.L.560/8.

NAVY SUB COMMISSION,
ALLIED COMMISSION.

STATUS OF ITALIAN PORTS.

It is requested that a copy of Navy Sub Commission's letter No.3168 of the 7th August, 1945, together with enclosure may be supplied to the Flag Officer, Italy and Liaison.

F. H. Thomas

ADMIRAL'S SECRETARY.

0 4 1 5

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - H.Q. - A.C. - Rome
Date: 17th September 1945
Ref.: 18937/2

Subject: Coal.

It is requested that authorisation may be obtained from the A.C. Coal Division for the withdrawal and transportation to Rome of 600 tons of coal from the I.R.N. Stocks at Gaeta.

This would form a reserve for the coming winter for the Ministry's subordinate authorities.

CHIEF OF CABINET

GGE/P.

1222

(18)

Mod. 39

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N° 10937/2 Allegati

Roma, 17 SET. 1945

Al NAVY SUB-COMMISSION
HEADQUARTERS, A.C.
R O M A

ARGOMENTO: Carbone.-

Si prega di voler ottenere dalla Coal Division della A.C. l'autorizzazione al prelevamento e trasporto a Roma di 600 tonn. di carbone prelevato dai Depositi della R. Marina di Gaeta.

Tale quantitativo è destinato a costituire una riserva per la prossima stagione invernale e per gli Enti dipendenti dal Ministero.

IL CAPO DI GABINETTO
C. di V. G. MARINI

1221

Declassified E.O. 12065 Section 3-402/NNDC NO. 18502

10415

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 194

NSC/1127.
11th September, 1945.

FIRST ENDORSEMENT on
Ministry of Marine's
letter No.SM.18329 of
5th September, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : Coal Division, Industry Sub Commission.
(Copy to :- Commander-in-Chief, Mediterranean Station.)

Subject : Transportation of coal.

Forwarded for appropriate action please.

2. It appears that the Compagnie Maritime have agreed to do this work providing authority to do so is given by the Coal Division, Industry Sub Commission, Headquarters, Allied Commission.

(Sgd) G. L. WARREN
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

13 SEP 1945

1220

SDS

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

NOEC GENOA (R) FOTALI

NAVY SUB COMMISSION ROME
111111B JULY

RESTRICTED

AIR FORCES SUB COMMISSION, A.C. CONSIDERING INAUGURATION SEAPLANE SERVICE TO SAN REMO AND REQUESTS INFORMATION WHETHER WATERS THERE WERE SWEPT AND IF SO WHETHER THEY HAVE BEEN CLEARED. IF NOT HAS A DATE BEEN SET FOR THEIR CLEARING, REQUEST COMMENT ANY ADDITIONAL FACTORS WHICH WOULD PREVENT USE OF SAN REMO FOR PURPOSES CONTEMPLATED.

=111111B JULY

DIS: 3, 7, 7a, 9, 9a.

T/P 1/L TOD 1126/11

IRN-17 B
WW 1219 11/7

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

NAVY SUB-COMMISSION EXEC (R) FOTALL.

DEPG GRTOR.
1111:10B. JUEL.

UNCLASSIFIED.

YOUR 1111113 JUIN HAVE NO KNOWLEDGE OF CONDITIONS INSIDE HARBOUR.
BY HIS 101250 JUIN C IN C INDICATES INTENTION TO SWEEP APPROACH
CHANNEL FROM SEAWARD COMMENCING MID-AUGUST.
WILL RENDEZVOUS TO SPARE AN OFFICER TO INVESTIGATE AND REPORT AT
A LATER DATE.

1111:10B. JUEL.

DEP. SHIPPING SERVICE.
DIST. 3.7.14.9.9L.

1218

E.C.R.1023/11.

T.P. P.L.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVAL MESSAGE

S. 1320e.
(Established—May, 1950.)
(Revised—December, 1951.)

FROM:

TO: CINC MED
ZCZAJI (R) FOLI ROME CAPT M/S MED CDR M/S W. ITALY 101250B JULY
NOIC NAPLES NOIC LEGHORN NOIC GENOA MS12
SO 34TH M/S GROUP 05 931.

RESTRICTED

PRIORITIES FOR MINE CLEARANCE ON THE WEST COAST OF ITALY ARE AS FOLLOWS:-

(1) 12TH MSF(A) WIDENING AND STRAIGHTENING OF APPROACH CHANNELS TO LEGHORN AS DETAILED IN SNOWIT'S 181114 JUNE. PARA. 4 (B) CLEARANCE OF DF 551 CAP CORSE (C) CLEARANCE OF GULF OF NAPLES.

(2) 34TH M/S TRAWLER GROUP (A) WORK UP IN LEGHORN APPROACHES (B) PROCEED TO NAPLES TO ARRIVE 20TH JULY CARRYING OUT SWEEP EN ROUTE TO CHECK ITALIAN CLEARANCE OF PART OF INSHORE CHANNEL BETWEEN CIVETA VECCHIA AND ANZIO. NOIC NAPLES 061100 REPEPS. (C) CLEAR ITALIAN MINEFIELDS 1 AS, 2 AS, 3 AS, & 9 AS AND 10 AS NORTH OF PONZA COMMENCING 25RD JULY.

(3) 153RD RYMS FLOTILLA. CLEAR APPROACH CHANNEL TO NAPLES AND SAN REMO COMMENCING MID-AUGUST.

(4) 108TH, 111TH, 113TH MMS AS ALLOCATED BY CDR. M/S W. ITALY 3RD AND 51ST M/S M.L. FLOTILLA AS ALLOCATED BY CDR. M/S W. ITALY.

(5) ONE ITALIAN M/S FLOTILLA TO CLEAR MINES IN GULF OF NAPLES. ONE ITALIAN M/S FLOTILLA TO CLEAR REMAINING MINES IN GERMAN LAYS S.8 S.10 S.11 AND S.15 IN GULF OF SPEZIA. ITALIAN M/S VESSELS DETAILED FOR THESE OPERATIONS TO BE REPORTED.

(6) BRIEF DAILY SITUATION REPORTS ARE TO BE MADE BY S.O.'S CONDUCTING EACH OPERATION TO FOTALI. SIGNAL BEING REPEATED TO CINC MED, CDR. M/S W. ITALY AND TO THE NOIC OF THE AREA WHERE SHIPS ARE OPERATING. ITALIAN MINESWEEPERS ARE TO FORWARD WEEKLY REPORTS THROUGH THE NOIC OF THE AREA.

(7) FOLI ROME TO PASS TO MINISTER OF MARINE FOR INFORMATION AND ACTION IN PARAGRAPHS 5 AND 6.

=101250B JULY

DIS: 3, 7, 7a, 9, 9a, 11, 12.

T/P P/L TOR 0400/11

121/7*

17

0 4 1 2

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

LOOSE MINUTE

NAVAL SUB COMMISSION

Ref. AFSC/47/ATK

1. The Regional Commissioner at Esperia has asked that a Seaplane Service be run to serve the A.C. and Italian Government in this province. The A.C.C. is prepared to consider the request if San Remo is available for landing, since Genoa is closed indefinitely by mines.

2. Would you ascertain whether San Remo was mined, and if so, whether it has since been swept and whether it is now available.

W.M. Bisdee W/C

W.M. BISDEE W/C
A.C. I Phone 47826

7th July 1945

0420

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MINISTRY OF MARINE FROM N.S.C.

YOUR REQUEST TO RE-ESTABLISH CAPTAINCIES OF PORTS AT VIAREGGIO, IMPERIA, SAVONA, GENOA AND LA SPEZIA IS APPROVED. YOUR LETTER SM 11731 DATED 12TH JUNE 1945 REFERS.

2) IT IS REQUESTED THAT PRESENT SET-UP AT SAVONA BE RETAINED. REFERS MSC/2683 DATED 17TH JUNE 1945 REFERS.

==1910308 JUNE

DIS: 3, 7, 7a, 9, 9a, 11.

HAND P/L I/T

IRN 8 1215 19/6

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NAVSUB COM (R) CINC MED SNOWIT NOIC GENOA XFTOX FOTAL
NOIC LIVORN

UNCLASSIFIED

YOUR 161226Z APPROVED.

==171146Z JUNE

INFO: CAPTAINCIES OF PORTS.

DLS: 3, 7, 7a, 9, 9a, 11.

T/P P/L FOR 2110/17

18/6

1214

10422

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

FOTALI (R) C. IN C. MED, SNOWTT, NOIC GENOA, NOIC LECHORN.

NAVY SUB-COMMISSION ROME.

RESTRICTED.

MINISTRY OF MARINE WISHES TO RE-ESTABLISH CAPTAINCIES OF PORTS AT VIAREGGIO, IMPERIA, SAVONA, GENOA, AND LA SPEZIA WITH SUBORDINATE AREAS.
2. PROPOSE TO APPROVE IN VIEW OF FCNAF'S 151921 MAY NOT TO ALL.
3. MINISTRY WILL BE PRESSED TO RETAIN THE PRESENT SET UP AT SAVONA AS RE-COMMENDED BY SNOWTT'S NO. 1037-48 OF 9TH JUNE.

=1617226E. JUNE.

DIST. 7. 7A. 9. 9A. 11.

T.F. F.I. T.O.O. 13/16. 1213

17/6/45.

10423

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

From: MINISTRY OF MARINE (Maristat)
To : N.SC - A.C.H.Q.
Date: 12 June '45
Ref.: SM.11731

U R G E N T

Subject: Re-setting up of Caotaincies of the Port along N.Tyrrhenian.

1. To aid mariners, trace Naval property and generally supervise maritime activities, it is necessary to set up Port Captaincy at Viareggio, for which personnel has been standing by for some time.

Shall be glad to know if said personnel may be sent up.

2. As a like situation affects Liguria, request you inform if, apart from Port Captaincy at La Spezia, same may be set up at Imperia, Savona and Genoa, together with subordinate Beach Offices and Sections.

for CHIEF OF STAFF

DG/P.

1212

0 4 2 4

Declassified E.O. 12065 Section 3-402/NNDC NO. 175020

Mod. 39

Stato Maggiore della R. Marina

Roma, 12 GIU 1945 19 A

Rep. M.D.S. Uff C.E.P.

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Prot. N. 0.M. 11751 Allegati

Al LA NAVY SUB-COMMISSION
Hq. A.C.

ARGOMENTO. Ripristino di Capitanerie di Porto sul Tirreno Sett.

URGENTE

1. - Per l'assistenza alla gente di mare, per l'accertamento della proprietà navale e per la vigilanza sulle attività marittime, occorre ripristinare la Capitaneria di Porto di Viareggio, per la quale trovasi già da tempo predisposto il relativo personale.
Si prega far conoscere se detto personale può essere inviato a destinazione.

2. - Poichè analoga è la situazione degli interessi marittimi in Liguria, si prega far conoscere se oltre alla Capitaneria di porto di La Spezia, possano essere ripristinate le Capitanerie di Imperia, Savona e Genova e gli Uffici e Delegazioni di Spiaggia dipendenti.

IL CAPO DI STATO MAGGIORE
l'Ammiraglio 1211

(16)

10425

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

H ADQUARTERS
TOSCANA REGION
ALLIED MILITARY GOVERNMENT

Date: 6 Jun 45.

File Ref: RVIII/207/74

SUBJECT Port of VIAREGGIO (LUCCA Province)

TO : HQ, AC (Navy Sub-Commission)

1. The attached copies of correspondence in connection with the Port of VIAREGGIO (LUCCA Province) are forwarded for any action you may see fit to take, please.

For the Regional Commissioner:

HEADQUARTERS 9 JUN 1945 G5

B.J. OPULENTE,
1st Lieut.F.A.
Adjutant.

GM/VM.

IRNL 1210

COPIES OF EACH OF HESE LETTERS SENT TO TRANSPORTATION S/C FOR INFO 10 June MM

COPY

T R A N S L A T I O N

22 May 45.

CAPITANERIA DI PORTO
VIAREGGIO

SUBJECT: Port of VIAREGGIO.

With reference to your letter of the 21 May, the following information is given regarding the services of this Command which has the jurisdiction of the Port of VIAREGGIO and of the coast of the zone.

A). The activities of the Port of Viareggio before the war were the the following :-

1) Arrival and departure of ships travelling from and to Greece for the Olive Oil trade which was refined in the establishments then existing near this Port. The transport to nearby ports of building materials manufactured in the vicinity of Viareggio. The arrival from the Islands of motorboats carrying wine and coal. This was the inward and outward traffic of the ships, to which must be added those designated to the marble industry, which were numerous.

2) Fishing Fleet: About 30 Motor Fishing Boats (large) and the same number of small boats, formed the fishing Fleet in Viareggio before the war. Practically all the catch was unloaded at Viareggio and neighbouring ports, thereby giving life to a flourishing industry and a good source of alimentation.

3) Shipyards: The numerous shipyards existing in this port constructed wooden ships up to 500/600 Tons, Motor Fishing Boats, Towing Boats, Motor Boats, etc., This industry has always flourished, as the Viareggio constructors were famous all over Italy. Naturally the yards gave work to a great number of special labourers, carpenters, calkers, etc.

The above three mentioned activities were under the supervision and jurisdiction of this Command. (Administration, Police, and Sanitation). The arrivals and departures were dealt with by a N.C.O. and two sailors, whose duty was to control the ships' documents, etc.

A similar control was made on the Fishing Fleet, with the addition that part of personnel of this Command followed the course of the fishing industry at the dumps and distributing centres.

The Shipyards were also constantly under supervision as regards to construction, repairs, etc., and assistance given in towing and launching ships.

1209

The personnel of this Command, before the war, for out-door services, (comprising the guarding of the coast under its jurisdiction from Torre del Lago to Marina di Carrara, 36 Kilometres in length, and numbering about 1500 concession licences under its administrative and

Declassified E.O. 11905 Section 3-402/NND No. 763020

for the Olive Oil trade which was formed [illegible] then existing near this Port. The transport to nearby ports of building materials manufactured in the vicinity of Viareggio. The arrival from the Islands of motorboats carrying wine and coal. This was the inward and outward traffic of the ships, to which must be added those designated to the marble industry, which were numerous.

2) Fishing Fleet: About 30 Motor Fishing Boats (large) and the same number of small boats, formed the fishing Fleet in Viareggio before the war. Practically all the catch was unloaded at Viareggio and neighbouring ports, thereby giving life to a flourishing industry and a good source of alimentation.

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The above three mentioned activities were under the supervision and jurisdiction of this Command. (Administration, Police, and Sanitation). The arrivals and departures were dealt with by a N.C.O. and two sailors, whose duty was to control the ships' documents, etc.

A similar control was made on the Fishing Fleet, with the addition that part of personnel of this Command followed the course of the fishing industry at the dumps and distributing centres.

The Shipyards were also constantly under supervision as regards to construction, repairs, etc., and assistance given in towing and launching ships.

1203

The personnel of this Command, before the war, for out-door services, (comprising the guarding of the coast under its jurisdiction from Torre del Lago to Marina di Carrara, 36 Kilometres in length, and numbering about 1500 concession licences under its administrative and police control, consisted of 3 N.C.O.s and 6 sailors as a minimum, under the orders of s Subaltern Officer.

Interrior services. For the interrior services, the registering of seamen, which number approximately 11.000, the examination of same, the formalities of arrivals and departures of vessels, the issuing of crew rolls, the embarkment and disembarkment of the seamen, visits on board the vessels, etc., the personnel was composed of 1 Officer, 2 N.C.Os and 2 Saibors.

(15)

Declassified E.O. 12065 Section 3-402/NNBC NO. 18702

With regard to the construction of ships (checking the tonnage, registration, annual control of licences of vessels of minor tonnage (about 900 registered), the staff was composed of 1 Officer, 2 N.C.Os and 2 Sailors.

For the enrolling Office before the war, the personnel was as follows: 1 Officer, 2 QM, N.C.Os and 4 Sailors. This staff attended to medicam exame of the men enlisted, the assignment of same, and the administration of the men in service subsidies,etc..

For the "Sundry Duties" there were 2 N.C.Os and 6 Sailors who attended to the following duties: Maintenance of craft, Sailors" mess, ordinance.

In all, therefore, this Command, with jurisdinction from Torre del Lago to the mouth of the Parmignola River, had, before the war a staff of 6 Officers (including the Commander), 10 N.C.Os and 19 Sailors.

B). Activities of the Port at the present Moment.

1) The inward and outward traffic of this Port is temporarily suspended, but it is hoped that it will soon be re-activated if only on a limited scale. It is to be borne in mind that the industries indicated above,(oil refiners,building material manufactures, etc) are already reassuming work. However, it is necessary that are now, the staff of this Command supervises the works in progress in the Canal of the Port in order to assure the navigability of same.

2) About 30 Motor Fishing Boats, between large and small, are ready to take to sea. The necessary supply of Nafta is awaited, cand the completion of the clearance of the canal. Numerous sailing and other boats are already fishing, with benefit to the alimentation of the population. It is necessary however that a control by members of the staff of this Command be effected with regard to the departure and arrival of these boats, the regularity of their paper, and their crews.

3) The Shipyards, which have increased since before the war are working, and also those that were damaged have commenced repairing the yards and the construction of ships. This industry is to-day on account of lack of vessels, very active. Labour however is scarce.

The interior services of this Command have all been reactivated except for the enlisting bureau, which is in course of preparation. All the other services are proceeding favourably, although slowly due to lack of staff which has not yet been assigned to this Office.

1207

C). The present personnel is made up as follows:

1 Officer and 5 N.C.Os.

Personnel to be sent, and which is considered the minimum necessary is as follows: 1 Superior Officer to act as Commander, 2 Officers for

Declassified E.O. 12065 Section 3-402/NNDC No. 165020

ordinance.

In all, therefore, this Command, with jurisdinction from Torre del Lago to the mouth of the Parmignola River, had, before the war a staff of 6 Officers (including the Commander), 10 N.C.Os and 19 Sailors.

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3) The Shipyards, which have increased since before the war are working, and also those that were damaged have commenced repairing the yards and the construction of ships. This industry is to-day on account of lack of vessels, very active. Labour however is scarce.

The interior services of this Command have all been reactivated except for the enlisting bureau, which is in course of preparation. All the other services are proceeding favourably, although slowly due to lack of staff which has not yet been assigned to this Office. 1207

C). The present personnel is made up as follows:

1 Officer and 5 N.C.Os.

Personnel to be sent, and which is considered the minimum necessary is as follows: 1 Superior Officer to act as Commander, 2 Officers for the Seamen' section. 2 Officers for the technical services, accounting et 1 Officer for enlisting Office 2 N.C.Os 15 Sailors etc,making a total of 24.

D). General Information.

The minimum necessary staff has been requested for the moment, but additional members would not be too much in consideration of the Police service of the Port and the vast zone under control,which was previously carried out in conjunction with the fascist port militia, now suppressed and whichnwill have to be attended to exclusively by the staff of this Command.

Sgd. RICCARDO RANGONI
Commander Port of VIAREGGIO.

Declassified E.O. 12065 Section 3-402/NNDS No. 165020

10430

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

COPY

HEADQUARTERS
TOSCANA REGION
ALLIED MILITARY GOVERNMENT

File Ref: RVIII/ Date: 27 Apr 45.

SUBJECT PORT OF VIAREGGIO.

TO : PC, LUCCA.

1. Reference your LU/B2 dated 24 Apr 45.

2. Please ascertain what is the precise object of assigning Italian Naval Personnel to VIAREGGIO. Were any such personnel formerly employed, and if so, what were their duties?

3. VIAREGGIO is NOT listed as a port and before submitting any recommendation some definite data is required as to normal port activities.

By ORDER of Colonel KIRKWOOD:

Sgd. D.M.FINDLAY,
Junior Comdr ATS
Acting Adjutant.

gkmp.

COPY

ALLIED MILITARY GOVERNMENT
VIAREGGIO

Ref 125

Date 22 April 45.

SUBJECT:- Port of VIAREGGIO
Request for Italian Navy Personnel.

TO :- Provincial Commissioner.

1. Upon assuming duties as CAO of VIAREGGIO, was informed by the CAO of 92nd Division that Port Authorities of P.B.S., LIVORNO, were not interested in VIAREGGIO as a Port. Authority was given verbally to proceed with the reconstruction of the Port and the salvaging of sunken vessels.

2. Work on both projects is proceeding to the point where the Comandante del Porto is requesting that Royal Italian Navy Personnel be again assigned to the Port, and formal request is enclosed.

3. Request that application be forwarded.

Sgd. E.A.VALENTINE
Capt S.R. - CAO

LU/82 1st Ind.
HQ LUCCA PROVINCE, ALLIED MILITARY GOVT, APO 394, US Army 24/4/45
TO :- Regional Commissioner, Toscana Region

Request that communication be forwarded to Italian Navy Sub-Commission thru Channels.

For the Provincial Commissioner:

Sgd. PASQUALE D'ERASMO
1st Lt., QMC
Executive OfficerK

1205

Declassified E.O. 12065 Section 3-402/NND NO. 165120

COPY

Viareggio 11 Apr 1945.

REGIA MARINA

R. CAPITANERIA DI PORTO
VIAREGGIO
Ufficio A.C.
Prot. 320

Sig GOVERNATORE MILITARE E ALLEATO
V I A R E G G I O

ARGOMENTO:- Servizi di questo Comando.

