

0568

Declassified E.O. 12065 Section 3-402/NWDC NO.

785020

ACC

10000 / 124 / 74

HART
FEB.

10000 / 124 / 74

HARBORS & PORTS
FEB. 46 - JAN. 47

IRN-8

SUBJECT.

NUMBER.

USS Ciske and USS New. (ETA Taranto).

35

Port of Naples.

36

British Cyrenas Airways and Augusta Sicily.

37

Port of Taranto.

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U.S. Maritime Commission Procedure for La Spezia Approach

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Possibility of Entering Harbor La Spezia by passing through western entrance Channel in Mole.

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Repair Charges of Floating Gantry CESARE.

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Mine-Clearance in Civitavecchia Harbor.

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Dumping of Allied Ammunition from the Port of Venice.

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44

1471

MSC/5856

// January 1947

Subject: Dumping of Allied Ammunition from the Port of Venice.

To: Allied Force Headquarters.
Attention: G-5 Section.

1. Reference is made to your signals numbers FX 73434 dated 26 November and FX 73649 dated 10 December 1946 on this subject.
2. The Ministry of Marine has informed the Navy Sub-Commission that the regulations for the loading and unloading of dangerous cargoes in the port of Venice state that these operations are to be carried out in the Treporti zone, where ammunition is brought by means of motor vehicles and boats. For small cargoes (under 30 tons) loading may be carried out, provided proper precautions are taken, from Mole A at Marghera, where facilities exist for the direct loading from quayside to ship.
3. The Ministry of Marine, fully realizing the difficulty presented by the greater length of land transport to Ancona, which is, however, better adapted and equipped for such work, does not object to the use of the port of Venice for munitions traffic, as indicated in Allied Commission Signal 111240 of December 1946. The necessity is emphasized, however, that at Venice only the Treporti zone should be used for the loading of ammunition, and that at Marghera, should that zone be used, the stay of ships should be as short as possible.
4. This matter was brought to the attention of the Navy Sub-Commission, Allied Commission, by the Italian Ministry of Marine because, it is stated, even though the risk may be reduced to a minimum, the grave consequences of an explosion in the Venice Area in view of the industrial Zone of Marghera and the technical, artistic and constructional characteristics of the buildings in Venice, cannot be ignored.

For the Chief Commissioner:

1470

Brigadier,
Executive Commissioner.

13 JAN 1947

HEADQUARTERS ALLIED COMMISSION
NAVY SUB COMMISSION APO 794

3 January 1947

MEMORANDUM FOR THE EXECUTIVE COMMISSIONER.

1. May the ~~attached~~ ^{opposite} letter be considered for your signature please.
2. The Ministry of Marine letter on which the ~~attached~~ letter is based is included herewith as Flag A. and the signal mentioned as Flag B.

H. W. ZIROLI.

1469

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 23rd December 1946
Ref.: 61508

Subject: Dumping at sea of allied ammunition

With reference to my signal 121697 dated 11th December 1946.

1. The Venice Naval Command has informed us that the regulations for the loading and unloading of dangerous cargoes in the port of Venice state that these operations are to be carried out in the Treporti zone, where ammunition is brought by means of motor vehicles and boats. For small cargoes (under 30 tons) loading may be carried out, provided proper precautions are taken, from Mole A at Marghera, where facilities exist for the direct loading from quayside to ship.