Questa R. Capitaneria di Porto si trova attualmente nella impossibilità di svolgere i complessi servizi previsti dalla legge italiana per il Compartimento di giurisdizione che si estende da Torre del Lago fino al limite della provincia di La Spezia, per la mancanza del previsto personale della R. Marina.

Si interessa pertanto vivamente il;Sig.Governatore Militare Alleato di Viareggio affinché voglia a sua volta interessare il Ministero della Regia Marina Italiana allo scopo di far destinare con urgenza a questa Capitaneria gli Ufficiali che dovranno collaborare con il Comandante Capitano RANGONI, i sottufficiali e i marinai previsti, alfine di una sodisfacente svolgimento del servizio.

Si precisa che questo Comando oltre alle attribuzioni relative alla navigazione, alla pesca, al demanio marittimo, al lavoro portuale, alla leva militare, alle costruzioni ed ai ricuperi navali ecc., esercita anche, secondo la legge, le funzioni di polizia amministrativa per tutta la zona di giurisdizione e pertanto le disponibilità del personale adatto é assolutamente necessaria onde evitare ritardi ed inconvenienti nella regolare espletazione di tutti i servizi.

IL CAPITANO DI PORTO-COMANDANTE DEL PORTO
F;to Riccardo RANGONI

P.C.C.

Viareggio 20-4-1945
IL CAPITANO DI PORTO
(Riccardo RANGONI)

1202

Declassified E.O. 12065 Section 3-402/NNDC NO. 15502

0433

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3809
19 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Air Forces Sub-Commission, Hq. Allied Commission.

Subject: Courier Service to Genoa.

1. Further to our NSC/3701 dated 2 October 1945, the Navy Sub-Commission is in receipt of information from the British Resident Naval Officer, GENOA that the Southern portion of the harbor from the Eastern entrance to Ponte Ethiopia is now sufficiently clear of mines to permit landing and taking off of seaplanes.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to.
RNO Genoa.

WWW

19 OCT 1945 202

IRH-1

0434

Declassified E.O. 12065 Section 3-402/NNDC NO. T65020

S. 1320d.

(Established May 1950)
(Revised June 1950)

U.7885/31420. 7144. W.576,555 Chas.Ltd. 40,000.

KENT SHIP-CHEMISTRY ZONE(2)FOTL.

KING GEORGE.
171607A. OCT.

UNCLASSIFIED.

YOUR 24 520A AND W.T 261402A SEPTEMBER SOUTHERN PORTION OF
SLAPTON PRM BAYPEN ENTRANCE TO PORTE ERICOTA NOW SUSPICIOUSLY
CLOSED TO VESSELS TO PERMIT LAYING AND TAKING UP SEAMARKS.

=171607A. OCTOBER.

THE ADMIRALTY BOARD OF MINES.

SS-5-0-3,15,16,18,24,25, N.S.C.(4) LVS.

MM163/17. C.J.

T/E. 27A.

7/10/45.

1201

0435

Unclassified E.O. 12065 Section 3-402/NNDC NO: 795020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3701
2 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Air Forces Sub-Commission, Hq. Allied Commission.

Subject: Courier Service to Genoa.

1. In reply to Air Forces Sub-Commission letter AFSC/24/Air of 18 September 1945, the Resident Naval Officer, Genoa informs the Navy Sub-Commission that while Genoa harbor is not yet sufficiently cleared of mines, sunken obstructions do not present any serious obsteeles to the initiation of a seaplane service to Genoa. Subject to these remarks, permission for alighting and taking off in Genoa harbor will be granted in the event it is determined to establish a seaplane courier service to Genoa.

(Sgd) C. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
RNO, GENOA.

1200

B

IRA1-1

4 OCT 1945

10436

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

FM0 GENOA (R) FOIL

N S C
281 NOA

U/C

WOULD APPRECIATE RAILX REPLY TO ADP 2/1528A SEPT ..

.... 281040A SEP ..

REF. TWICE WEEKLY GRAPHICS 8 WEEKS TO GENOA.

DIST. 0-5,13,16,19,25,26. LOX . FIG 4..

U/E U/L NSD 1023 IAE

1199

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

U/C
TO. NAVY SUB- COMMISSION (1) FOX. FROM RPO GENEVA.

Your 261528A
(A) Not yet sufficiently clear as ships but sunken obstructions not serious obstacle.
(B) Yes.

... 261606 ..GMT.
Ref. Is harbour sufficient y clear for Seaplane use Lac de Geneva
T/P P/L 308 1723 P.I. 28/9.
Dist. 0-5,13,16,18,20,25,10 ; H.S.D. (A).

10438

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

D/7585/21482. T/44. 8,545,333. (Bas Ltd). 45.345

S. 1320d.
(Established—May, 1939)
(Revised—June, 1944)

FM G'NOA (CR) FOR

NAVY SUB COMMISSION
241528Z SEPT

UNCLASSIFIED

ITALIAN AIR MINISTRY HAS REQUESTED A TWICE WEEKLY SEAPLANE SERVICE TO GENOA AS AN AID IN CONSIDERING THE MATTER AT ALLIED COMMISSION HQ. REQUEST YOU INFORM WHETHER

(A) GENOA HARBOUR IS SUFFICIENTLY CLEARED OF MINES AND SUNKEN OBSTRUCTIONS.

(B) PERMISSION FOR ALIGHTING AND TAKING OFF COULD BE GRANTED.

241528A SEPT

DISTR D-5,10,16,18,24,25, N.S.C. (4)

T/S PAL TOD 1538/24 D.T.I. 24/9

10439

Unclassified E.O. 12065 Section 3-402/NNDC NO. T25020

From:- Air Forces Sub-Commission, A.C. Rome.

To:- Navy Sub-Commission, A.C. Rome.

Date:- 18th September, 1945.

Ref:- AFSC/24/Air.

Courier Service to Genoa.

The Italian Air Ministry have requested a twice weekly seaplane service to Genoa.

2. This Headquarters have asked the Transportation Sub-Commission to comment upon the necessity for this service as it is thought that the Allies requirements are adequately catered for with existing air and road services.

3. Should the Transportation Sub-Commission recommend the opening of this service, it is desired to know if:

(a) Genoa harbour is sufficiently cleared of mines and sunken obstructions.

(b) Permission for alighting and taking off would be granted.

(L.E. JARMAN, G/CAPT),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

10440

Declassified E.O. 12065 Section 3-402/NNDC NO. T-7502U

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3929
5 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: British Surveys of Italian Ports.

1. In view of the remarks contained in Med.45/581/3/01 of 27 October 1945, it is confirmed that the subject charts are not required.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER.

6 NOV 1945

13

1197

13

10441

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

Office of Commander-in-Chief,
Mediterranean Station,
MALTA.
27th October, 1945.

Med.45/581/3/81.
THE NAVY SUB COMMISSION,
HEADQUARTERS ALLIED COMMISSION.

BRITISH SURVEYS OF ITALIAN PORTS

With reference to your NSC/3749 of 10th October, 1945, it may not be appreciated that the surveys recently forwarded to the Italian Hydrographer were closely sounded original chartlets, and were supplied to him so that Italian charts might be amended as far as depths are concerned.

2. In view of the fact that salvage operations have now outdated most of these original surveys, as far as wrecks and obstructions are concerned, it is not considered desirable to issue further copies unless you require them for some special purpose of which the Commander-in-Chief, Mediterranean, is at present unaware.

for ADMIRAL

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - HQ. - AC.
Date: 16th October 1945
Ref.: 21617/2

Subject: British Notices for the Italian Hydrographic Department.

It is desired to express to the Navy Sub Commission our deep appreciation of the information contained in their letter NSC/3727 of 8th instant.

CHIEF OF CABINET

GGE/P.

10443

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Mod. 41

Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Roma, 16 OTT. 1945 / 194

NAVY SUB COMMISSION
HEADQUARTERS, A.C.

Prot. N. 21617/2 Allegati

ARGOMENTO Rilievi britannici per l'Ufficio Idrografico Italiano.

Si ringrazia vivamente codesta S.Commissione Navale delle notizie di cui al foglio NSC/3727 in data 8 corrente.

IL CAPO DI GABINETTO
C. di V. G.MARINI

1194

0444

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3749
10 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.

Subject: British Surveys for Italian Hydrographer.

Reference: (a) CINC MED ltr Med.45/581/3/81 of 24 Sept. 1945.

1. It would be appreciated if two copies of the British Survey of Italian ports mentioned in reference (a) would be forwarded to the Navy Sub-Commission, Hq. A.C.

(Sgd) G. L. WARING
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

16 OCT 1945

10443

Declassified E.O. 12065 Section 3-402/NNDC NO. 85420

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3727
8 October 1945

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

Subject: British Surveys for Italian Hydrographer.

Enclosure: (A) British Surveys of Italy Forwarded to Il Direttore dell'Istituto Idrografico della R. Marina.

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

2. In accordance with verbal arrangements recently made by the Fleet Hydrographic Officer with the Director of the Istituto Idrografico della R. Marina, copies of British surveys of Italian ports, as detailed in enclosure (A), have been forwarded to Il Direttore, Istituto Idrografico della R. Marina, Taranto.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

IRN-7
1192
11 OCT 1945

10446

Unclassified E.O. 12065 Section 3-402/NNDC NO. 785020

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
24th September, 1945.

Med.45/581/3/81
THE NAVY SUB COMMISSION,
HEADQUARTERS ALLIED COMMISSION, ROME.

BRITISH SURVEYS FOR ITALIAN HYDROGRAPHER

In accordance with verbal arrangements recently made by The Fleet Hydrographic Officer with the Director of the Istituto Idrografico della R. Marina, copies of British surveys of Italian ports, as detailed on the attached lists, are being forwarded to Il Direttore, Istituto Idrografico della R. Marina, Taranto.

2. It is requested that the Minister of Marine may be informed accordingly.

W. B. Hawig

for ADMIRAL

British Surveys of Italy forwarded to

Il Direttore dell'Istituto Idrografico della R. Marina.

Italy West Coast, Sicily & Elba.

Augusts Harbour - Berthing plans	August 1943	2 chatts (M.262)
Syracuse	1943	2 charts (M.124)
Reggio di Calabria	June 1944	2 sunprints
Torre del Greco	May 1944	1 sunprint
Naples	September 1945	1 sunprint
Pozzuoli	December 1943	1 sunprint
Baia	December 1943	1 sunprint
Gaeta	May 1944	1 sunprint
Porto d'Anzio and Anchorages	May 1944	2 prints
Porto d'Anzio and Anchorages	May 1944	2 prints
Civitavecchia	June 1944	2 prints
Porto San Stefano	June 1944	2 prints
Porto Vecchio di Piombino	June 1944	2 prints
Piombino Anchorage	July 1944	1 sunprint
Porto Vecchio di Piombino	January 1945	1 sunprint
Elba - Rio Marina	July 1944	2 prints
Elba - Porto Longone	July 1944	2 prints
Livorno - Porto Industriale	January 1945	2 charts (131 (M))
Leghorn - Industrial Port	August 1944	2 prints
Leghorn - Industrial Port	August 1944	2 prints
Port of Leghorn	August 1944	2 prints 119
Leghorn-Bacino Cappellini and Firenze	August 1944	2 prints
Viareggio	August 1945	2 sunprints
Genoa	June and July 1945	4 prints(1 of each)

To follow:

[illegible] San Giovanni; Vibo Valentia Marina; Sapri; Torre Annunziata;

Declassified E.O. 12065 Section 3-402/NND NO. 785020

Naples	September 1945	1 sunprint
Pozzuoli	December 1943	1 sunprint
Baia	December 1943	1 sunprint
Gaeta	May 1944	1 sunprint
Porto d'Anzio and Anchorages	May 1944	2 prints
Porto d'Anzio and Anchorages	May 1944	2 prints
Civitavecchia	June 1944	2 prints
Porto San Stefano	June 1944	2 prints
Porto Vecchio di Piombino	June 1944	2 prints
Piombino Anchorage	July 1944	1 sunprint
Porto Vecchio di Piombino	January 1945	1 sunprint
Elba - Rio Marina	July 1944	2 prints
Elba - Porto Longone	July 1944	2 prints
Livorno - Porto Industriale	January 1945	2 charts (131 (M))
Leghorn - Industrial Port	August 1944	2 prints
Leghorn - Industrial Port	August 1944	2 prints
Port of Leghorn	August 1944	2 prints 1198
Leghorn-Bacino Cappellini and Firenze	August 1944	2 prints
Viareggio	August 1945	2 sunprints
Genoa	June and July 1945	4 prints(1 of each)

To follow:
Villa San Giovanni; Vibo Valentia Marina; Sapri; Torre Annunziata; Castellammare.

NOTE: The date mentioned against each survey is the date of the latest correction.

COPY

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

104 800

British Surveys of Italy forwarded to

Il Direttore dell'Istituto Idrografico della R. Marina

Italy East Coast.

Brindisi	April 1944	4 sunprints(1 of each)
Monopoli	October 1943	1 sunprint
Bari Harbour	May 1944	2 prints
Port of Barletta	December 1944	2 prints
Manfredonia	May 1944	2 prints
Port of Ortona	July 1944	2 prints
Giulianova	June 1944	2 prints
Port of Ancona	April 1945	2 prints
Senigallia	August 1944	2 prints
Pesaro Harbour	September 1944 (Correction April 1945)	2 prints
Cattolica Harbour	September 1944	2 prints
Rimini Harbour	October 1944	2 prints
Cesenatico Harbour	November 1944	2 prints
Porto Corsini	February 1945	2 sunprints
Porto Corsini-Canale Baiona	March 1945	1 sunprint
Canale Candiano Sheet I	March 1945	1 sunprint
Canale Candiano Sheet 2	March 1945	2 charts(293 (M))
Canale Candiano Sheet 3	March 1945	2 charts(291 (M))
Canale Candiano Sheet 4	March 1945	2 charts(292 (M))
Canale Candiano Sheet 5	March 1945	2 charts(294 (M))
Darsena di Ravenna	February 1945	2 prints

To follow:
Porto Marghera

NOTE: The date mentioned against each survey is the date of the

Declassified E.O. 12065 Section 3-402/NNDC No. F 65020

Manfredonia	May 1944	2 prints
Port of Ortona	July 1944	2 prints
Giulianova	June 1944	2 prints
Port of Ancona	April 1945	2 prints
Senigallia	August 1944	2 prints
Pesaro Harbour	September 1944 (Correction April 1945)	2 prints
Cattolica Harbour	September 1944	2 prints
Rimini Harbour	October 1944	2 prints
Cesenatico Harbour	November 1944	2 prints
Porto Corsini	February 1945	2 sunprints
Porto Corsini-Canale Baiona	March 1945	1 sunprint
Canale Candiano Sheet I	March 1945	1 sunprint
Canale Candiano Sheet 2	March 1945	2 charts(293 (M))
Canale Candiano Sheet 3	March 1945	2 charts(291 (M))
Canale Candiano Sheet 4	March 1945	2 charts(292 (M))
Canale Candiano Sheet 5	March 1945	2 charts(294 (M))
Darsena di Ravenna	February 1945	2 prints

To follow:
Porto Marghera

NOTE: The date mentioned against each survey is the date of the latest correction.

COPY

Declassified E.O. 12065 Section 3-402/NNDC NO. 19520

10451

Declassified E.O. 12065 Section 3-402/3RDC NO: 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3971
9 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Dr. Sloven J. Smodlaka,
Deputy Representative of Jugoslavia,
Advisory Council for Italy.

Subject: Jugoslav Shipping Liaison Officers at Naples and Bari.

1. With reference to your letter pov.br;1666/45 dated 23rd October 1945, U.M.A. Zone 3 Committee have been consulted in this matter and have stated that Mr. Stepanovic of the Advisory Council is the recognized Jugoslav Represen-tative on their committee. They do not feel that Mr. Suzanic and Mr. Ivosevic are necessary in addition.

2. It is suggested that the question should be referred to the Jugoslav Ministry of Communications, who should communicate with U.M.A. Zone 3, giving full reasons why these two additionnal Liaison Officers are considered necessary.

[illegible] G. L. [illegible]
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

12 NOV 1945

1185

10452

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

1640

NAVY

RB/MJG/gjf

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

6 November 1945

G-5: 211 Liaison Officers

SUBJECT: Jugoslav Shipping Liaison Officers at Naples and Bari.

TO : Headquarters, Allied Commission, Navy Sub-Commission, APO 394.

7 NOV 1945

Reference your letter NSC/3842 dated 25 Oct 1945.

1. U.M.A. Zone 3 Committee have been consulted in this matter and have stated that Mr. Stepanovic of the Advisory Council is the recognized Jugoslav representative on their committee. They do not feel that Suzanic and Ivosevic are necessary in addition. You should, therefore, ask Dr. Smodlaka to take up the question with the Jugoslav Ministry of Communications, who should in turn communicate with U.M.A. Zone 3, giving full reasons why these two additional Liaison Officers are considered necessary.

2. Jugoslavia became a member of U.M.A. in early October.

For the Assistant Chief of Staff, G-5:

R. BARRATT
Lt. Colonel

Copy to: G-2, US Polad, Br Resmin } With copy of letter 1666/45 of 23 Oct 45 from Dr. Smodlaka.

1188

10453

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3842
25 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Allied Force Headquarters, G-5 Section.

Subject: Yugoslav Shipping Liaison Officers at Naples and Bari.

Enclosure: (A) Yugoslav Delegation to the Advisory Council for Italy ltr. Pov.br;1666/45 of 23 October '45.

1. Enclosure (A), which has been received by the Navy Sub-Commission from the Yugoslav Delegation to the Advisory Council for Italy, requests that necessary authority be granted for Yugoslav Shipping Liaison officers to remain in the ports of Naples and Bari.

2. If appropriate, it is requested that the necessary authority be granted and that the Navy Sub-Commission be informed in order that notification may be given to the Yugoslav Delegation to the Advisory Council for Italy.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
POLAD (A).
POLAD (B).
Transportation S/C, A.C.

WWW

27 OCT 1945 1187

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

JUGOSLAV DELEGATION
TO THE ADVISORY COUNCIL FOR ITALY

Pov.br;1666/45

R o m e, October 23, 1945.

SUBJECT : Shipping Liaison Officer at Naples and Bari.

TO : Headquarters Allied Commission
Navy=Sub=Commission,

R o m e

Mr. Juraj Suzanic and Mr. Vojislav Ivosevic have been appointed by the Jugoslav Ministry of Communications in July 1945 as Shipping Liaison Officers, the first at Naples and the second at Bari. They are closely collaborating with the Ministry of War Transport Representative Mediterranean and U.M.A., Zone 3, keeping constantly contact both with the Jugoslav Shipping Office, 60 Kingston House Princess Gate in London and Shipping Directorate at Split.

Since their sojourn in Italy is of a great importance for a successful collaboration between the Ministry of War Transport Representative Mediterranean and U.M.A. on one side and the Jugoslav Shipping Office in London and Shipping Directorate at Split on the other side, application is made herewith in order to have granted for the a/m a permit enabling them to continue their duty in Italy.

JUGOSLAV DELEGATION TO THE ADVISORY COUNCIL FOR ITALY

Dr. SLOVEN J. SMODLAKA,
Deputy Representative of Jugoslavia
Advisory Council for Italy.

10455

Declassified E.O. 12065 Section 3-402/NNPC NO. 93020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4088
24 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Economic Section, Allied Commission.

Subject: Repair Work at Major Italian Ports.

1. The Commander-in-Chief, Mediterranean Station has informed the Flag Officer Italy and Liaison that no further refits and repairs to Royal Navy ships and vessels is contemplated at Naples and Taranto, and it is intended to withdraw the technical staffs at these ports by the end of November and December, 1945, respectively.

2. Repair work at Leghorn is being reduced to a minimum and a small technical staff will remain to supervise essential repairs only. At Messina it is intended to continue to carry out repairs to small minesweepers and coastal craft in reserve, but no further refits of fleet minesweepers will be undertaken. The British Naval Authority will remain with a reduced technical staff and no immediate change in the status of the port of Messina is contemplated.

3. The above data is forwarded for information.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation S/C, AC.
Commerce S/C, AC.
Industry S/C, AC.

25 NOV 1945

1185

0456

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

REPAIR WORK AT MAJOR ITALIAN PORTS -
MESSINA.
(The Flag Officer, Italy and Liaison's letter No.
F.O.I.L.486/2 dated 18th October, 1945).

II.

No.F.O.I.L. 486/2 (a)

THE NAVY SUB COMMISSION,
ALLIED COMMISSION.

For information with reference to my letter No.F.O.I.L. 486/2 (a) dated 8th October, 1945.

ROME.
18th October, 1945.

for REAR ADMIRAL.

10457

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

Office of the Flag Officer,
Italy and Liaison,
ROME.

18th October, 1945.

No.F.O.I.L. 486/2.

THE MINISTRY OF MARINE, ROME.

REPAIR WORK AT MAJOR ITALIAN PORTS - MESSINA.

The following remarks with reference to the future use of Messina as a repair base for Allied vessels is forwarded in amplification of my letter No. F.O.I.L.486/2 dated 8th October, 1945.

2. No further refits of fleet minesweepers will be undertaken but it is intended to continue to carry out repairs to small minesweepers and coastal craft in reserve at Messina. The British Naval Authority will remain with a reduced technical staff and no immediate change in the status of the port is contemplated. The Ministry will be kept informed of the position from time to time.

(signed) C. APPLETON

(signature and designation)

for REAR ADMIRAL.

1183

10458

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

REPAIR WORK AT MAJOR ITALIAN PORTS.
(Flag Officer, Italy and Liaison's letter No.
F.O.I.L.486/2 of 8th October, 1945.)

II.

No.F.O.I.L. 486/2 (a).

NAVY SUB-COMMISSION,
ALLIED COMMISSION.

For information. It is requested that this indication of policy as regards the future use of Italian dockyard resources may be communicated to the appropriate sub-commissions of the Allied Commission.

ROME.
8th October, 1945.

REAR-ADMIRAL.

10459

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Office of the Flag Officer,
Italy and Liaison,
ROME.

8th October, 1945.

No.F.O.I.L. 486/2.

MINISTRY OF MARINE,
ROME.

REPAIR WORK AT MAJOR ITALIAN PORTS.

I have been informed by the Commander-in-Chief, Mediterranean Station, that no further refits and repairs to Royal Navy ships and vessels is contemplated at Naples and Taranto, and it is intended to withdraw the technical staffs at these ports by the end of November and December, 1945, respectively.

2. Repair work at Leghorn is being reduced to a minimum and a small technical staff will remain to supervise essential repairs only. At Messina, repairs to small minesweeping vessels and the maintenance of Coastal Forces and Landing Craft will be restricted to a minimum.

Signed G. I. WARREN.

REAR-ADMIRAL.

10460

Declassified E.O. 12065 Section 3-402/NNDG NO. 95020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/5317
21 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Naval Officer-in-Charge, Venice.

Subject: Notes on Visit to Venice by AOC, Air Forces Sub-Commission.

Enclosure: (A) One copy of subject report, AFSC/49/AIR, dated 14 August 1945.

1. Enclosure (A) is forwarded herewith for the information of Commander Backhouse at the request of Air Vice-Marshal Brodie, Air Officer Commanding, Air Forces Sub-Commission, A.C.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

WWW

IRN-7

NAVY SUB-COMMISSION · ALLIED COMMISSION · FILE AP

1150

22 AUG 1945

10464

Declassified E.O. 12065 Section 3-402/NNDG NO. T 25020

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: NAVAL SUB-COMMISSION, ✓
H.Q. ALLIED COMMISSION,
ROME.

DATE: 14TH AUGUST, 1945.

REF: AFSC/49/AIR.

The attached notes on AIR VICE-MARSHAL BRODIE'S visit to VENICE on the 3rd August are forwarded for your information. It is requested that a copy may be forwarded to COMMANDER BACKHOUSE.

NAVO VENICE

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

NOTES ON A.O.C.'S VISIT TO VENICE ON THE 2ND AUGUST.

After preliminary discussions between WING COMMANDER CLIFT, COMMANDER BACKHOUSE and COLONEL DE ROSELAN (I.A.F) A.O.C. visited TESSERA POST and VENICE airfield. After which a conference was held at the Naval Headquarters.

2. The following decisions were taken:

(i) TESSERA POST to be taken over by the Italian Air Force for a small Seaplane Base for up to 5 seaplanes, until such time as ST. ANDREA can be handed over to the Italian Air Force by the Royal Navy (possibly about November 1945. ADMIRAL KARNEY, Naval Sub-Commission, has agreed to inform A.F.H.Q. when ST. ANDREA can be taken over.

(ii) No seaplanes to be established in the VENICE area until such time as the communications are completed. These were agreed to in conference with the Italian Air Ministry by WING COMMANDER CLIFT and SQUADRON LEADER CHAPMAN. The communications will be by telephone connected with the C.A.V. on VENICE airfield through the Italian Navy Telephone Cable... Aldis lamp signalling facilities also to be provided between TESSERA POST and the NAVAL OBSERVATION TOWER at the harbour entrance in case telephone lines break down.

(iii) Dredging of the small inlet at TESSERA POST to be carried out by the Italian Navy.

(iv) The Regia Aeronautica to take over the TESSERA POST buildings and accommodation as required by them from the Italian Navy.

(v) The Royal Navy to assist COLONEL DE ROSELAN in requisitioning one Motor Seaplane Tender and three Motor Launches; one Motor Boat was given to COLONEL DE ROSELAN for his use in making necessary arrangements.

(vi) The Royal Navy to supply 100 octane fuel until such time as permanent arrangements are met. The Senior Equipment Officer A.F.H.Q. ROME, is arranging for a monthly supply of 12,000 gals.

(vii) In view of the report by COLONEL DE ROSELAN that there is a dismantled Hangar on the dockside at VENICE, arrangements to be made by him, with the Royal Navy, to earmark the materials for the R.A. if required at either TESSERA POST or ST. ANDREA, the initiative to be taken by COL. DE ROSELAN.

3. COLONEL DE ROSELAN mentioned that there were about 1,000 Italian Civil Aviation personnel who had little work to do, and states that he had spoken to DOCTOR CEVOLOTTO concerning this, and DOCTOR CEVOLOTTO had agreed to submarine the appointment by the Prefect of an Official Liquidator so that these workmen could be paid off and take up other jobs, otherwise considerable trouble is expected in Venice from the workmen as no further funds can be released for their payment. COLONEL REMONDINO agreed to take up this matter at the Italian Air Ministry.

1178

4. The matter of running Courier Services between VENICE and TRIESTE was discussed and it was decided that from a Royal Navy point of view there was

Declassified E.O. 12065 Section 3-402/NNDG No. 123120

inform A.F.S.C. when ST. ANDREA can be taken over.

(ii) No seaplanes to be established in the VENICE area until such time as the communications are completed. These were agreed to in conference with the Italian Air Ministry by WING COMMANDER CLOUT and SQUADRON LEADER CHAPMAN. The communications will be by telephone connected with the C.A.V. on VENICE airfield through the Italian Navy Telephone Cable... Aldis lamp signalling facilities also to be provided between TESSERETI POST and the NAVAL OBSERVATION TOWER at the harbour entrance in case telephone lines break down.

(iii) Dredging of the small inlet at TESSERETI POST to be carried out by the Italian Navy.

(iv) The Regia Aeronautica to take over the TESSERETI POST buildings and accommodation as required by them from the Italian Navy.

(v) The Royal Navy to assist COLONEL DE ROSELAN in requisitioning one Motor Seaplane Tender and three Motor Launches; one Motor Boat was given to COLONEL DE ROSELAN for his use in making necessary arrangements.

(vi) The Royal Navy to supply 100 octane fuel until such time as permanent arrangements are set. The Senior Equipment Officer A.F.S.C. ROME, is arranging for a monthly supply of 12,000 gals.

(vii) In view of the report by COLONEL DE ROSELAN that there is a dismantled Hangar on the dockside at VENICE, arrangements to be made by him, with the Royal Navy, to earmark the materials for the R.A. if required at either TESSERETI POST or ST. ANDREA, the initiative to be taken by COL. DE ROSELAN.

1178.

3. COLONEL DE ROSELAN mentioned that there were about 1,000 Italian Civil Aviation personnel who had little work to do, and states that he had spoken to DOCTOR CEVOLOTTO concerning this, and DOCTOR CEVOLOTTO had agreed to authorise the appointment by the Prefect of an Official Liquidator so that these workmen could be paid off and take up other jobs, otherwise considerable trouble is expected in Venice from the workmen as no further funds can be released for their payment. COLONEL RAIMONDINO agreed to take up this matter at the Italian Air Ministry.

4. The matter of running Courier Services between VENICE and TRIESTE was discussed and it was decided that from a Royal Navy point of view there was little necessity for such a Service. It is, however, still for consideration whether or not a Courier Service between LAGO BRACCIANO and VENICE would serve a useful purpose; no decision has yet been reached.

I. P. Broten.

I.P. BROTEN,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/49/AIR.
Date: 14th August, 1945.

Declassified E.O. 12065 Section 3-402/NNDC NO. 76020

10464

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NOIC NAPLES AREA (R) NSC A.C.

U/C

MEDITERRANEAN MINUTE III OF 10th DECEMBER. REQUEST YOU TAKE ACTION AS FOLLOWS :-
(A) SUBPARAGRAPH (i) REPORT EQUIPMENT FOR DISPOSAL TO C.D.O. ROME, AND N,C,S, A.C. FOR NECESSARY ARRANGEMENTS TO BE MADE WITH MINISTRY OF MARINE ;
(B) SUBPARAGRAPH (ii). REPORT MACHINERY RE-REQUISITIONED TO NSC.A.C. FOR INFORMATION OF MINISTRY OF MARINE.

==== 20163A DEC ...

DIST. 0-5,13-16,25. LOG. NSC (4).

T/P P/L TOD 1642 LAC 20/12

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HARBOUR SERVICES AT NAPLES.

(The Navy Sub Commission, Headquarters Allied Commission's No. NSC/3790 dated 17th October, 1945.)

III

Med.45/1092/3/30.
NAVAL OFFICER, NAVAL AID TO ITALY.
(Minute II No.N.O.I.I.1092/7 of 27th October 1945)
(Copies to:- The Navy Sub Commission, Headquarters Allied Commission.
The Naval Officer-in-Charge, Naples.)

The following action should be taken in respect of the equipment which it is desired to turn over to the Italian port authorities in connection with harbour services at Naples:-

(i) Items referred to in sub paragraph (b) of paragraph 1 of Naval Officer-in-Charge, Naples' letter No. 7/40/1 dated 11th October, 1945.

Assuming this equipment is the property of the Royal Navy, it should when no longer required, be reported for disposal to the Chief Disposals Officer, Ministry of Supply, Rome, and the Italian Naval authorities advised that this has been done in order that they may initiate action to acquire it. While formalities are being completed there is no objection to its being turned over to the Italian Navy on loan.

(ii) Items referred to in sub paragraph (c) of paragraph 1 of Naval Officer-in-Charge, Naples' letter No. 7/40/1 dated 11th October, 1945.

With the exception of certain items which are required for use at Malta, arrangements were recently made by the Fleet Salvage Officer to turn over on temporary loan to the Italian Naval Salvage organisation, the equipment in question.

The Commander-in-Chief, Mediterranean, is now co-ordinating surpluses of salvage equipment available in Italy and in due course these will be reported to the Chief Disposals Officer, Ministry of Supply, Rome, and the Italian Naval authorities informed in order that they may initiate action to acquire them.

1176

Declassified E.O. 12065 Section 3-402/NNDG No. 765025

The following action should be taken in respect of the equipment which it is desired to turn over to the Italian port authorities in connection with harbour services at Naples:-

(i) Items referred to in sub paragraph (b) of paragraph 1 of Naval Officer-in-Charge, Naples' letter No. 3/Sal/1 dated 11th October, 1945.

Assuming this equipment is the property of the Royal Navy, it should when no longer required, be reported for disposal to the Chief Disposals Officer, Ministry of Supply, Rome, and the Italian Naval authorities advised that this has been done in order that they may initiate action to acquire it. While formalities are being completed there is no objection to its being turned over to the Italian Navy on loan.

(ii) Items referred to in sub paragraph (c) of paragraph 1 of Naval Officer-in-Charge, Naples' letter No. 3/Sal/1 dated 11th October, 1945.

With the exception of certain items which are required for use at Malta, arrangements were recently made by the Fleet Salvage Officer to turn over on temporary loan to the Italian Naval Salvage organisation, the equipment in question.

The Commander-in-Chief, Mediterranean, is now co-ordinating surpluses of salvage equipment available in Italy and in due course these will be reported to the Chief Disposals Officer, Ministry of Supply, Rome, and the Italian Naval authorities informed in order that they may initiate action to acquire them.

1176

(iii) Items referred to in sub paragraph (d) of paragraph 1 of Naval Officer-in-Charge, Naples' letter No. 3/Sal/1 dated 11th October, 1945.

Items no longer required by the Royal Navy, the machinery under requisition should be de-requisitioned in the normal manner and the Italian Naval authorities informed in order that they may take appropriate steps to acquire it.

With regard to the British machinery, the procedure outlined under (i) above should be followed.

(9)

for W. G. CRAIG

for ADMIRAL

Mediterranean.
19th December, 1945.

Declassified E.O. 12065 Section 3-402/NNDC No. 185420

10467

Declassified E.O. 12065 Section 3-402/NNDC NO. NN 85080

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3033
3 November 1945.

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

Subject: Harbor Services at Naples.

1. In answer to paragraph 1(a) of Ministry of Marine letter SM/18707 of 11 September 1945, the Navy Sub-Commission has determined that neither telephone equipment nor telephone lines now operating for the Allies in the Port of Naples can be allowed to remain after the port is returned to Italian control. At such time as the port is returned to Italian control, the Allied telephone service now installed and operating in the port will be discontinued and all equipment removed.

2. The Signal Officer, Headquarters, Peninsular Base Section, Southern District, Naples has informed the Navy Sub-Commission, however, that there exists an extensive telephone cable network throughout the port area which radiates from the Italian Navy House. This cable system will remain intact and may be utilized by the Ministry of Marine. The Signal Officer, HQ, PBS, Southern District has stated that technical assistance from his office will be furnished to the Ministry of Marine concerning the telephone cable network from the Italian Navy House if the Ministry of Marine so desires. In the event that such assistance is desired, it is requested that the Navy Sub-Commission be informed at an early date in order that appropriate arrangements may be made with the Signal Officer, HQ, PBS, Southern District.

3. The remaining questions raised in the above referenced letter from the Ministry of Marine are still under consideration and an additional communication will be made concerning them at a later date.

NNN

P. St. J. Bouch,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

5 NOV 1945

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Declassified E.O. 12065 Section 3-402/NARS NO. 75120

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3921
3 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Italy and Liaison.

Subject: Harbor Services at Naples.

Reference: (a) Navy Sub-Commission ltr. NSC/3920 of 21 October 1945.

Enclosure: (A) Copy HQ PBS, Southern District 1st Ind. O SIG O of 26 October 1945 on Navy Sub-Commission ltr. NSC/3920 of 21 October 1945.

1. Enclosure (A) is forwarded herewith for information in connection with reference (a). The Navy Sub-Commission has notified the Ministry of Marine that no telephone equipment or telephone lines now operating for the Allies can be allowed to remain after the port of Naples is returned to Italian control but that technical assistance from the HQ PBS, Southern District, will be available to the Ministry of Marine in connection with the cable system radiating from the Italian Navy House.

H. St. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

5 NOV 1945

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

HARBOUR SERVICE AT NAPLES.

(The Navy Sub-Commission, Hq. Allied Commission's letter No.NSC/3790 dated 17th October, 1945. The Navy Sub-Commission, Hq. Allied Commission's letter No.NSC/3821 dated 21st October, 1945).

- -

II.

No.F.O.I.L. 1092/7.

THE COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
(Copy to:- The Navy Sub-Commission, Hq. Allied Commission.
The Naval Officer-in-Charge, Naples Area).

Forwarded.

2. It is requested that consideration may be given to the transfer of the equipment referred to in Naval Officer-in-Charge, Naples Area's letter No.3/43/1 dated 11th October, 1945.

3. Information will be forwarded on receipt of a reply from the Signal Officer, Peninsular Base Section, as to what telephone equipment can be left in the port.

Alfred C. APPLETON

FOR.
27th October, 1945.

for REAR ADMIRAL.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

1st Ind. FFH/lwm

O SIG O, HQ PBS, SOUTHERN DISTRICT, APO 782, US Army, 26 October 45.

TO: Headquarters, Allied Commission, Navy Sub-Commission,
APO 394.

1. Telephone service now installed and operating in the Port of Naples for the Allies will be discontinued and all telephone equipment will be removed upon the transfer of present Allied usage to Italian usage.

2. Telephone equipment or telephone lines now operating for the Allies cannot be allowed to remain after the Port is returned to Italian control. However, there exists an extensive telephone cable network throughout the Port area radiating from the Italian Navy House. This cable system will remain intact and may be utilized by the Italian Marine.

3. Technical assistance will be furnished by this office to the Italian Marine concerning the telephone cable network, if desired.

Lloyd F. Heimick

FLOYD F. HEIMICK
Major, Signal Corps
Signal Officer

Declassified E.O. 12065 Section 3-402/NNDC NO. T 85020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3820
21 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Signal Officer, Peninsular Base Section, South, Naples.

Subject: Telephones in the Port of Naples.

1. The Navy Sub-Commission has received a request from the Italian Ministry of Marine that the telephone lines installed by the Allies in the Port of Naples be allowed to remain for Italian use at such time as Naples is returned to Italian Government control.

2. The Chief Signal Officer, Number 3 District, after being made cognizant of the Ministry of Marine's request, has informed that all military telephones that have been installed in the Port of Naples by British Military Authorities cannot be allowed to remain after the port is returned to Italian control.

3. As it is understood that the installation of telephones in the Port of Naples has been under the direction of the Signal Officer, Peninsular Base Section, South, information is requested as to what telephone equipment can be left in the port either permanently or temporarily for the use of the Italian Navy and what other assistance can be given to the Italian Authorities in regard to communication facilities at such time as the transfer of the port is effected.

H. St. J. Butler

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

10472

Declassified E.O. 12065 Section 3-402/NNDC NO. 165020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 534

NSC/3821
21 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Italy and Liaison.

Subject: Harbor Services at Naples.

Reference: (a) Navy Sub-Commission ltr. NSC/3790 of 17 October 1945.

Enclosure: (A) Copy Number 3 District ltr. 1018B X of 16 October 1945.
(B) Copy Navy Sub-Commission ltr. NSC/3820 of 21 October 1945.

1. Further to reference (a), enclosures (A) and (B) are forwarded herewith for information.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

FILE

22 OCT 1945

WWW

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0473

Declassified E.O. 12065 Section 3-402/NNDC NO. 85020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3320
21 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Signal Officer, Peninsular Base Section, South, Naples.

Subject: Telephones in the Port of Naples.

1. The Navy Sub-Commission has received a request from the Italian Ministry of Marine that the telephone lines installed by the Allies in the Port of Naples be allowed to remain for Italian use at such time as Naples is returned to Italian Government control.

2. The Chief Signal Officer, Number 3 District, after being made cognizant of the Ministry of Marine's request, has informed that all military telephones that have been installed in the Port of Naples by British Military Authorities cannot be allowed to remain after the port is returned to Italian control.

3. As it is understood that the installation of telephones in the Port of Naples has been under the direction of the Signal Officer, Peninsular Base Section, South, information is requested as to what telephone equipment can be left in the port either permanently or temporarily for the use of the Italian Navy and what other assistance can be given to the Italian Authorities in regard to communication facilities at such time as the transfer of the port is effected.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

22 OCT 1945 1165

0 4 7 4

Declassified E.O. 12065 Section 3-402/NNDC NO. 15020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3790
17 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Italy and Liaison.

Subject: Harbor Services at Naples.

Reference: (a) Navy Sub-Commission ltr. NSC/3593 of 18 September, same subject, copy to FOIL.

Enclosure: (A) Copy NOIC Naples ltr. No. 3/43/1 of 11 October 1945.
(B) Copy NOIC Naples ltr. No. 3/48 of 11 October 1945.

1. Reference (a) requested the Naval Officer-in-Charge, Naples to remark on a request of the Italian Ministry of Marine that certain equipment to provide harbor services be left at Naples for the use of the Italian Navy at such time as the responsibility of the operation of the port is returned to the Italian Government.

2. Enclosures (A) and (B) have been received from the Naval Officer-in-Charge, Naples in reply to reference (a).

3. If appropriate, it is requested that the Flag Officer Italy and Liaison secure authority for the transfer of the machinery and equipment mentioned in paragraphs (b), (c) and (d) of enclosure (A) to the Italian Navy at such time as Naples is returned to Italian control.

4. In the event that it is not desired to authorize the transfer of specific equipment, it is suggested that assurrances might be given to the Ministry of Marine to the effect that adequate machinery and equipment will be left in the port of Naples at the time of transfer to insure the operation of all necessary harbor services.

5. As of the present date, no reply has been received to enclosure (B) from the Chief Signal Officer, Number 3 District.

1165

18 OCT 1945
18 OCT 1945

H. St. J. BUTLER,
CAPTAIN, U.S. NAVY,
FOR
REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

0 4 7 5

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

Subject:- Telephone ipment - NAPLES Docks.

3 District
Tel Ext 38
1018B X
16 Oct 45.

NOIC Naples Area.

Navy Sub-Commission HQ AC.
CSO L of C Italy.

Reference your 3/43 of 11 Oct 45.

1. The installation of telephones in the Port of NAPLES has, in the past, been authorised by SO PBS, in whom is vested the control of local town telephone cable facilities.

2. Any military instruments that have been installed by the British military authorities cannot be left in situ. It is therefore suggested that the Italian authorities request the communication facilities they require from SO PBS South.

Colonel.
Chief Signal Officer.

DBS/TC.

Office of Naval Officer in Charge,
Naples Area.

11th October, 1945.

No.3/48/1.

NAVY SUB COMMISSION,
HEADQUARTERS, ALLIED COMMISSION.

HARBOUR SERVICES AT NAPLES.

With reference to the Ministry of Marine's letter reference SM/18707 of 11th September, forwarded under cover of your letter reference NSC/3598 of 18th September, 1945, the following remarks are submitted:-

Paragraph (a) - My letter No.3/48 of 11th October,1945 refers.

Paragraph (b) - Fire-fighting equipment under Royal Naval control consists of:-

1 truck fitted for Fire-fighting purposes with 15 extinguishers, 12 hoses and branchpipes,brackets etc.
14 Extinguishers fitted at fire points along San Vincenzo Mole.
2 Trailer Pumps.