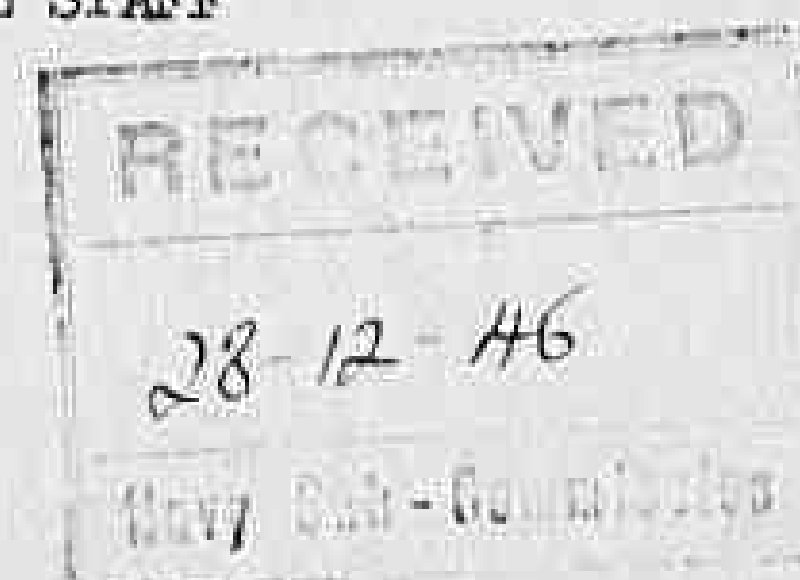
2. The Ministry of Marine, fully realising the difficulty presented by the greater length of land transport to Ancona, which is, however, better adapted and equipped for ^{such} work, does not object to the use of the port of Venice for munitions traffic, in considering the Navy Sub Commission's request, made in letter 5737, dated 6th December 1946. The necessity is emphasized, however, that at Venice only the Treporti zone should be used for the loading of ammunition, and that at Marghera, should that zone be used, the stay of ships should be as short as possible.

3. The above is brought to the consideration of the Navy Sub Commission, as, although the statement is appreciated that "during loading operations there will be no greater risk than in the normal handling of ammunition" one can not ignore the grave consequences of an explosion, however unlikely, to the industrial zone of Marghera and to the buildings of Venice, owing to their particular technical, as well as artistic, constructional characteristics.

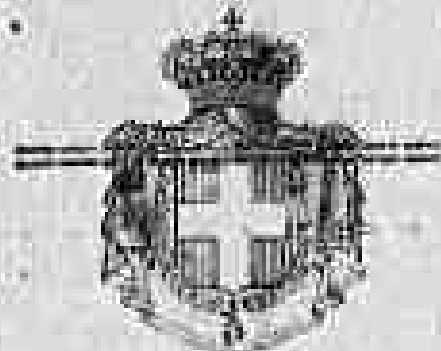
1468

THE CHIEF OF NAVAL STAFF

JLP/P.
28



Mod.39



Stato Maggiore della Regia Marina

Reg. M.D.S. Uff. 3^a Sez. ED

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Aut. V. 6/308

Roma 23 Dicembre 1946

NAVY SUB COMMISSION

ROMA

ARGOMENTO Scarico in mare di munizionamento alleato. =

Riferimento mio tele n° I2I697 dell'11 dicembre 1946.