In that part of the port area under Military control the fire fighting equipment is provided and controlled by the United States Army Two motor-boats fitted for firefighting formerly belonging to the Italian Port Fire service are also controlled by the United States Army.

Paragraph (c) - Salvage appliances are controlled by the Fleet Salvage Officer. It is understood that arrangements are already in hand whereby certain salvage appliances are likely to be turned over to the Italian authorities.

Paragraph (d) - The following equipment is available at No.2 Dry Dock:-

1 Ansaldo motor 450.V 41 amp. No.9622
1 Ansaldo generator 110V. 182 amp.20 KW No.10236.

1166

At 33 Berth

Elettro Ferroviari motor 260 V 118 amp. No.128915
Elettro Ferroviari Generator 160/220 V. 206/150 amp
33 K.W. No.3143.

The above machines were requisitioned from Industrie Meridionale Azoto Derivati, Naples.

Compressors (2)

Declassified E.O. 12065 Section 1-402/NNDC No. 1755

With reference to the [illegible] SM/18707 of 11th September, forwarded under cover of your letter reference NSC/3598 of 18th September, 1945, the following remarks are submitted:-

Paragraph (a) - My letter No.3/48 of 11th October,1945 refers.

Paragraph (b) - Fire-fighting equipment under Royal Naval control consists of:-

1 truck fitted for Fire-fighting purposes with 15 extinguishers, 12 hoses and branchpipes,brackets etc.
14 Extinguishers fitted at fire points along San Vincenzo Mole.
2 Trailer Pumps.

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1166

At 33 Berth

Elettro Ferroviari motor 260 V 118 amp. No.128915
Elettro Ferroviari Generator 160/220 V. 206/150 amp 33 K.W. No.3143.

The above machines were requisitioned from Industrie Meridionale Azoto Derivati, Naples.

Compressors (2)
Ingersoll Rand No.ME/CO/1039
Ingersoll Rand No.CM/CO/6004
Welding Machines (2)
Lawrence Scott single operator No.89675
Lawrence Scott single operator No.89661.

2. The machinery and equipment mentioned in paragraphs (b) and (d) above will be held in Naples pending receipt of authority to transfer it to the Italian Navy.

CAPTAIN.
ROYAL NAVY.

Declassified E.O. 12065 Section 3-402/NNDC No. 1166

10478

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Office of Naval Officer in Charge,
Naples Area.

11th October, 1945.

Fo.3/43

THE CHIEF SIGNAL OFFICER
No.3 DISTRICT.
(Copies to:- The Navy Sub Commission, Headquarters, Allied Commission,
The Chief Signal Officer, L of C, Italy.)

HARBOUR SERVICES AT NAPLES - TELEPHONE EQUIPMENT.

A request has been received from the Italian Embassy of Marine through the Navy Sub-Commission of Headquarters Allied Commission, that the telephone lines installed by the Allies in the port of Naples should be left for Italian use after the anticipated turn over of the port to Italian control.

2. It is requested that you will notify the Navy Sub-Commission of your views in this respect, observing that all line equipment in use by the Navy in Naples was provided by the Navy and installed and maintained by 11 L. of C. Signals.

CAPTAIN.
ROYAL NAVY.

10479

Declassified E.O. 12065 Section 3-402/NNDC NO. 76020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3598
18 September 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Naval Officer-in-Charge, NAPLES.

Subject: Harbour Services at Naples.

Enclosure: (A) Copy of Ministry of Marine Ltr SM/18707 of 11 Sept. 1945, (Translation).

1. Enclosure (A), which has been received from the Ministry of Marine, is forwarded for the remarks of the Naval Officer-in-Charge, Naples, in order that a reply may be given to the Ministry of Marine by the Navy Sub-Commission.

(Sgd) G. L. W[illegible]

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FCII, W/C Enc.(A).

B

WWW

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20 SEP 1945 15M-3

10480

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 11th September 1945
Ref.: SM/18707

Suoject: Harbour services at Naples.

In anticipation of the change-over to Italian control of the services now undertaken by the Royal Navy in the port of Naples it is considered desirable to bring to your attention the following requirements of equipment of which the Italian Government has none and which is absolutely necessary to ensure the efficient operation of the said harbour :

a) The telephone lines installed by the Allies to be left for I.R.N. use.

b-) Fire-fighting equipment of the port to be handed over at least temporarily to the I.R.N.

c) A quantity of equipment for salvage, towing and assistance to vessels in difficulties or wrecked to be made available at l ast temporarily to the I.R.N. or to some Italian salvage firm.

d) The release - at least temporarily - to the Ditta Bacini e Scali (Wharfs and Docks Co.) or to the I.R.N. of the following machinery :

2 in No. generators for electricity supply
2 in No. compressors for supply of compressed air
2 in No. mechanical welders

It is requested that you will bring these needs to the notice of the appropriate British Authorities and inform us of decisions made with respect thereto.

for CHIEF OF STAFF

1163

GGE/P.

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Mod. 39

Stato Maggiore della R. Marina

Rep. M.D.S. *Uff* C.E.P.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. Abn 18707 *Allegati*

Roma, 11 SET. 1945 *19* A

Al NAVY SUB-COMMISSION - SEDE

ARGOMENTO: Servizio del porto di Napoli.-

In previsione del passaggio alle autorità Italiane dei servizi attualmente disimpegnati dalla Royal Navy nel porto di Napoli si ritiene opportuno segnalare il seguente fabbisogno di mezzi, dei quali il Governo Italiano è assolutamente sprovvisto, e che sono indispensabili per assicurare l'efficienza del predetto porto:

a)- Le linee telefoniche installate dagli Alleati siano lasciate in uso alla R.Marina.

b)- L'attrezzatura antincendio del porto sia ceduta almeno temporaneamente alla R.Marina.

c)- Un aliquota di mezzi di salvataggio, di rimorchio e di eventuale assistenza a piroscafi in avaria o sinistrati sia ceduta almeno temporaneamente alla R.Marina o a qualche impresa italiana di salvataggio. 1162

d)- Siano ceduti almeno temporaneamente alla Ditta Bacini e Scali o alla R.Marina i seguenti macchinari:
n.2 complessi elettrogeni per fornitura energia elettrica;
n.2 compressori per fornitura aria compressa;
n.2 gruppi motosaldatrici.

Si prega far presenti tali necessità alle competenti Autorità Inglesi e far conoscere le decisioni in merito.

IL CAPO DI STATO MAGGIORE
(E. ACCORRETTI)

ISTITUTO POLIGRAFICO DELLO STATO

0 4 8 2

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

S. 13201.
(Revised)—May, 1950)
(Revised)—June, 1944)

FOIL 13

MINISTRY OF MARINE (R) NSC A.C.

RESTRICTED

NOIC NAPLES HAS REPORTED THAT AS FROM AM WEDNESDAY 16th JAN.
MOVEMENT AND BERTHING OF VESSELS IN NAPLES PORT WILL BE UNDER
DIRECTION OF ITALIAN NAVAL AUTHORITIES.
2. ALL PAYMENTS OF PERSONNEL EMPLOYED AND MAINTENANCE OF HARBOUR
CRAFT WILL BE ITALIAN NAVY RESPONSIBILITY.
3. NOIC NAPLES WILL RETAIN CHAIRMANSHIP OF PORT COMMITTEE FOR
GENERAL CONTROL AND ALL SIGNAL REQUIREMENTS BY NAVAL VESSELS
USINGTHE PORT SHOULD BE SENT TO HIM AS HERETOFORE.

=== 151230A JAN ...

DIST. 1-5,13-18,25. LOG. NSC (A). 1 C/P MTN. OF MARINE.

T/P P/L TOD 1400 TAG

15/1

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0483

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3975
30 November 1945

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

Subject: Re-establishment of Navigational Aids at Naples.

1. In reply to Ministry of Marine letter SM.22235 of 11 October 1945, the Navy Sub-Commission is informed that Italian civil engineers and Naples Lighthouse Service Command personnel have apparently experienced difficulties in entering the port area in Naples for the reason that they have not requested to be issued with Port Passes, which are necessary before permission is granted by the Port Authorities to enter any part of the Dockyard.

2. A copy of the Naval Officer-in-Charge, Naples Area letter No. 283/74 to Il Comando In Capo Del Dipartimento Marittimo Del Basso Tirreno, Napoli, informing that office as to the procedure for obtaining passes, is forwarded herewith for information.

H. ST. [illegible] BOLLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

10 NOV 1945

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(8)

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Declassified E.O. 12065 Section 3-402/NNDG NO. 765020

Office of Naval Officer-in-Charge,
Naples Area.

31st October, 1945.

No. 283/74/1.
CHIEF, NAVY SUB COMMISSION,
HEADQUARTERS, ALLIED COMMISSION,
A.P.O.394.
(Copy to: The Flag Officer, Italy and Liaison).

RE-ESTABLISHMENT OF NAVIGATIONAL AIDS AT NAPLES.

With reference to your letter No.NSC/3804 dated the 18th October, 1945, enquiries have been made regarding the inability of Italian personnel to enter the Port Area in Naples, and it would appear that the Italian Civil Engineers and Naples Lighthouse Service Command personnel have not requested to be issued with Port Passes which are necessary before permission is granted by the Port Authorities to enter any part of the Dockyard.

2. The Italian Naval Authorities, Naples, have been informed to this effect and copy of my letter No.283/74 dated the 31st October, 1945, is enclosed for information.

CAPTAIN, ROYAL NAVY.

10485

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

Via Liaison Office.

Office of Naval Officer-in-Charge,
Naples Area.

31st October, 1945.

No. 283/7L.
IL COMANDO IN CAPO DEL
DIPARTIMENTO MARITTIMO DEL
BASSO TIRRENO,
NAPOLI.

RE-ESTABLISHMENT OF NAVIGATIONAL AIDS AT NAPLES.

It is understood that Italian personnel engaged in the re-establishment and repair of navigational aids in the port of Naples have experienced difficulty in entering the Dockyard and Port Area to carry out their duties. It is requested, therefore, that a nominal list of the personnel involved may be forwarded to my Office, when arrangements will be made for the individuals concerned to be issued with the necessary Port Passes.

(Sgd.) JAMES C. COLVILL

CAPTAIN, ROYAL NAVY.

0486

Declassified E.O. 12065 Section 3-402/NNDC NO. 75620

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3804
18 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Naval Officer-in-Charge, Naples.

Subject: Re-establishment of Navigational Aids at Naples.

Reference: (a) NOIC Naples signal 271100A September.

1. With regard to reference (a), the Ministry of Marine has informed the Navy Sub-Commission that the Allied Authorities in the Port of Naples are not willing to let Italian personnel enter the harbor with equipment to carry out the re-establishment and repair of navigational aids.

2. It is requested that necessary arrangements be made in the Naples Port Area to permit the Italian Civil Engineers and Naples Lighthouse Service Command to enter and carry out the work which evidently is their responsibility.

H. St. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
F.O.I.L.

19 OCT 1945
115

0487

Unclassified E.O. 12065 Section 3-402/NNDC NO. 75120

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3305
13 October 1945.

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

Subject: Re-establishment of Navigational Aids at Naples.

Reference: (a) Ministry of Marine ltr. GM.22235 of 11 October 1945.

1. With regard to reference (a), the Authorities of the port of Naples have been requested to assist the Italian Civil Engineering Department and the Naples Light-house Command in carrying out the work in the Naples Harbor which is evidently their responsibility.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

19 OCT 1945

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 11th October 1945
Ref.: SM.22235

Subject: Re-establishment of Navigational Aids at Naples.

Reference is made to your letter NSC/3672 of 28th September 1945.

It was the intention of this Staff in its letter No.20421 of 19th September 1945 to obtain that the N.S.C. should assist in removing the difficulties preventing the Italian Civil Engineering Dept. and the Naples Lighthouse Command from re-establishing the navigational aids in the port. This work is rendered almost impossible in fact by the occupation of the port itself by Allied Forces.

It would be appreciated, therefore, if you would inform us whether you have approached the Allied Authorities in Naples in order that they may grant the authorisations necessary for the execution of the work.

for CHIEF OF STAFF

GGE/P.

1153

dealt with. not willing to let the personnel enter Naples with reference to carrying out work.

suggest letter to Hopkins asking for cooperation + letter to Wolf telling about respective letter.

0 4 6 9

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

STATO MAGGIORE DELLA R. MARINA

REPARTO M.D.S. - Ufficio B.D.

Prot. N. fm 22235 Allegati

Indir. telegr.: MARISTAT

01 OTT 1945

NAVY SUB COMMISSION

SEDE

Argomento: Riordinamento segnalamenti del porto di Napoli.

Riferimento foglio NSC/3672 del 28 Settembre u.s.

Col dispaccio 20421 del 19 settembre c.a. questo S.M. intendeva ottenere l'interessamento di codesta Sottocommissione Navale affinchè fossero rimosse le difficoltà che impediscono al R°Genio Civile Italiano e al Comando Fari di Napoli di riordinare i segnalamenti del porto. Tali lavori infatti sono resi pressochè impossibili a causa della occupazione del porto stesso da parte delle Forze Alleate.

Si gradirebbe pertanto conoscere se codesta Sottocommissione Navale ha interessato le Autorità Alleate di Napoli perchè concedano le autorizzazioni necessarie allo svolgimento dei lavori.-

1154

IL CAPO DI STATO MAGGIORE

0490

Declassified E.O. 12065 Section 3-402/NNDC NO. 795020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3672
28 September 1945

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

Subject: Return to Service of Lights in Naples Harbour.

1. With reference to Ministry of Marine letter 24.20/21 of 19 September 1945, the Naval Officer-in-Charge, Naples informs the Navy Sub-Commission, AC that for some time past the lighthouse and beacon service in Naples Harbour has been an Italian Navy responsibility.

[redacted]
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

1153

28 SEP 1945

IRN-8

10491

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

NAVY SUB COMMISSION ROME (R) FOIL

NOIC NAPLES

UNCLASSIFIED

YOUR 241621A SEPT LIGHTHOUSE AND BEACON SERVICE IN NAPLES HARBOUR HAS FOR SOMETIME PAST BEEN A RESPONSIBILITY OF THE ITALIAN NAVY.

-----271705A SEPT-----

REF.....RETURN OF RESPONSIBILITY TO ITALIANS. FAC.D. 27/9
T/P P/L TOR 1732

DIST. 0-5 13 16 24 NSC(4) LOG.

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10492

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

NOIC NAPLES (R) FOIL.

NAVY SUB-COMMISSION ROME.
241621A. SEPT.

RESTRICTED.

ITALIAN MINISTRY OF MARINE PROPOSES RESPONSIBILITY FOR REPAIR AND OPERATION OF LIGHTHOUSE AND SIGNAL SERVICE IN NAPLES HARBOUR BE RETURNED TO ITALIAN NAVY. PROVIDED APPROVAL IS RECOMMENDED REQUEST LOCAL ALLIED AUTHORITIES AND ITALIAN LIGHTHOUSE SERVICE COMMAND, NAPLES, BE INFORMED AND ARRANGEMENTS MADE LOCALLY FOR TRANSFER OF RESPONSIBILITY. PLEASE ADVISE NAVY SUB-COMMISSION ACTION TAKEN.

=241621A. SEPTEMBER.

DIST. 0-5,13,16,24, N.S.C.4. LOG.

T.P. PL. T.O.D.1621/24. C.J. 24/9/45.

1151

0493

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 19th September 1945
Ref.: SM.20421 V

Subject: Return to service of Lights in Naples Harbour.

This Staff considers it essential to commence the repair and return to operation of the lighthouse and signal service in Naples harbour. For this purpose it is requested that the N.S.C. may authorise us to issue the necessary orders, and instruct subordinate Authorities in the Naples area to permit the Italian Civil Engineers and the Naples Lighthouse - Service Command to initiate and carry out this work.

for CHIEF OF STAFF

GGE/P.

10494

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

Roma, 19 Settembre 1945

STATO MAGGIORE DELLA R. MARINA

ALLA NAVY SUB=COMMISSION
R O M A

REPARTO M.D.S. = B/20.

Prot. N. Sm 20421 Allegati

Indir. telegr.: MARISTAT

Argomento: Riordinamento segnalamenti del Porto di Napoli.=

Questo Stato Maggiore ritiene indispensabile ini=ziare la riparazione e la riattivazione del servizio fari e segnalamenti del porto di Napoli. A tale fine si prega codesta Sotto Commissione Navale autorizzare questo Stato Maggiore ad impartire le necessarie disposizioni ed inte=ressare le Autorità dipendenti della zona di Napoli affin=chè consentano al R.Genio Civile Italiano e al Comando Fari di Napoli l'inizio e l'esecuzione dei lavori.=

IL CAPO DI STATO MAGGIORE

1145

0495

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3722
8 October 1945

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

Subject: Area Lighthouse Command, Upper Adriatic - Detached Section at Trieste.

Reference: (a) Ministry of Marine ltr SM.19067 of 14 Sept. 1945.

1. With regard to the request made in reference (a), approval for the return of the Detached Section at Trieste to its subordinate position to the Upper Adriatic Lighthouse Command at Venice cannot be given at the present time.

2. It is considered that the only assistance that the Upper Adriatic Lighthouse Command at Venice should offer the Detachment at Trieste at present is that of giving advice when requested.

(Sgd) G. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

11 OCT 1945

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10496

Declassified E.O. 12065 Section 3-402/NNDC NO. C 15020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3625
21 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Naval Officer-in-Charge, Venice.

Subject: Area Lighthouse Command, Upper Adriatic - Detached Section at Trieste.

Enclosure: (A) Ministry of Marine ltr. SM.19067 of 14 Sept.

1. Enclosure is forwarded herewith for the remarks of the Naval Officer-in-Charge, Venice.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FOIL.

B

W W Z

1147

22 SEP 1945

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 14th September 1945
Ref.: SM.19067

Subject: Area Lighthouse Command, Upper Adriatic - Detached Section at Trieste.

Upon assuming the government of the city of Trieste the Allied Military H.Q. ordered on the 9th July 1945 that the Detachment at Trieste of the Upper Adriatic Area Lighthouse.Service should consider itself as a separate authority under the direct orders of the King's Harbour Master.

It is considered opportune for the Detached Section at Trieste to be returned to its subordinate position to the Upper Adriatic Lighthouse Command at Venice, in technical and administrative matters, although remaining under the orders of the King's Harbour Master as regards the employment of the Navigational Aids; it is requested that the N.S.C. may communicate its approval for the above.

for CHIEF OF STAFF

GGE/P.

10498

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

Roma, 16 Settembre 1945

STATO MAGGIORE DELLA R. MARINA

REPARTO M.D.S. - B.D.

Prot. N. Sm/19067 Allegati

Indir. telegr.: MARISTAT

ALLA NAVY SUB-COMMISSION
R O M A

Argomento: Comando Zona Fari Alto Adriatico - Sezione staccata di Trieste.-

Assumendo il governo della città di Trieste il Comando militare Alleato ha ordinato in data 9 Luglio 1945 alla Sezione staccata di Trieste del Comando Zona Fari Alto Adriatico di ritenersi Ente Autonomo agli ordini diretti dal King's Harbour Master.

Si ritiene opportuno che la Sezione staccata di Trieste possa nuovamente essere messa alle dipendenze del Comando Zona Fari Alto Adriatico con sede a Venezia per quanto concerne le questioni tecniche ed amministrative pur rimanendo a disposizione del King's Harbour Master per ciò che concerne l'impiego dei segnalamenti e si prega codesta Sotto Commissione Navale voler esprimere il proprio benestare in merito.-

IL CAPO DI STATO MAGGIORE

1145

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

SUBJECT: AREA LIGHTHOUSE COMMAND, UPPER ADRIATIC - DETACHED SECTION AT TRIESTE.

FROM: Naval Officer in Charge, Venice.

DATE: 2nd October, 1945. No.1050/2/7.

TO : NAVY SUB COMMISSION, ALLIED COMMISSION HEADQUARTERS, ROME.

It is considered that the only assistance that the Upper Adriatic Light-house Command at Venice should offer the detachment at Trieste at present is that of giving advice when requested. In my opinion any other form of assistance would be irregular, unless the approval of the interested parties is first obtained.

W.W.Mackhorn

Commander, R.N.
Naval Officer in
Charge, Venice.

1144

10500

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

TO..NOIC LEGHORN (R) C IN C MED FW & W SUB-COM A.C.

FROM..NAVY S/C.
291237 A SEPT.

UNCLASSIFIED

REFER C IN C MED 251020 AUGUST. ITALIAN MINISTRY OF PUBLIC WORKS INFORMS PUBLID WORKS AND UTILITIES SUB-COMMISSION, AC THAT IT IS IMPOSSIBLE TO DIVERT DREDGER "BRENTA" FROM CAGLIARI BUT THAT GRAB PONTOON AQUILA PRESENTLY AT LA SPEZIA, BELONGING TO EXCAVATION SERVICE LEGHORN, CAN BE UTILIZED. ESTIMATE OF COST FOR DREDGING WORK REFERRED TO IN NAVY SUB-COMMISSION,AC LETTER NR 3/3396 OF 28 AUGUST IS CONTAINED IN ESTIMATE DATED 17 SEPTEMBER PREPARED BY LEGHORN AUTONOMOUS SECTION OF PORT DREDGING SERVICE OF ITALIAN MINISTRY OF PUBLIC WORKS AND CAN BE CARRIED OUT BY THAT SECTION DIRECTLY WITHOUT HAVING TO CALL ON PRIVATE CONTRACTORS. REQUEST NAVY SUB-COMMISSION BE INFORMED WHETHER ANY FURTHER ASSISTANCE IS REQUIRED.

.....291237 A SEPT....

REF. GRAB DREDGER AT CAGLIARI

1143

DIST. .0-4,,13,,16,,24,,25,N S.C.(L) 1 A/M (Public works & Utilities) LOG.
T/P P/L TOR. 1305 GB 29/9

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

Tel.489081.Ext.339 RWS/rlv

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

Ref: 109/PWU 28 September 1945

Subject: Port of Leghorn - Dredging.

To : Naval Sub-Commission.

1. Reference your letter NSC/3476 dated 5 September 1945 and NSC/3668 dated 28 September 1945.

2. The work in question has been discussed with the Ministry of Public Works with the request that operations be expedited in every way possible. A translation of the Ministry reply is attached for information.

3. Financing for the proposed dredging has been arranged and we have been assured by the Ministry that work will proceed without delay by the Port Dredging Section.

for WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Wks.Div.

(6)

10502

Declassified E.O. 12065 Section 3-402/NNDC NO. 75620

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3668
28 September 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Public Works and Utilities Sub-Commission,
Hq. Allied Commission.

Subject: Port of Leghorn - Dredging of.

1. The Naval Officer-in-Charge, Leghorn dispatch 261340A September 1945, a copy of which is enclosed herewith, requests information as to the status of the contract for dredging work in the port of Leghorn, referred to in Navy Sub-Commission letter NSC/3476 of 5 September 1945.

2. It would be appreciated if an early reply could be made to Navy Sub-Commission letter of 5 September 1945, in order that the Naval Officer-in-Charge, Leghorn may be informed as to the status of the contract.

R. St. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

28 SEP 1945

B-

1142
IBN-7

0503

Declassified E.O. 12065 Section 3-402/NNDC NO. T 25020

By : C.Patti/ct

TRANSLATION

MINISTRY OF PUBLIC WORKS
General Direction of Technical Services

25 Sep 45

Reference : 581.

To : Public Works Sub-Commission

Subject : Dredging of the Port of Leghorn.

Reference is made to Navy Sub-Commission letter dated 28 August 1945.

1. We confirm that it is impossible to divert the Dredger "Frenta" from the Port of Cagliari, and we inform that, for the works of dredging at the Port of Leghorn, specially under the quay, the grab pontoon Aquila belonging to Excavation Service Leghorn, which is at present at La spezia, can be utilized.

2. Estimate of expense for such work is contained in Estimate dated 17 Sep 45 prepared by Leghorn Autonomous Section of the Port Dredging Service of this Ministry, and same work can be carried out by above mentioned Section in direct administration, therefore without having to call on private contractors.

/s/ illegible

Director General,
Technical Services

1140

0504

Declassified E.O. 12065 Section 3-402/NNDC NO. C 75025

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3616
20 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Public Works and Utilities Sub-Commission,
Hq. Allied Commission.

Subject: Port of Leghorn - Dredging of.

1. It would be appreciated if a reply could now be given to Navy Sub-Commission letter NSC/3476 of 5 September.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

20 SEP 1945
1139

Declassified E.O. 12065 Section 3-402/NNPG NO. 1756/D

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/5476
5 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Public Works and Utilities Sub-Commission,
Hq. Allied Commission.

Subject: Port of Leghorn - Dredging of.

1. Further to Navy Sub-Commission letter NSC/3396 of 28 August 1945, the Allied Naval Commander-in-Chief, Mediterranean has proposed that the contract for the clearance of debris in the port of Leghorn should provide only for clearing such debris as would impede the work of the dredger Duilio. In addition, the Allied Naval Commander-in-Chief, Mediterranean has emphasised that all work performed under the contract must be performed in conjunction with the dredger Duilio in order that the Duilio may be released from Leghorn at the earliest possible date.

2. It would be appreciated if an early indication could be given to the Navy Sub-Commission concerning the progress that has been made in drawing up the desired contract.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINCMED.
NOIC, Leghorn.

IRIV-8

6 SEP 1945

10506

Declassified E.O. 12065 Section 3-402/5D2C NO. 73120

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3396
28 August 1945

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To: Public Works and Utilities Sub--Commission,
Hq. Allied Commission.

Subject: Port of Leghorn - Dredging of.

1. The Naval Officer-in-Charge, Leghorn has reported that considerable difficulty is being encountered during the present dredging operations at Leghorn of quayside berths owing to the nature of the ground to be cleared. A considerable quantity of concrete rubble is being encountered which can only be handled by a mechanical grab.

2. The dredger BRENTA at Cagliari is reported to be equipped with a mechanical grab. The Italian Ministry of Marine advises that the Italian Public Works Office, Sardinia, has stated that the BRENTA is urgently required at Cagliari and requests that it be permitted to remain there.

3. The Allied Naval Commander-in-Chief, Mediterranean informs the Navy Sub-Commission that no other suitable grab dredger is available on the West Coast of Italy. The Royal Navy Officer-in-Charge of Works at Leghorn, however, has located a contractor who is understood to be capable of doing the work referred to in paragraph 1 above. A contract for this work cannot be entered into by the Royal Navy, but assistance in the provision of diving equipment on loan may be given if necessary, provided no obligation is incurred by the Royal Navy.

4. It is requested that the Public Works and Utilities Sub-Commission, AC investigate the matter to determine whether a contract can be entered into either by the Allied Commission or the Italian Ministry of Public Works and Utilities to perform the necessary dredging. It is requested that this matter be treated as urgent and the Navy Sub-Commission, AC be informed as to the action taken, for the reason that the dredger DUILIO, now at Leghorn, has been allocated to Civitavecchia.

13

FILE

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINC MED
NOIC Leghorn

29 AUG 1945

IRA-11

Declassified E.O. 12065 Section 3-402/NNDG NO. 251020

NSC (R) NOIC LEGHORN

C IN C MED.
251020

UNCLASSIFIED.

YOUR 030953 NO OTHER SUITABLE GRAB DREDGER IS AVAILABLE ON WEST COAST
2. ROYAL NAVY OCW LEGHORN HAS LOCATED A CONTRACTOR WHO IS UNDERSTOOD
TO BE CAPABLE OF DOING THE WORK DETAILED IN NOIC LEGHORN 271010 JUNE
AND IT IS SUGGESTED THAT ARRANGEMENTS BE MADE ACCORDINGLY BY ALLIED
COMMISSION. A CONTRACT FOR THIS WORK CANNOT BE MADE BY THE R.N. BUT
ASSISTANCE IN THE PROVISION OF DIVING EQUIPMENT ON LOAN MAY BE GIVEN IF
NECESSARY NO (R) NO OBLIGATION IS TO BE INCURRED BY THE ROYAL NAVY.

.....251020

Ref. Grab dredger at Cagliari

Dist. O-4 13 18 24 25 NSC(4) 1 ea.

T/P P/L TOR ~~XXXX~~ 1302

MP 25/8
1136

10508

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

NSC (R) NOIC LEGHORN

C IN C MED.
251020

UNCLASSIFIED.

YOUR 030953 NO OTHER SUITABLE GRAB DREDGER IS AVAILABLE ON WEST COAST
2. ROYAL NAVY CCW LEGHORN HAS LOCATED A CONTRACTOR WHO IS UNDERSTOOD
TO BE CAPABLE OF DOING THE WORK DETAILED IN NOIC LEGHORN 271010 JUNE
AND IT IS SUGGESTED THAT ARRANGEMENTS BE MADE ACCORDINGLY BY ALLIED
COMMISSION. A CONTRACT FOR THIS WORK CANNOT BE MADE BY THE R.N. BUT
ASSISTANCE IN THE PROVISION OF DIVING EQUIPMENT ON LOAN MAY BE GIVEN IF
NECESSARY NO (R) NO OBLIGATION IS TO BE INCURRED BY THE ROYAL NAVY.

.....251020

Ref. Grab dredger at Cagliari.

Dist. O-4 15 18 24 25 NSC(4) 108.

T/P P/I. TOR XXXX 1302

MF F1835

10500

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

C. IN C. MED (R) NOIC LEGHORN. NAVY SUB-COMM.
030953B. AUGUST.

NOIC LEGHORN'S 271010B JUNE AND YOUR 281212B JUNE.
MINISTRY OF MARINE REPORTS GRAB REFERRED TO IS THE "ERETEA" WHICH IS AT CAGLIARI NOT MADDALENA. ITALIAN PUBLIC WORKS OFFICE SARDINIA HAS STATED THAT IT IS URGENTLY REQUIRED AT CAGLIARI AND REQUESTS THAT IT BE ALLOWED TO REMAIN THERE. REQUEST INSTRUCTIONS.

=030953B. AUGUST.

REF. 1. REQUEST GRAB BE ALLOCATED LEGHORN.
2. REQUEST NAVY S/C ARRANGE TRANSFER.

DIST 1-4,13,18,24,25, (N.S.C.1) LOG.

T.P. P.L. T.O.D 0917/3. C.J. 3/8/45.

1134

Declassified E.O. 12065 Section 3-402/NNDC NO. T 85020

From: MINISTRY OF MARINE (Meristat)
To : N.S.C. - A.C.C.Q.
Date: 22 July '45
Ref.: SM/14643

Subject: Transfer of Grab-crane.

Reply is made to message No.010954 B July.

1. The Dredger BRENTA is at Cagliari and not at La Maddalena.

2. The Public Works Office in Sardinia has stated that this craft, although in a serviceable condition cannot be removed from Cagliari owing to the urgent necessity of work which is now progressing in that port.

3. A further communication from you is awaited.

for CHIEF OF STAFF

KCL/P.

1R/11-11

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Mod. 39

Stato Maggiore della R. Marina

Rep. M.D.S. Uff C.E.P.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. Sm 1h6h3 Allegati

Roma, 22 LUG 1946/9 A

Al NAVY SUB - COMMISSION
Hqs. A.C.
ROMA

ARGOMENTO: Trasferimento mancina a ganasce.

Risposta a messaggio n°010954 B July.

1. La draga a grappo BRENTA trovasi a Cagliari e non a La Maddalena.
2. Il Provveditorato alle Opere Pubbliche per la Sardegna ha comunicato che detto galleggiante, pur essendo in efficienza per la navigazione, non può essere distolto da Cagliari per urgenti necessità di lavori in quel porto tuttora in corso.-
3) Si rimane in attesa di ulteriori comunicazioni di codesta Navy Sub-Commission.

IL CAPO DI STATO MAGGIORE

L'Accorsa

1133

(ISTITUTO POLIGRAFICO DELLO STATO)

10512

Declassified E.O. 12065 Section 3-402/NNDG NO. 795020

W.C. 5/256/D030 1744 100000M C. & L. 51-7501

NAVAL MESSAGE

S. 1320e.
(Established—May, 1903.)
(Revised—December, 1951.)

TO:

MINISTRY OF MARINE

FROM:

FROM NAVY SUB COMMISSION
01095 JULY

IMPORTANT

IT IS REQUESTED YOU ARRANGE THAT A MECHANICAL CRAB UNDERSTOOD TO BE AT MADDALENA AND OWNED BY SERVIZ O ESCAVAZIONE PARTI BE TRANSFERRED TO LEGHORN WHERE IT IS URGENTLY REQUIRED.

==01095AB JULY

DIS: 3, 7, 7a, 9, 9a, 10, 11, 12.

HAND P/L C/T

1132 1/7

0513

Declassified E.O. 12065 Section 3-402/NNDG NO. T85020

C XX C 3ED.

NAVY HUB COMMISSION ROME (R) SECRET. NOIC LEGHORN

RESTRICTED.

REQUEST YOU ARRANGE PARA. 4 OF NOIC LEGHORN'S 271010, WHICH WAS REPEATED

FOTALL ROME, AND REPORT. 281212 B JUNE.

DIR. 3.7.7A.9.9A.10.12. (REF. ALLOCATION OF CRAB TO LEGHORN)

28/6/45.

P.L.T.P. TOR 1600/28

1131

10514

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

W.T. 37396/16313 1/44 100000M C.&S.L. 51-7330

NAVAL MESSAGE.

S. 1320c.
(Established—May, 1918)
(Revised—December, 1942)

TO: CINC MED (R) SNOWIT FOTALY ROME

FROM: FROM NOIC LEGHORN

RESTRICTED

(1) CONSIDERABLE DIFFICULTY IS BEING ENCOUNTERED DURING PRESENT DREDGING OPERATIONS OF QUAYSIDE BERTHS OWING TO NATURE OF GROUND TO BE CLEARED.
(2) A CONSIDERABLE QUANTITY OF CONCRETE AND RUBBLE IS BEING ENCOUNTERED WHICH CAN ONLY BE HANDLED BY MECHANICAL GRAB.
(3) UNDERSTAND MECHANICAL GRAB IS AVAILABLE MADDALENA OWNED BY SERVIZO ESCAVAZIONE PORTI WHO ARE ALSO OWNERS OF DREDGER DUILIO NOW AT LEGHORN.
(4) REQUEST THIS GRAB BE ALLOCATED LEGHORN TO WORK IN CONJUNCTION WITH DREDGER UNTIL PORT REQUIREMENTS ARE COMPLETED.

=2710 10B JUNE

DIS: 3, 7, 7a, 9, 9a, 10, 12.

T/P E/L TOR 1558/27 28/6

1130

Tel. 534 HEADQUARTERS ALLIED COMMISSION MPL/lmr
APO 394
Transportation and Shipping Sub-Commission

AC/574/23/Tn.3 19 December 1945

SUBJECT : Use of La Spezia.

TO : Direzione Generale della Marina Mercantile
Ministero Marina. Roma.

1. Extracts of the following signals are passed to you for your information and the necessary action

From FOIL to C in C Med: 151209A.

"Consequent upon conversation between representatives of Transportation and Shipping Sub-Commission with the Noic Leghorn and Commander M/S Western Italy in my office it is requested that Liberty ships may be sailed for discharge to La Spezia provided that Pilots are embarked off Leghorn. Expence involved is accepted in view of urgent need of coal in Northern Italy. Blockship Ravello has not yet been removed but entrance has been widened to about 130 feet. Local Italian Naval Authority accepts responsibility for berthing of ships in Harbours of La Spezia."

To FOIL from C in C Med: 171329A.

"Your 151209 approved provided it is made clear to all concerned that no naval responsibility can be accepted and that ships are sailed to Leghorn for orders and not (R) not direct to Spezia."

2. A request has been made today to WSA to ASK their attitude to future routing of vessels to La Spezia.

For the Director :

Declassified E.O. 12065 Section 3-402/NNDC NO. 155120

1. Extracts of the following signals are passed to you for your information and the necessary action

From FOIL to C in C Med: 151209A.

"Consequent upon conversation between representatives of Transportation and Shipping Sub-Commission with the Noic Leghorn and Commander M/S Western Italy in my office it is requested that Liberty ships may be sailed for discharge to La Spezia provided that Pilots are embarked off Leghorn. Expence involved is accepted in view of urgent need of coal in Northern Italy. Blockship Ravello has not yet been removed but entrance has been widened to about 130 feet. Local Italian Naval Authority accepts responsibility for berthing of ships in Harbours of La Spezia."

To FOIL from C in C Med: 171329A.

"Your 151209 approved provided it is made clear to all concerned that no naval responsibility can be accepted and that ships are sailed to Leghorn for orders and not (R) not direct to Spezia."

2. A request has been made today to WSA to ASK their attitude to future routing of vessels to La Spezia.

For the Director :

1129

H.P. LARAMAN
Major R.E.

Copy to :

Foil/Navy Sub-Comm.
Ports & Whse Division
Industry and Utilities S/C (Coal Division)

(5)

Declassified E.O. 12065 Section 3-402/NNDC NO. 65020

Navy

Tel. 534 HEADQUARTERS ALLIED COMMISSION MPL/lr
APO 394
Transportation Sub-Commission

AC/574/2/Tn.3 18 October 1945

SUBJECT : Opening of La Spezia.

TO : Economic Section
Navy Sub-Comm. ✓
Foil
Requisition Branch
Food Sub-Comm.
Agriculture Sub-Comm.
Industry Sub-Comm.
Commerce Sub-Comm.
MFT Rome
UNA Zone 3 Committee, Naples
Ports and Whse Div.
Movements Division (Rail Branch)
Roads Division

1. The Ministry of Marine have advised the opening of the port of La Spezia following the sweeping of the Channel. Berths are available for coasters and schooners with a maximum draft of 22½ ft.

2. There is no rail communications from the port at present. The line La Spezia-Pisa is expected to be repaired by the end of November and to Genoa in early part of 1946.

3. Sub-Commissions should advise what tonnages and commodities they consider could be conveniently discharged in this port in the future. This information is needed to ensure adequate arrangements in the port for labour, road clearance etc. if it is used for civil supplies.

For the Director :

M.P. LAR[illegible]
Major R.[illegible]

1128

Declassified E.O. 12065 Section 1-402/NNRG NO. 765020

TO : Economic Section
Navy Sub-Comm. ✓
Foil
Requisition Branch
Food Sub-Comm.
Agriculture Sub-Comm.
Industry Sub-Comm.
Commerce Sub-Comm.
M*T Rome
UNA Zone 3 Committee, Naples
Ports and Whse Div.
Movements Division (Rail Branch)
Roads Division

1. The Ministry of Marine have advised the opening of the port of La Spezia following the sweeping of the Channel. Berths are available for coasters and schooners with a maximum draft of 22½ ft.

2. There is no rail communications from the port at present. The line La Spezia-Pisa is expected to be repaired by the end of November and to Genoa in early part of 1946.

3. Sub-Commissions should advise what tonnages and commodities they consider could be conveniently discharged in this port in the future. This information is needed to ensure adequate arrangements in the port for labour, road clearance etc. if it is used for civil supplies.

For the Director :

M.P. LARAMAN
Major R.E.

1128

Declassified E.O. 12065 Section 3-402/NND NO. 125020

0519

Declassified E.O. 12065 Section 3-402/NNDC NO. 750026

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3613
19 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: Gulf of La Spezia.

Reference: (a) Med.45/582/3/19 dated 29th August 1945.

1. With regard to reference (a), the Ministry of Marine has forwarded the following information:

(a) The intentions outlined in the tracing forwarded have been completed and the Western entrance channel at La Spezia is marked.

(b) The precise bearing Punta Castagna - Villa Smith is 182°. The position of the Villa is Lat. 44°03', Long. 09°51'11".

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
FOR CHIEF COMMISSIONER.

WNW

1127
22 SEP 1945

10520

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

CAPE OF LA SPEZIA.
(The Navy Sub-Commission, Headquarters, Allied Commission's FSC/3470 of 14th September 1945.)

II

Med.45/508/3/19
THE NAVY SUB-COMMISSION, HEADQUARTERS, ALLIED COMMISSION

Original Ministry of Marine letter received with thanks.

2. It is requested that when forwarding further naval technical information received in Italian, the original letter as well as the translation, may always be forwarded.

for ADMIRAL

14th September 1945

C.533

Declassified E.O. 12065 Section 3-402/NNDO NO. T85020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 15th September 1945
Ref.: SM.19091

Subject: Marking of the western entrance channel to La Spezia.

Further to my letter SM/15633 of 31st July 1945 and with reference to a signal dated 3rd September 1945.

You are informed that the work proposed in the above-mentioned letter has been completed and therefore the western entrance channel at La Spezia is marked.

Furthermore you are informed that the precise bearing Punta Castagna - Villa Smith is 182° and that the position of "della Villa" is 44° 03' N. 39° 51' 11" E. 09° 51' 11" E

for CHIEF OF STAFF

GGE/P.

Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

Roma, 15 Settembre 1945

STATO MAGGIORE DELLA R. MARINA — ALIA — NAVY SUB=COMMISSION

R O M A

REPARTO M.D.S. = B.D.

Prot. N. Sm 190991 Allegati

Indir. telegr.: MARISTAT

Argomento: Segnalazione dell'ingresso del passo di ponente diga di La Spezia.=

Prosecuzione dispaccio SM/15633 del 31 Luglio c.a. e riferimento messaggio in data 3/9/45.

Si informa che sono stati ultimati i lavori relativi al progetto di cui al dispaccio sopracitato e pertanto è in atto la segnalazione dell'ingresso del passo di ponente del= la diga di La Spezia.

Si comunica inoltre che il definitivo allineamento Punta Castagna - Villa Smith è di 182° e che la posizione di detta Villa è lat.44°03' Long.39°51'11".=

IL CAPO DI STATO MAGGIORE

10523

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

N3C/3470
4 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: Gulf of La Spezia.

1. In accordance with Commander-in-Chief, Mediterranean Minute II, Med.45/582/3/19 of 20 August, the original of Ministry of Marine letter No. S.M. 14753 of 24 July 1945 is enclosed herewith.

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

15 SEP 1945

www

10524

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

GULF OF LA SPEZIA.
(The Navy Sub-Commission, Headquarters, Allied Commission's MSC/3165 dated 6th August, 1945)

II

Med.45/532/3/19
THE NAVY SUB-COMMISSION, HEADQUARTERS, ALLIED COMMISSION

It is requested that a copy of enclosure (A) (Ministry of Marine letter No.5...14755 of 24th July,1945) may be forwarded in its original Italian.