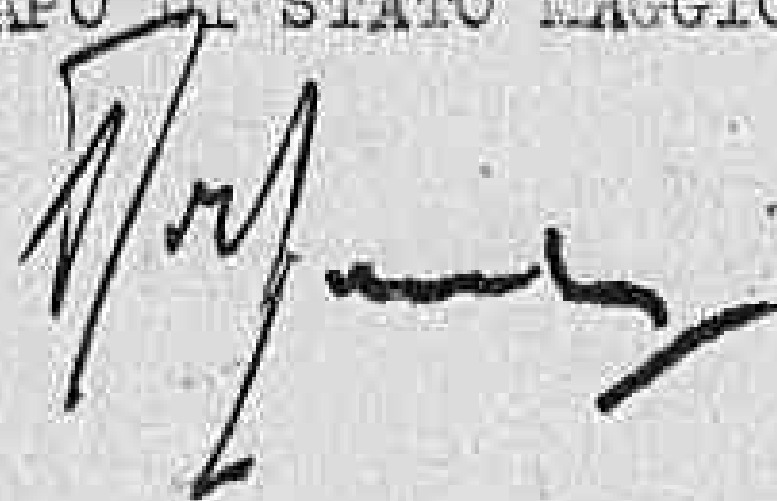
1. - Il Comando Marina di Venezia ha fatto presente che le norme, che regolano l'imbarco e lo sbarco di merci pericolose nel porto di Venezia, stabiliscono che tali operazioni debbono essere eseguite nella zona di Treporti ove l'afflusso delle munizioni avverrebbe a mezzo di automezzi e galleggianti, mentre per piccole partite (non superiori alle 30 tonnellate) si possono consentire le operazioni, con l'adozione di particolari cautele, al molo A di Marghera dove esistono possibilità di caricazione diretta dalla banchina sulla nave, =
2. - Questo Ministero, rendendosi pienamente conto delle difficoltà rappresentate dalla maggiore lunghezza del trasporto via terra delle munizioni ad Ancona, che pure è più indicata ed attrezzata per lavori del genere, nel prendere in considerazione la richiesta di codesta N.S.C., fatta col foglio 5737 del 6 dicembre 1946, non ha mosso obiezioni all'uso del porto di Venezia per il traffico delle munizioni; tuttavia fa presente la necessità che a Venezia, per le operazioni d'imbarco delle munizioni, sia usata soltanto la zona indicata di Treporti, e che a Marghera, nel caso di uso di quella zona, la sosta delle navi sia la più breve possibile.
3. - Quanto sopra si sottopone al benevole esame di codesta N.S.C. in quanto, anche apprezzando la comunicazione che "durante le operazioni di imbarco non vi sarà maggior rischio del normale maneggio delle munizioni", non si può non pensare alle gravi conseguenze che una esplosione, sia pure molto improbabile, arrecherebbe all'importantissima zona industriale di Marghera ed all'abitato della città di

1467

./.

Venezia, date le sue note particolari caratteristiche
tecniche di costruzione, oltre che artistiche.

IL CAPO DI STATO MAGGIORE

A handwritten signature in dark ink, appearing to be 'F. J. ...', written over the typed text 'IL CAPO DI STATO MAGGIORE'.

From : Ministry of Marine (Maristat)

To : N.S.C. - Rome and for information : MARINA Rome.

Date : 11th December, 1946.

Ref. : 121697. \

121697. With reference to signal 09110/A dated 10th December, the Italian Government has no (R) no objection to dumping at sea of the ammunition as proposed in your letter NSC/5737, dated 6th December. It must be remembered that ammunition is to be dumped in position lat. 41°55' N and long. 17°05' E as ordered by C in C Med. and communicated to the Ministry of Marine in letter F.O.L.I.250/1, dated 1st December. Inform authorities concerned.

(Sgd). DE CURTEN 111200

JLE/C
11.

1466

0577

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

785020

MODULARIO
M. U. 483

NUOVE GRAMMATURE - 4-18 - GRD. 182 - 10.000 ML. 1 A 100 CARTE

Mod. 158.



MINISTERO DELLA MARINA

MESSAGGIO IN CHIARO IN PARTENZA

UFFICIO M.D.I./3^a Sez.BD

Roma, II Dicembre 1946

NUMERO	PAROLE	DATA	ORE	TRASMITTENTE	VIA	PROT. DI CENTRALE

URGENTISSIMO

NAVY SUB COMMISSION - ROMA

MARISTAT 121697 Riferimento tele 09110/A dicembre dieci al Governo Italiano non dico non habet obiezioni al gettito in mare delle minezioni proposto nella lettera NSC/5737 dicembre sei al Ricorda si che affondamento minezionamento deve essere effettuato nella posizione latitudine 41°55' Nord et longitudine 17°05' Est come ordinato da Comandante in Capo Mediterraneo et comunicato al questo Ministero con lettera M.D.I. 250/1 data dicembre uno al Autorità competenti informate

de COURTEN 120611

MARINA ROMA: per estensione.