Ausfuhrer.

MEDITERRANEAN
29th August,1945. for ADMIRAL

1122

10525

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

GULF OF LA SPEZIA.
(The Navy Sub-Commission, Headquarters, Allied Commission's No.NSC/3205 dated 10th August, 1945)

11

Med.15/582/3/19
THE NAVY SUB-COMMISSION, HEADQUARTERS, ALLIED COMMISSION

Two copies of the chart requested in paragraph 2 of Minute 1 are enclosed herewith.

2. It is requested that you will ascertain from the Italian Ministry of Marine whether the intentions outlined in the tracing have been carried out, and obtain their confirmation that the bearing of the line Punta Castagna-Villa Smith is 176° and not 191° as indicated in paragraph 10 of the tracing.

for ADMIRAL

MEDITERRANEAN
29th August, 1945.

0526

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 534

NSC/3203
10 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: Gulf of La Spezia.

Reference: (a) Navy Sub-Commission ltr. NSC/3165 of 6 August '45.

Enclosure: (A) Chart, Western Entrance Channel of La Spezia.

1. In accordance with paragraph (5) of reference (a), enclosure (A) is forwarded herewith for information, showing the intended arrangement by the Italian Ministry of Marine of the western channel entrance and navigational aids for the port of La Spezia.

2. It is requested that the Navy Sub-Commission be furnished with copies of the chart when made from the tracing.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER.

IRN 8

NAVY SUB-COMMISSION ALLIED COMMISSION
KP
FILE

1120
11 AUG 1945

0527

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO [illegible]

NSC/3163
6 August 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.

Subject: Gulf of La Spezia.

Reference: (a) Navy Sub-Commission ltr. NSC/2905 of 1C July '45.
(b) Staff officer (Intelligence Mediterranean ltr. No. 1511/364 of 25 June 1945.
(c) Royal Italian Navy Fleet Salvage Section of La Spezia ltr. Prot. N. 201 of 28 May 1945 to Staff Officer Intelligence, Navy House, Naples.

Enclosure: (A) Ministry of Marine ltr. SM.14753 of 24 July '45.
(B) Memo from Ministry of Marine - Cabinet, dated 4 August 1945.

FILE

1. Enclosure (A), which has been verified by enclosure (B), is forwarded in accordance with reference (a), paragraph 2.

2. The depth of water in the western entrance of the port of La Spezia is given in enclosure (A). The latter also states that the eastern entrance is completely blocked by sunken vessels, thereby leaving insufficient depth for the passage of even small craft.

3. References (a), (b) and (c) represent the former correspondence on the subject here covered. In this correspondence it was stated that the eastern passage or entrance to the port of La Spezia was being opened or had been opened. However, it now appears that a possible error has been made and the western entrance was intended in the references instead of the eastern one.

4. The Navy Sub-Commission has investigated the matter and the Italian Ministry of Marine has verified, in enclosures (A) and (B), the fact that the western entrance to the port of La Spezia is the only entrance open at present. The channel and its depth is given in enclosure (A).

5. Any future particulars concerning the port of La Spezia will be forwarded upon receipt.

7 AUG 1945

NAVY SUB-COMMISSION · ALLIED COMMISSION · FILE

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER.

Copy to:
NOIC Naples.
Staff Officer (Intelligence),
Navy House, Naples.

1119

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Ministry of Marine (Cabinet)

Memorandum for ~~Lieutenant De Macedo R.N.~~, Navy Sub Commission.

From enquiries made of the I.R.N. Staff Office at the Ministry of Marine it is confirmed that the only passage open for entry into La Spezia harbour is at the Western entrance.

The Eastern entrance remains completely blocked by sunken vessels and there is no channel even for small craft.

Rome. 4 Aug. '45

Commander
Luigi BARONI.

Encl B 111b

10523

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

MINISTERO MARINA - GABINETTO - UFFICIO COLLEGAMENTO

PRO-MEMORIA per Lt. DE MAESTRI ,
(U.S. Navy) NAVY SUB COMMISSION

Da indagini compiute presso la Stato Maggiore del Ministero della Marina Le confermo che l'unico varco aperto per l'entrata nel porto di La Spezia trovasi nel passaggio di ponente.

Il passaggio di levante è ancora completamente ingombro di scafi affondati e non vi è nessun varco neppure per piccole unità.-

IL CAPITANO DI FREGATA
(Luigi BARONI)

Roma, 4 agosto 45.-

10530

Declassified E.O. 12065 Section 3-402/NNDC NO. 765020

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
2nd August, 1945.

SOI/1511.
THE CHIEF,
THE NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED COMMISSION, ROME.

GULF OF LA SPEZIA

It is requested that the information referred to in paragraph 2 of your NSC/2905 of 10th July, 1945, may be forwarded at an early date.

for ADMIRAL

1116

0 5 3 1

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

From : MINISTRY OF MARINE (Maristat).
To : N.S.C. - A.C. Rome.
Date : 31st July 1945.
Ref.: SM 15633.

Subject : Port of La Spezia.

Further to my letter SM/14753 dated 24th July 1945 :

Forwarded herewith is a copy of the chart showing the intended arrangement of the western entrance channel and of navigational aids there.

The works listed in the chart is already in progress.

THE CHIEF OF STAFF.

GGE/-

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

Mod.40

Stato Maggiore della R. Marina

Roma 31 Luglio 1945

Rep. M.D.S. Uff. R.D.

NAVY SUB COMMISSION

ROMA

INDIRIZZO TELEGRAFICO MARISTAT-ROMA

Prot. S.M. 15633 Allegati 1

ARGOMENTO: Porto di La Spezia.=

Prosecuzione foglio SM/14753 in data 24 luglio c.a.

Si trasmette copia del grafico passaggio passo di ponente con il progetto di definitiva sistemazione e segnalazione.

I lavori elencati nel grafico sono già in corso di esecuzione.=

IL CAPO DI STATO MAGGIORE

1114

10535

Declassified E.O. 12065 Section 3-402/NNDC NO. T 85020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C.
Date: 24 July '45
Ref.: SM.14753

Subject: Port of La Spezia.

Further to my No. 13527 of 6th July last/

You are informed that the depth of water between the sunken ships at the western entrance is about 12 metres in a position where the line of the prow of the s.s. "RAVELLO", on the port side, crosses a true course of 11° from the entrance.

On the port side 35 metres from this position the depth decreases to 10 metres for a distance of 25 metres owing to the presence of remains of boom nets. Recovery of these is proceeding.

The eastern Passage, on the other hand, is completely blocked by sunken vessels leaving insufficient water for the passage of even small craft.

(A Chart showing the above particulars is to be forwarded.) omit in Encl. A

(Omitted in Encl A)

for CHIEF OF STAFF

GGE/p/

Encl A

1113

0534

Declassified E.O. 12065 Section 3-402/NNDC NO. 75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2905
10 July 1945

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.

Subject: Gulf of LA SPEZIA.

Reference: (a) Staff Officer (Intelligence) Mediterranean ltr No.1511/364 of 25 June 1945.

Enclosure: (A) Two(2) copies of Plan and Explicative Notes of the Gulf of La Spezia, with Ships Sunk or Damaged.

1. Enclosure (A) is forwarded herewith in compliance with request made in reference (a), paragraph (1).

2. With regard to paragraph (2), reference (a), concerning the depth of water in the clear passage in the East entrance of La Spezia harbour, the information is not at present available but will be forwarded immediately upon receipt.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
For CHIEF COMMISSIONER.

IKN-E

FILE
KP

11 JUL 1945

1112

10,539

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

From ... Ministry of Marine.

Date ... 6th July, 1945.

To ..... Navy Sub-Commission, ROME.

Ref. .... [illegible]

Subject:- Port of La SPEZIA.

With reference to your message 291104/B of 29th June, herewith are the charts asked for. The other charts regarding the depth of the Eastern Entrance of La Spezia Harbour will be sent as soon asthey arrive.

Information

(Sd) CHIEF OF STAFF.

KCL/P.

10536

Unclassified E.O. 12065 Section 3-402/NNDC NO. T25020

Roma, 1944

28 LUG. 1945

Stato Maggiore della R. Marina

Uff. NAVY SUB-COMMISSION

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

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. Alleg. 13527

ARGOMENTO: Porto di La Spezia.

URGENTE

Riferimento messaggio 291104/B del 29 giugno u.s. di codesta N.S.C.

Si rimettono i 4 grafici richiesti con riserva di comunicare le indicazioni relative ai fondali dell'entrata orientale di La Spezia non appena perverranno.

IL CAPO DI STATO MAGGIORE

1110

G 537

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

N.1 57266/19513 1/44 000031 C.S.L. 31/7/0

NAVAL MESSAGE.

S. 1320e.
(Established—May, 1920.)
(Revised—December, 1931.)

TO: MINISTRY OF MARINE

FROM: NAVY S/O

IMPORTANT

29/1040Z JUNE

1. REQUEST 4 ADDITIONAL COPIES OF PLAN OF GULF OF SIDRA AND EXPLANATORY NOTE WHICH WERE SENT TO NAVAL OFFICER INTELLIGENCE, NAVY BOOKS, MALTA, BY R. NAVIGA ITALIANA, GRUPPO AVANZATO OPERATIVO, RICOGNO NAVI, IN SPECIAL EN LETTER PROT. N. 201, ALLEGATI 2 DATED 28 MAY.

2. ALSO REQUEST DEPTH OF WATER IN EAST ENTRANCE IN SIDRA ACROSS THE BLOCK SHIPS WHICH WAS OBTAINED FOR C2 FLEET ON 28 MAY.

==29/1040Z JUNE

DIS: 3, 5, 7, 7a, 9, 9a, 11, 12.

NAVO F/O I/T

1109 29/6

0538

Declassified E.O. 12065 Section 3-402/NNDC NO. 185020

FROM ... STAFF OFFICER (INTELLIGENCE) MEDITERRANEAN.

DATE ... 25th June, 1945. Ref. No. 1511/364.

TO ... NAVY 3HB CASERTA, ROME.

GULF OF SPEZIA - R.I.N.'s LETTER DATED 28th MAY 1945.

It is requested that two further copies of the plan of Gulf of Spezia together with explanatory note referred to in paragraph 1 of the above letter addressed to Staff Officer (Intelligence) Naples (copy attached) may be obtained and forwarded to this office.

2. At the same time, it is requested that you will obtain from R.I.N. the depth of water in the clear passage in the East entrance referred to in paragraph 2 of their letter.

3. As it is desired to issue a QBH message as soon as possible, it would be appreciated if this matter could receive early attention.

for COMMANDER, R.N.

0539

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

COPY.

ROYAL ITALIAN NAVY
FLEET SALVAGE
SECTION OF LA SPEZIA.

R. MARINA ITALIANA
CRUISO AVVIZZO OPERATIVO
RICUPERO NAVI
LA SPEZIA.

LA SPEZIA 28th May, 1945.

TO: LT. CDR. R.N. MACLAINE CLARKE
STAFF OFFICER INTELLIGENCE
NAVY HOUSE, NAPLES.

S

Prot. N. 201 Allegati 2.

Argomento: Gulf of La Spezia.

1. The following documents are sent for knowledge:

1 in No. Plan of the Gulf of La Spezia, with ship sunk or damaged.

1 in No. Note explicative of the above plan.

2. The East entrance across the block ships, has been opened for 82 feet, on 23rd of May.

(signed) STEFANO RICCCO

MAJOR G.N.R.I.N.

1107

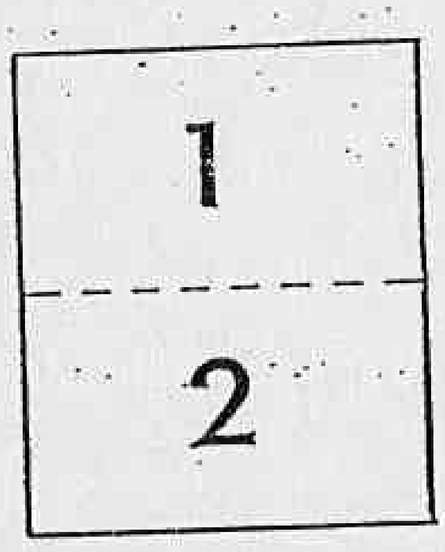
Sub-Lt Merithew

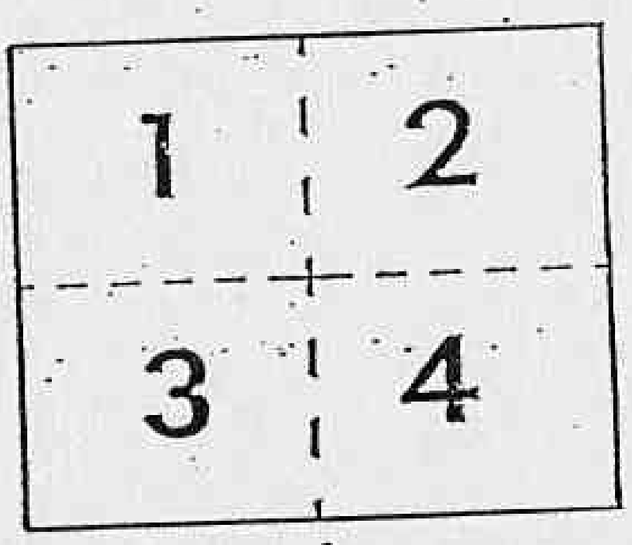
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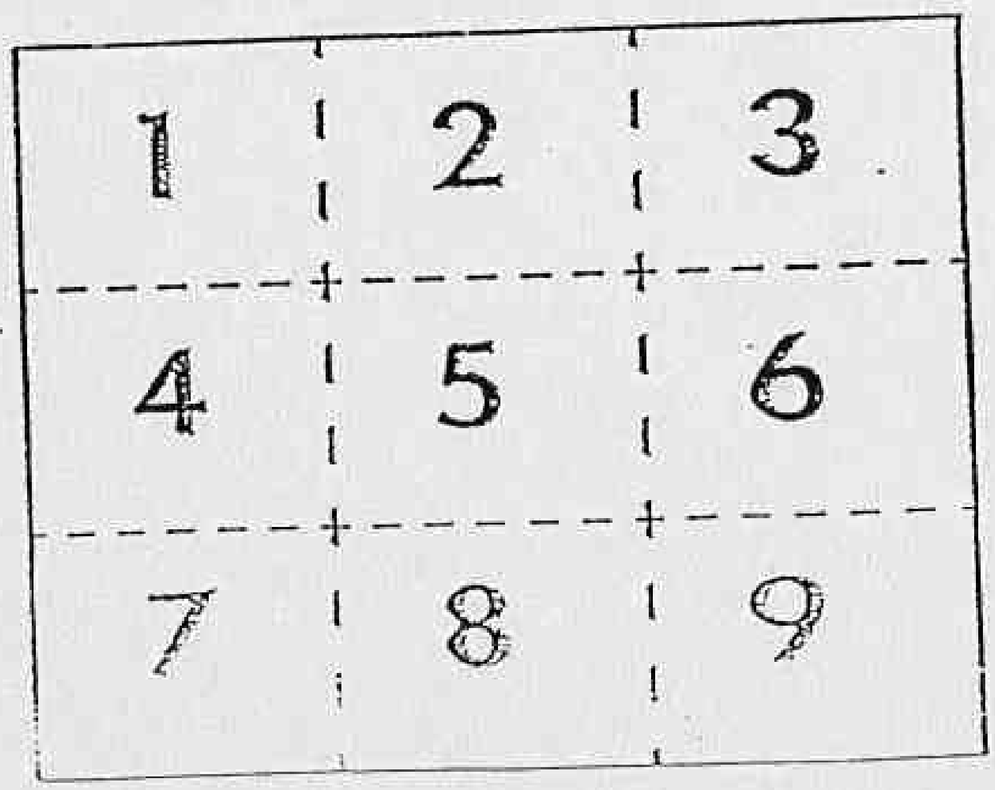
Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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

SEE DIAGRAMS BELOW.







10541

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

LAVORO DA ESEGUIRE

1 SISTEMARE GAVITELLO ROSSO ESTREMA POPPA PANTHERE
2 " " " ESTERNO LEVANTE PUGLIA
3 " " " LATO ORIENTALE BETTA 15
4 SGOMBRARE IL FONDO DEI RELITTI CILINDRICI E RETI
5 TOGLIERE LE DUE BOE E RELATIVI ORMEGGI
6 SISTEMARE UN'ASTA CON MIRAGLIO (PIRAMIDE NERA) SULL'ESTREMA RRORA DEL RAVELLO
7 SISTEMARE GAVITELLO VERDE ESTREMA PRORA TARANTO
8 LEVARE LE DUE PRIME TRATTE OSTRUZIONI NORD-ORIENTALI
9 SISTEMARE N°2 BOE CON ASTE ALLINEAMENTO ENTRATA
10 " ALLINEAMENTO USCITA V. A SMITH (I° PALMARI

DA SISTEMARE

DA SISTEMARE

DA TOGLIERE

10542

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020

HERE

UGLIA

TTA 15

SULL'ESTREMA

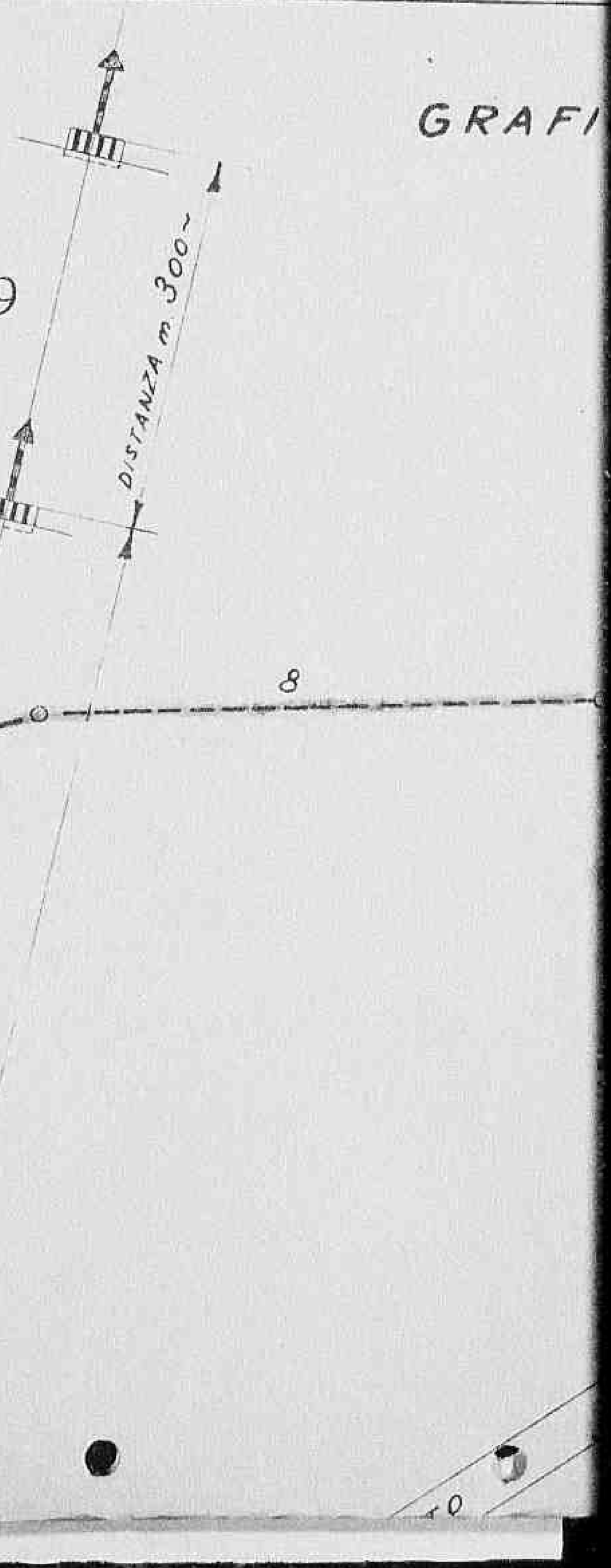
NTO

D-ORIENTALI

ENTRATA

H (I° PALMARIA)

GRAFI



10543

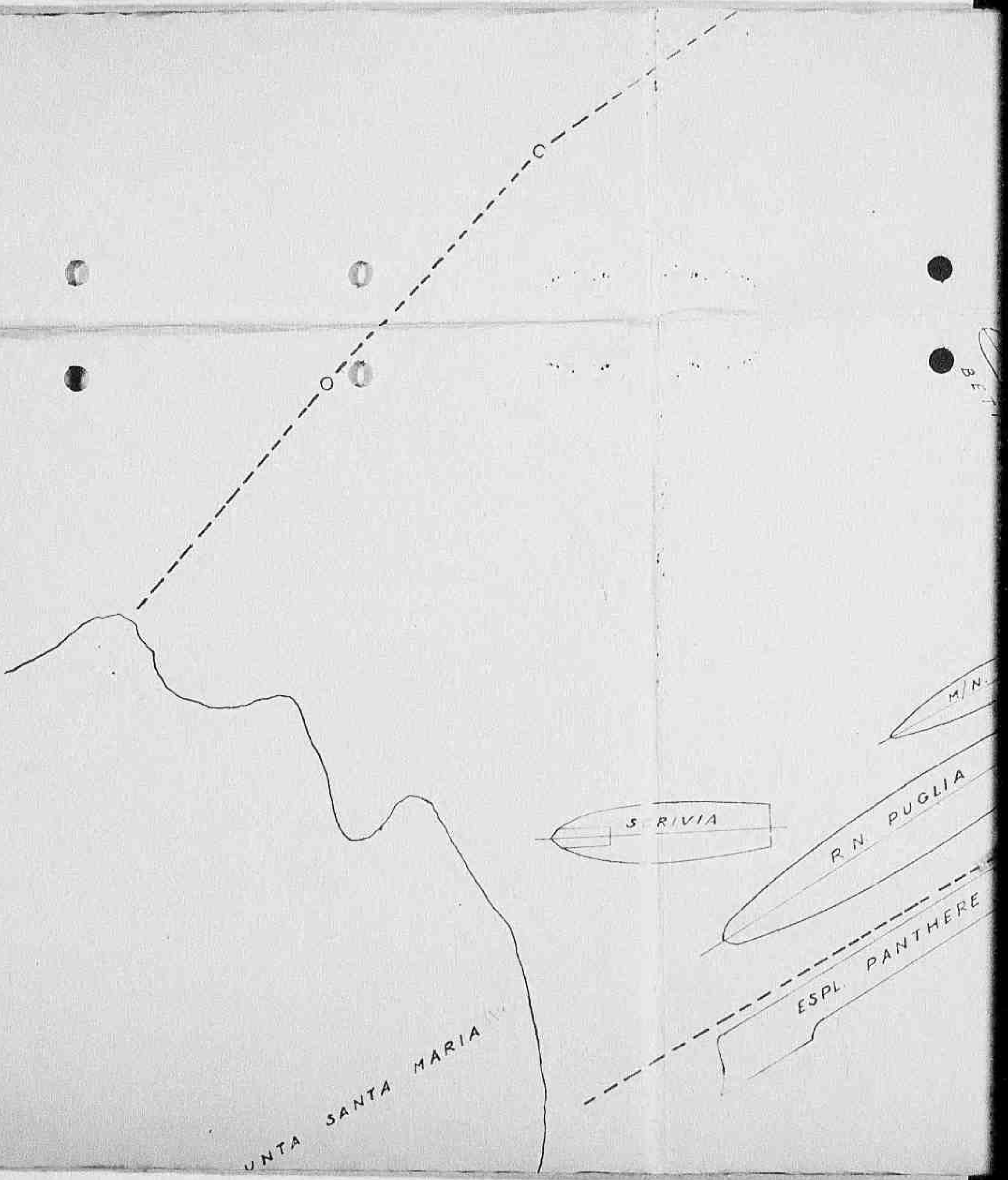
Declassified E.O. 12065 Section 3-402/NNDC NO. T85020

GRAFICO DIMOSTRATIVO DELL'INGRESSO DEL PASSO DI PONENTE SPEZIA

SCALA 1:1000

10544

Declassified E.O. 12065 Section 3-402/NNDC NO. 125020



10543

Declassified E.O. 12065 Section 3-402/NNDQ NO. 725020

ALLINEAMENTO FARI - SALTA
STABILIMENTO PIRELLI

1000

DISTANZA

BETTA

15

3

Boa

5

4

2

M/N.

R N PUGLIA

ESPL PANTHERE

1

ALLINEAMENTO USCITA
VILLA SMITH (PALMARIA)

RV 11°

6

7

R N TARANTO

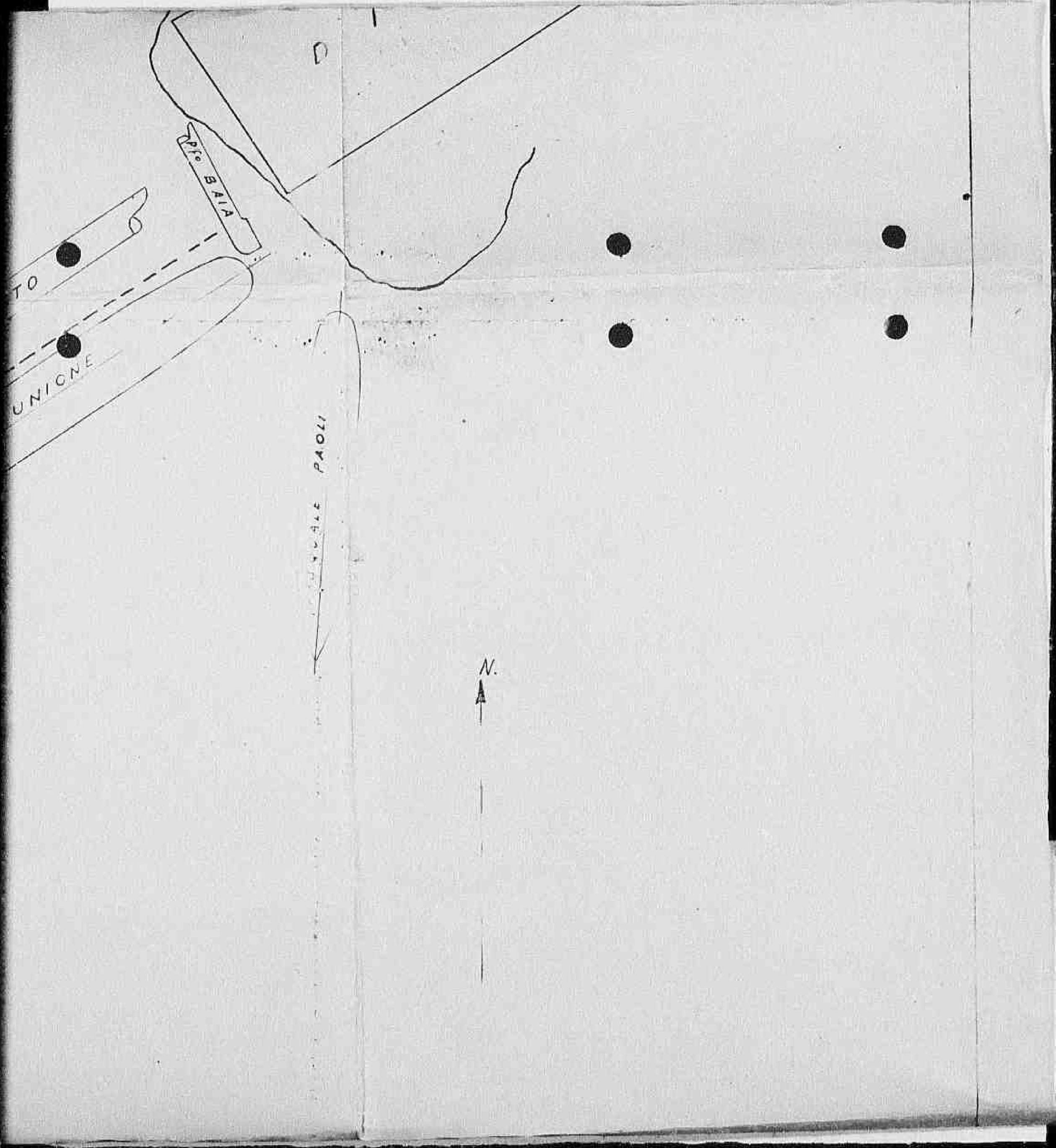
M/N UNIONE

RAVELLO

M/N RI

10548

Declassified E.O. 12065 Section 3-402/NNDG NO. T25020



Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

PUNTA SANTA MARIA

S. RIVIA

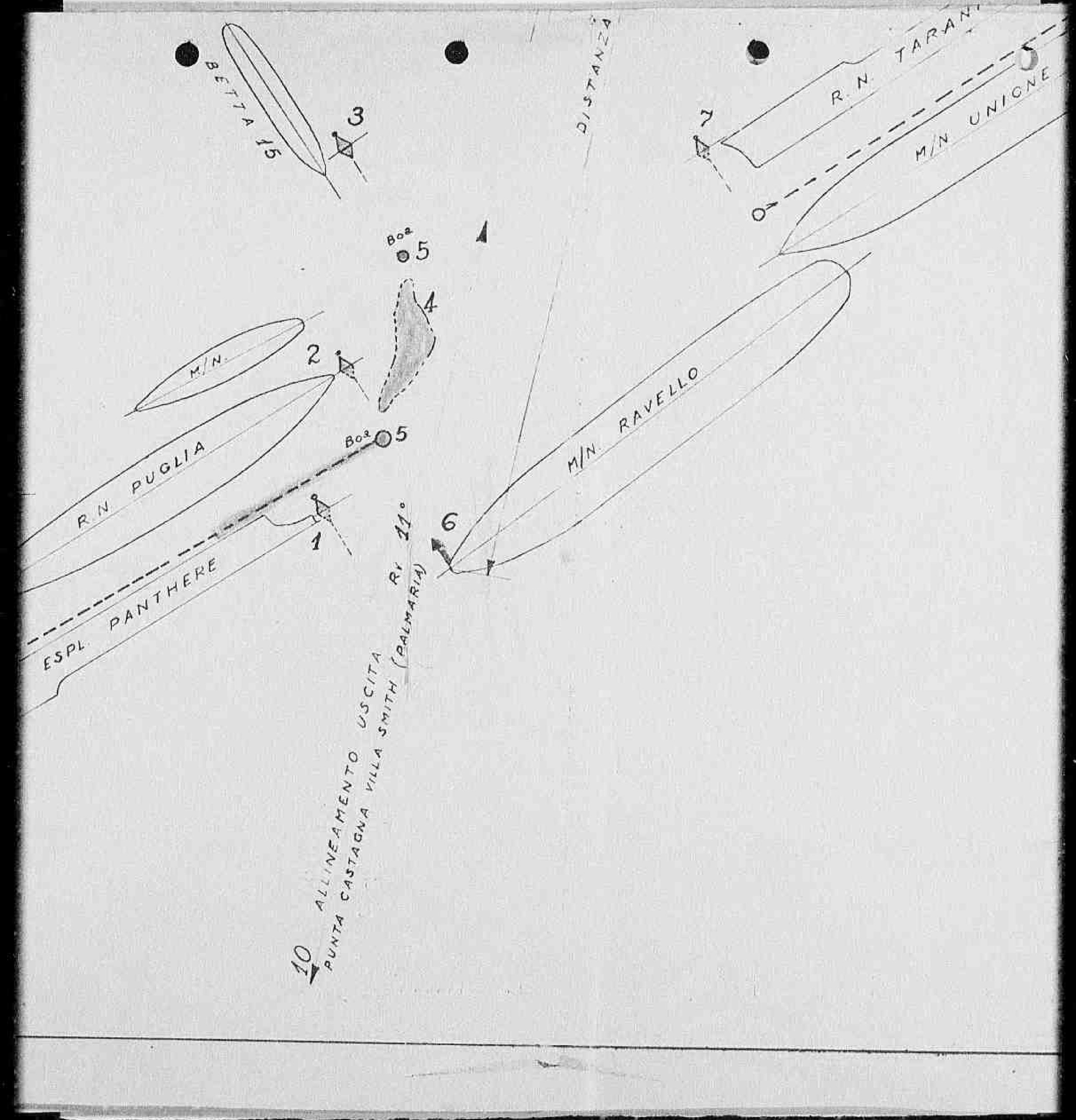
M/N

R N PUGLIA

ESPL PANTHERE

0548

Declassified E.O. 12065 Section 3-402/NNDG NO. T25020



10548

Declassified E.O. 12065 Section 3-402/NNDG NO. T 25020

TARAN

M/N UNIONE

PAOLI

N.

10559

Declassified E.O. 12065 Section 3-402/NNDC NO. T25020

LAVORO DA ESEGUIRE

1 SISTEMARE GAVITELLO ROSSO ESTREMA POPPA PANTHERE

2 " " " ESTERNO LEVANTE PUGLIA

3 " " " LATO ORIENTALE BETTA 15

4 SGOMBRARE IL FONDO DEI RELITTI CILINDRI E RETI

5 TOGLIERE LE DUE BOE E RELATIVI ORMEGGI

6 SISTEMARE UN'ASTA CON MIRAGLIO (PIRAMIDE NERA) SULL'ESTREM
RRORA DEL RAVELLO

7 SISTEMARE GAVITELLO VERDE ESTREMA PRORA TARANTO

8 LEVARE LE DUE PRIME TRATTE OSTRUZIONI NORD-ORIENTAL

9 SISTEMARE N°2 BOE CON ASTE ALLINEAMENTO ENTRATA

10 " ALLINEAMENTO USCITA VILLA SMITH (I° PALMA

DA SISTEMARE

DA SISTEMARE

DA TOGLIERE

10551

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

...IERE

...GLIA
...195...

...TTA 15

...SULL'ESTREMA

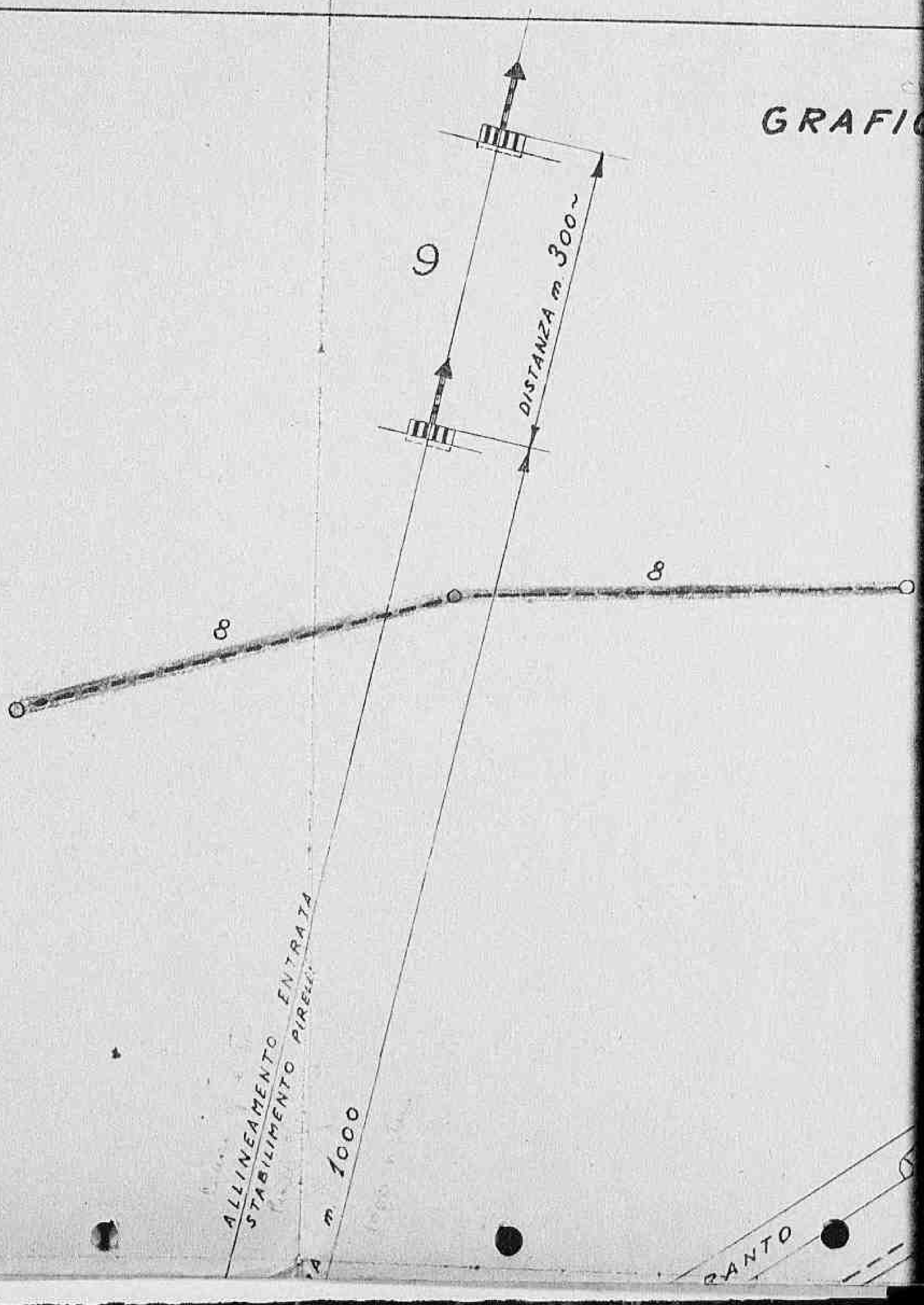
...UTO

...O-ORIENTALI

...NTRATA

... (I° PALMARIA)

GRAFIC



0552

Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

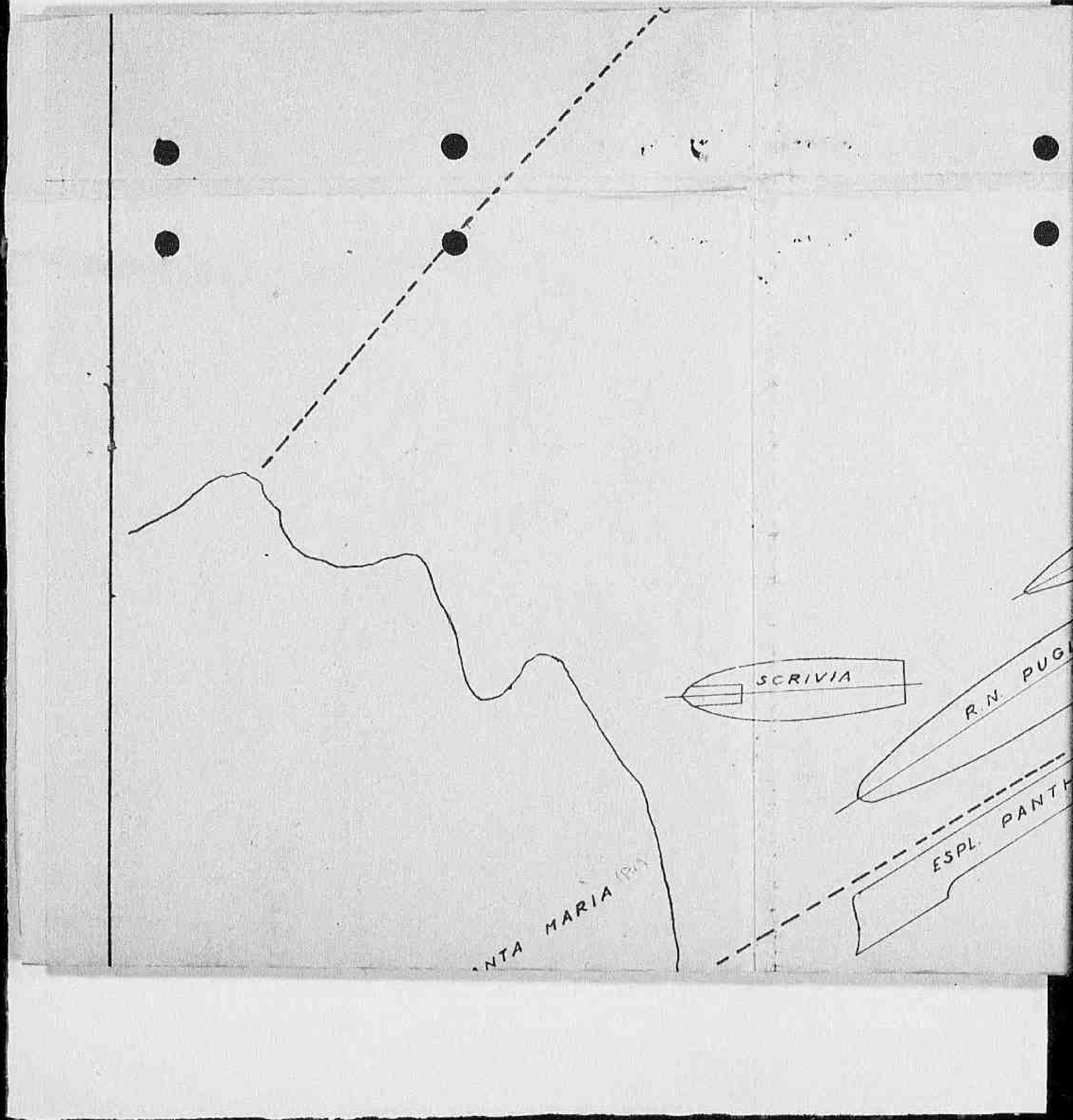
Received in reply to NSC/3203 10/8/45

GRAFICO DIMOSTRATIVO DELL' INGRESSO DEL PASSO DI PONENTE SPEZIA

SCALA 1: 1000

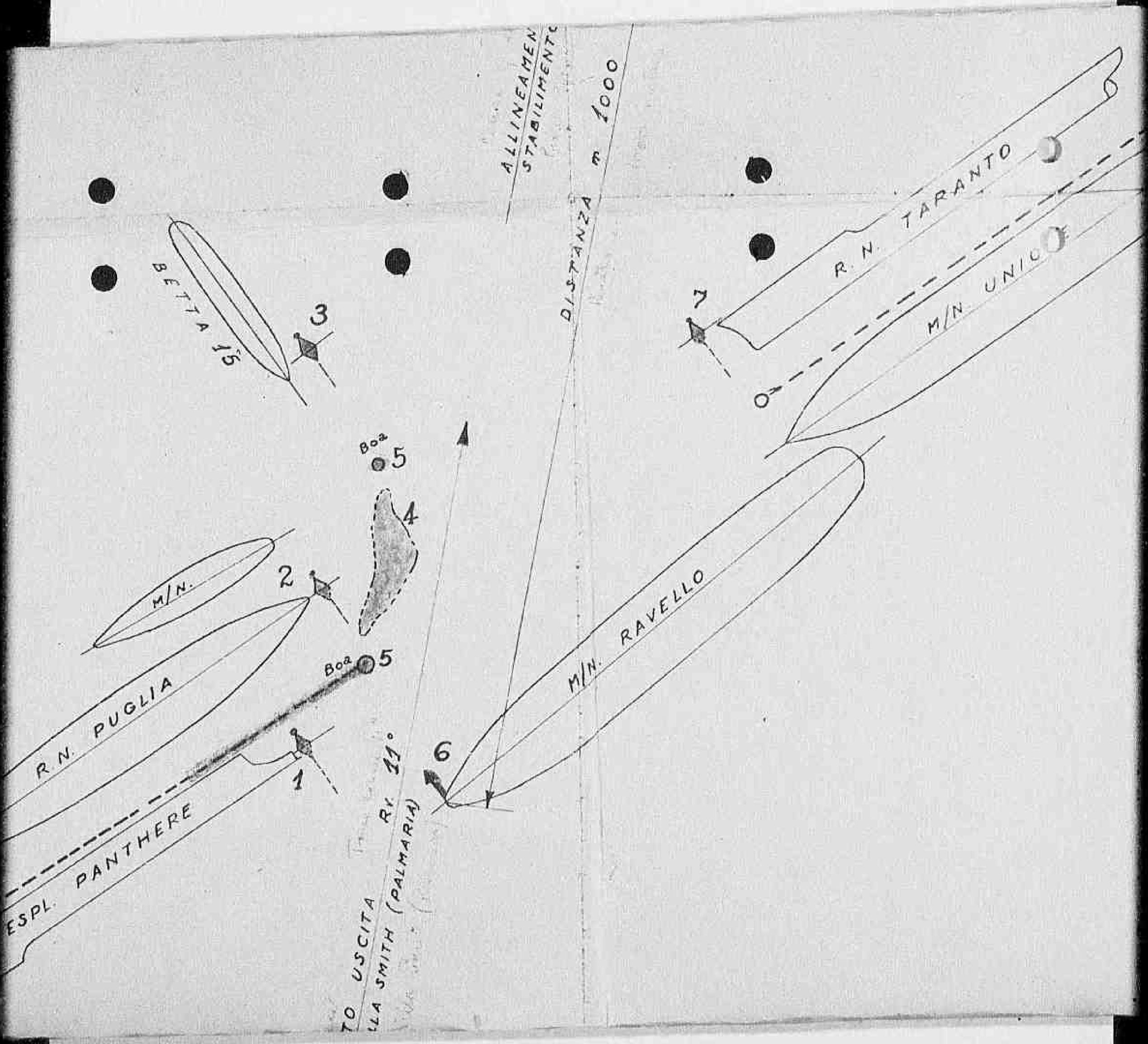
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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020