1465

(Sis 191/83)

WT 57266/DRAA 15,000M 12/48 JH 31-7800

NSC ROME

FROM: MINISTRY OF MARINE

NAVAL MESSAGE.
Unclassified

S. 1320d.

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

To:

FROM:

Your 091100Z. The Italian Government has no (R) no objection to dumping at sea of the ammunition as proposed in your letter NSC/5737 dated 6th Dec. It must be remembered that ammunition is to be dumped in position LAT: 41 degs: 55 mins: North and Long: 17 degs: 05 mins: East as ordered by CINC MED and communicated to Ministry of Marine in letter FOLI 250/1 dated 1st December. Inform authorities concerned.

.....14 1200/Dec.....

Dist: 0-6 10 15(4) 16 21 Log.

Ref: Request whether Italian Government has any objection.

H/M

P/L

TOR A.M. 12th:

RF

12/12.

1464

NAVY SUB-COMMISSION, A.C.

UNCLASSIFIED

PRIORITY

AFHQ

CHIEF COMMISSIONER, A.C.

YOUR SIGNALS FX 73434 OF 26 NOVEMBER AND FX 73649 OF
10 DECEMBER REFER X THE ITALIAN GOVERNMENT HAS NO
OBJECTION TO THE PROPOSED DUMPING OF AMMUNITION PROVIDING
THAT THE OPERATION IS CARRIED OUT IN POSITION LAT 41
DEGREES 55 MINUTES NORTH, LONGITUDE 17 DEGREES 5 MINUTES
EAST APPROVED BY COMMANDER IN CHIEF MEDITERRANEAN STATION XX

1463

UNCLASSIFIED

J. C. RISK, LIEUT. COMMANDER,
NAVY SUB-COMMISSION, A.C.

111240/Dec.

(SLR 181/55)

WL 37266/D8513 12,000M 12/45 JH 51-7800

MINISTRY OF MARINE

FROM.....H.S.G.

NAVAL MESSAGE.

S. 1320d.

(Established—May, 1930)
(Revised—January, 1935)

Unclassified.

FROM:

To:

Request that NSC be informed as soon as possible whether
Italian Government has any objection to the dumping of
ammunition proposed in NS: 5757 of 6th: December.

.....09 110 A/Dec.....

Dist: 0-6 10 15 16 21 Log.
2 H/M Min of Marine.

H/M

P/L

TO: A.M. 9th:

RE:

7/12

1461

NSC/5737
6 December 1946

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

Subject: Dumping of Ammunition Through the Port of Venice.

1. You are informed that Allied Force Headquarters proposes to dump a quantity of ammunition into the sea through the port of Venice early in January.
2. There will be no greater risk in this operation than in the normal handling of ammunition.
3. It is requested that you will transmit this information to the appropriate authorities in the Port of Venice.

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

1220 6/12/46
9 DEC 1946

1460

0582

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

725020

INCOMING MESSAGE

fw- (1)

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 73434

Message Centre No: H/8138

Date/Time of Origin:

Date Time Rec'd: NOV 27 1000

Precedence: ROUTINE

FROM: AFHQ SIGNED SACRED CITE FHGOT

TO : ALCOM INFO GHQ CMF

RESTRICTED

RESTRICTED

YOU ARE REQUESTED TO INFORM THE ITALIAN GOVERNMENT THAT WE PROPOSE TO DUMP INTO THE SEA, THROUGH THE PORT OF VENICE, A CERTAIN QUANTITY OF SERVICABLE AMMUNITION AND THAT THIS DUMPING PRESENTS NO GREATER RISK THAN NORMAL SHIPMENT. IT IS ANTICIPATED THAT DUMPING WILL COMMENCE IN EARLY JANUARY.