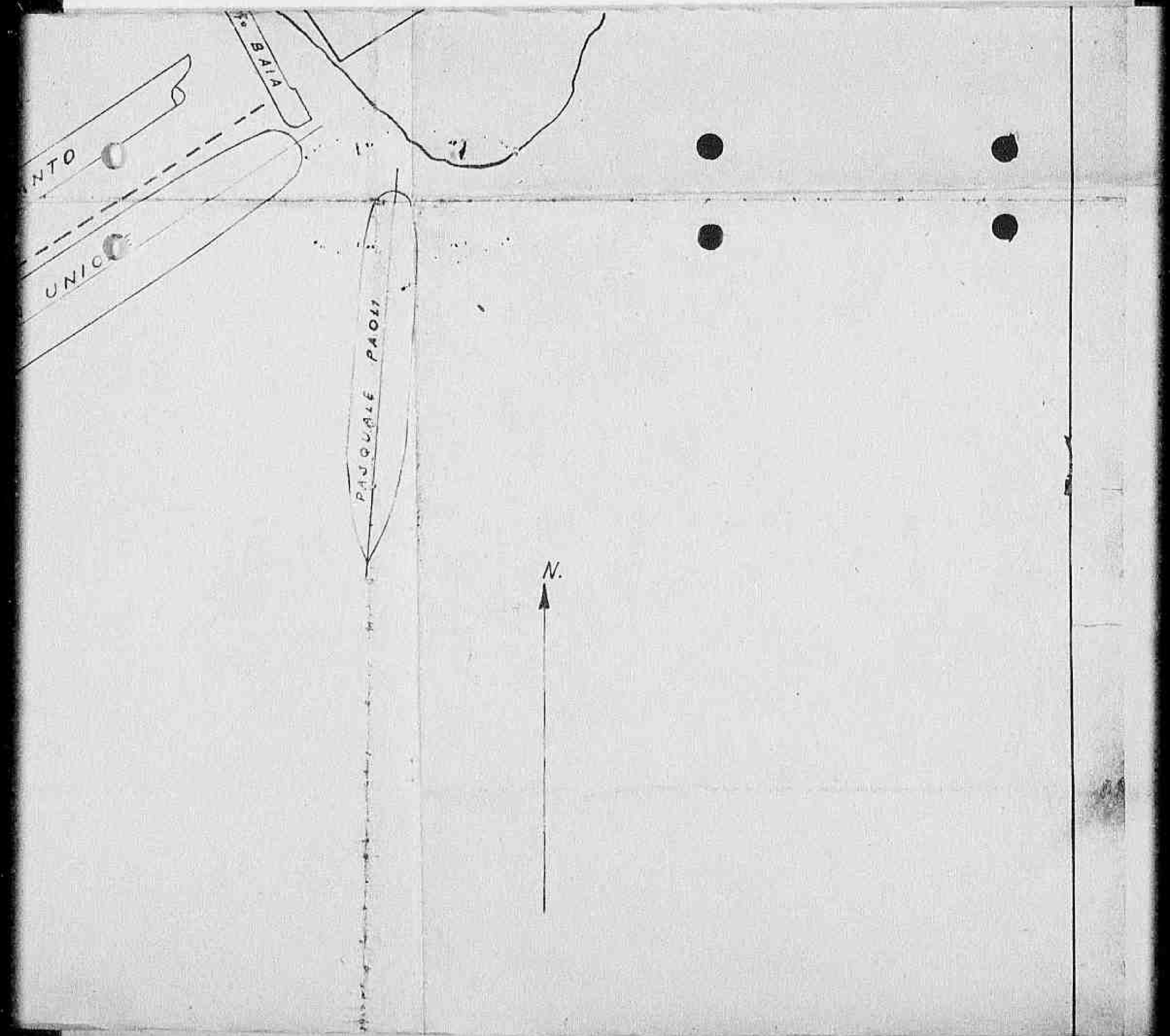
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Declassified E.O. 12065 Section 3-402/NNDC NO. T 85020



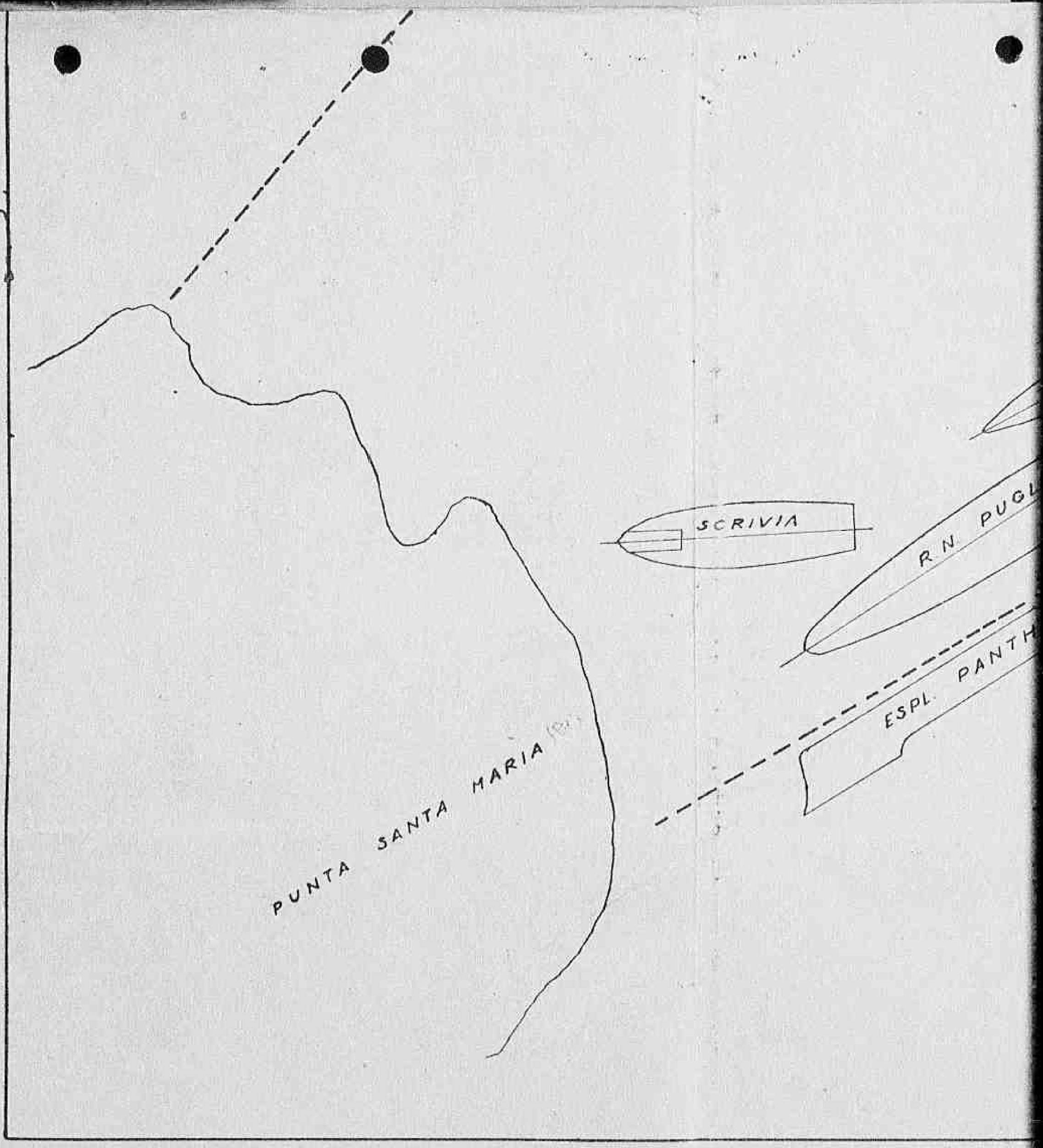
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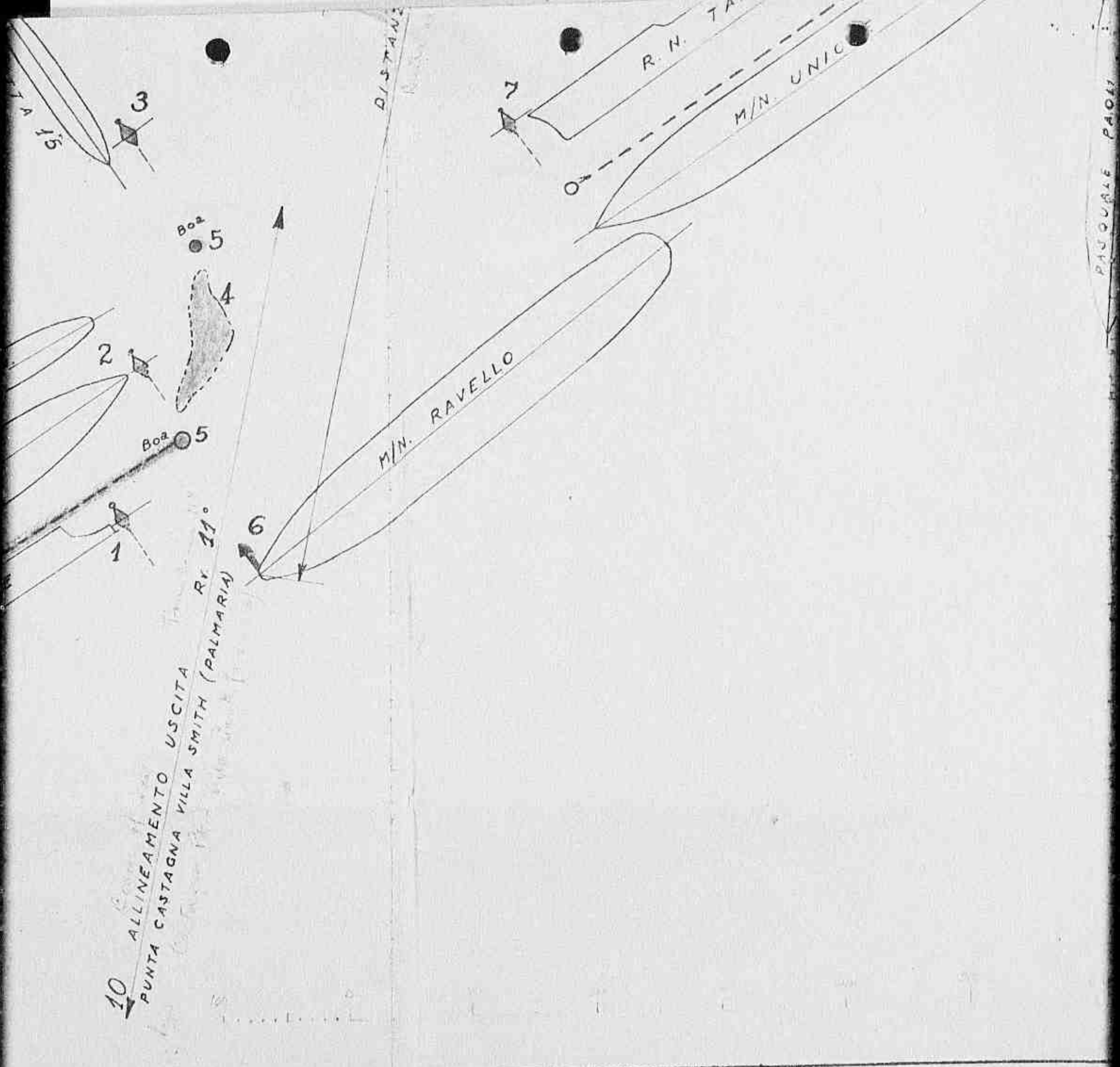


0534

Declassified E.O. 12065 Section 3-402/NNDG NO. 825020



Declassified E.O. 12065 Section 3-402/NNDC NO. T25020



10558

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

UNIO

PAOLI

PAOLI

N.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785020

MAPS FILMED ON

35MM ROLL

10560

Declassified E.O. 12065 Section 3-402/NNDG NO. 725020

NA MADRID (R) C IN C MED FOIL AFCOM ROME MMTR

C IN C MED(N)
171156A.

IMPORTANT UNCLASSIFIED.
THERE IS NO OBJECTION TO USE OF CIVITA VECCHIA BY SPANISH SHIP PUNTA AIMINA. YOUR 131058 TO C IN C MED MALTA AND AFCOM'S ROME 150915 REFER.

.....171156A

Ref. Punta Aimina sailing from Barcelona with stores for Vatican.

Dist. O-5 13 14 16 25 NSC(4) Log.

T/P P/L TOR 1430 MP 17/12

(4)

1100

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

D.7885/21420. 7/44. 6,555,555. CB&S Ltd. 46.243

S. 1320d.
(Established—May, 1939)
(Revised—June, 1944)

MED STATION 922D ADMIRALTY

CINC MED
241205A SEPT.

UNCLASSIFIED

THE BRITISH PORT PARTY WILL BE WITHDRAWN FROM VENICE ON MONDAY 1ST OCTOBER 1945 AND THE WORKING OF THE PORT TURNED OVER TO THE ITALIAN AUTHORITIES. THE NCSO (WITH THE TITLE OF RNO) AND THE STO WILL REMAIN.

(2) COMMUNICATIONS WILL BE VIA NAPLES OR TRIESTE CCO AND ARMY CHANNELS.

241205A SEPT.

DATE: 24th September, 1945

FROM: FLAG OFFICER ITALY & LIAISON

TO : NAVY SUB COMMISSION, HQ. AC.

FORWARDED ~~FOR ACTION~~ for information

J. K Crowe.

for REAR ADMIRAL.

IRN-8

(3)

1099

10562

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HQ AC COMNAVEU F [illegible] NOIC NAPLES SACOM [illegible] LIVORNO
DEFR GENOA LEGFT [illegible] MED FSTO MED WSA [illegible] MT LONDON
[illegible]

ROUTINE U/C.

NAVAL CONTROL OF [illegible] AND DOCKING EU [illegible] AT LIVORNO WILL
BE RELINQUISHED 0 [illegible] 10th MARCH.

....250610 FEB....

DIST ....[illegible] 13 [illegible] 18 25 ESC.
ACTN: [illegible]
NA [illegible]
INFO: CG [illegible] COMMISSIONER
HQ N 2
[illegible] MEDCF NAV. (TN)
[illegible]
FL AT.

(2)

16th 8

S/M /L AM D.W. 1098

0563

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Navy

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 2039

Date/Time of Origin: 031135A

Message Centre No: 8/8632

Date Time Recd: 040900A

Precedence: ROUTINE

FROM: AFHQ 13 CCRIS

TO (1) GHQ CMF, INFO: (2) ALCOM ROME (3) MRS ROME (4) ECITO ROME (5) CABRIT

FOR G(MGV)

UNCLASSIFIED:

Ref your C 16166 of 23.

Development Port of Trieste. Following decisions reached at meeting held on 1 February.

1. Agreed that available Berths are sufficient to meet all known commitments but rehabilitation of Port would continue in accordance with present programme.

2. Agreed covered storage now available in docks would be adequate to meet import commitments supplemented at peak periods by use of Tarpaulins to be supplied by UNRRA.

3. Rail clearance from Trieste during February and March could be provided for 6000 tons per day. Capacity in April when further repairs completed and full eletric power restored will be 8000 tons per day. Increase above 6000 tons a day will not be possible until full eletric power restored. Fullestuse already being made of steam.

4. Additional 10 Diesel shunting Engines would be required. Demands had already been placed on MRS.

5. Equipment required for maintenanc of Port facilities including pneumatic tyred tractors. Demands to be placed on UNRRA who woul arrange provision.

6. MT required for movement of stores within docks to be provided by UNRRA.

1097

OVER

(1)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin:

Message Centre No: G/E632

Date Time Rec'd:

Precedence:

FROM:

TO :

II PAGE

7. Afet allowing for other known commitments following tonnages could be made available for UNRRA.

(A). During February and March 4050 tons per day.

(B). During April when full eletric power restored 6050 tons per day.

8. Use of Monfalcone possible when second crane repaired in approx 2 Months. Capacity and rail clearance maximum 500 tons per day when working. This will be additional to tonnage given in 7 (B). Only bulk cargo other than grain can be handled. No storage available.

9. Tonnages given in paras 7 and 8 above dependent on no large increase in export programme through Triesteshould this arise in future allocation of tonnages to UNRRA may have to be [illegible] reviewed.

10. Request you ensure early advice as to arrival of ships and cargoes otherwise delays will be inevitable.

INFO - ACTION

AC DIST

INFO ACTION - TN SC 2
NAVY
MRS(ROME)
ECITO

INFO - CHIEF COMMISSIONER
ECON SEC 2
FILE 2
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IMPORTANT

AFHQ FROM Q (M) [redacted] GHQ CMF
XIII CORPS , INFO ALCOM ROME [redacted] ROME EOITO ROME ACABRIT FOR ACTPT

UNCLASSIFIED.

1. Increasing UNRRA shipments to JUGOSLAVIA AUSTRIA and CZECHOSLOVAKIA make essential full development of port of trieste and particularly improvement of rail clearance capacities.

2. Problem was considered at recent UNRRA meeting in ROME and suggestions were put forward as summarised in following paragraphs.

3. Port development.

A) CLEARANCE of WRECKS on berths 1015 and 16.

B) USE of MOLE 4 now used for bunkering.

C) Use of mole 3 west after raising destroyer

4. Port operation.

A) Handling of MIL coastal traffic in old port.

B) Release of any sheds now used as MIL barracks and stores.

5. Rail.

A) Repair of RYS on QUAYS assuming adequate facilities will be supplied.

B) Provision of 15 pneumatic tyred tractors

C) Provision of 2 steam and 4 diesel shunting engines.

D) Repair of marshalling yards. (A) Use of electrified line PORTO DUCA D'AOSTA to VILLA OPCINA for clearance of loaded wagons.

INFO - ACTION

HEADQUARTERS
26 JAN
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F) Use of line ESPELLA - DIVACCIO in zone B of VENEZIA GIULIA

6. Request you convene early meeting of authorities concerned in operation of TRIESTE port to examine above proposals in conjunction with port control committee and to recommend necessary action indicating responsible authority in each case.

7. Meetin should be held in week 27 January - 2 February and time and place notified this HQ which will arrange representation of MRS MET WSA UNRRA and EOITO.

8. Agreed MET FSTO and WSA.

AC DIST

INFO ACTION TRANSPORTATION SC 2
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ECON SEC 2
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INFO - ACTION

DEPARTMENT OF STATE
25 JAN 1946
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