RESTRICTED

AC DIST

ACTION : ECON DIV 3

INFO : CHIEF COMMISSIONER

EX COMMISSIONER

FILE

Econ Sec Distr

ACTION:

SKELETON

To: Shipping + Transp S/P

29 NOV 46

NOV 27 1946

27 NOV 1946

1459

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 1st February 1946
Ref.: SM/5690

Subject: Mine-clearance in Civitavecchia harbour

Reference letter No. ²⁸⁹⁸⁷29187 of 23rd December 1945.

You are informed that clearance was effected on the 22nd - 23rd - 24th - and 26th of the bombs distinguished by Nos. 13 - 22 - 21 on the plan attached to the above letter, as well as of another bomb found near to No. 21.

Nos. 7 and 5 (Aerial Bombs) remain to be eliminated; for the commencement of this work the departure is awaited of the ships moored in the immediate vicinity of the weapons, their departure being expected within the next few days.

When all aerial bombs have been removed, the problem will be faced of disposing of the two magnetic mines (Nos. 20 - 23) a delicate operation requiring three days and the complete evacuation of ships from the port, both on account of the particular locations of these weapons and as a precautionary measure in consideration of the stage when they will be towed outside the harbour to explode them, even though the weapons are removed only after having rendered safe (or attempted to render safe) the firing device.

It is drawn to the Navy Sub Commission's attention, therefore, that it is necessary for this purpose to forbid all traffic in the port for a period of three days, and it is requested that you may notify us in good time of the date of this, with reference to the movements of Allied Ships and bearing in mind the danger which is constituted by the presence of mines of that type in the port.

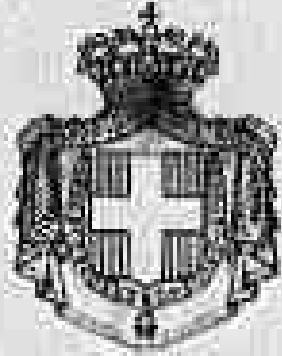
for CHIEF OF STAFF

(42)

GGE/P.

1458

Mod 39



Stato Maggiore della R. Marina

M.D.S. 3^a Sez.B.D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Pret. 5690. Allegati

Roma Gennajo 19 46

NAVY SUB COMMISSION

ROMA

ARGOMENTO: Sminamento Porto Civitavecchia.=

Riferimento foglio 29187 del 23 dicembre 1945.=

Si comunica che nei giorni 22-23-24-26 sono state eliminate le bombe d'aereo contrassegnate con i numeri 13 - 22 - 21 nel grafico trasmesso in allegato al predetto foglio, oltre ad una nuova bomba che è stata rinvenuta in prossimità della n° 21.=

Rimangono ancora da eliminare le n° 7 e n° 5 (bombe da aereo) operazione per dar corso alla quale si attende la partenza dei piroscafi che sono ormeggiati nelle immediate vicinanze delle armi, partenza prevista nei prossimi giorni.

Eliminate tutte le bombe d'aereo, sarà affrontato il problema della rimozione delle due mine magnetiche (N° 20 - 23), operazione delicata che richiede tre giorni di tempo e lo sgombero totale del porto, sia per la particolare ubicazione delle armi sia per misura precauzionale in vista della fase di rimorchio fuori del porto per il brillamento, benchè le armi vengano rimosse soltanto dopo aver provocato (o tentato di provocare) l'inutilizzazione del congegno sensibile.

Si prospetta pertanto a codesta N.S.C. la necessità di interdire a tale scopo per la durata di tre giorni il porto al traffico, pregando di voler far conoscere tempestivamente le date suddette in relazione al movimento delle unità alleate e tenendo presente il pericolo costituito dalla presenza nel porto di mine di quel tipo.

IL CAPO DI STATO MAGGIORE

1456

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4363
4 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Flag Officer Italy and Liaison.
Subject: Clearance of Mines in Civitavecchia Harbour.

1. Copy of Ministry of Marine's letter SM/20 dated 2nd
January 1946 is forwarded for appropriate action regarding Lieut.
PHILLIPS, R.N.V.R.

H. W. ZIROLI,
COMMANDER, U.S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

7 JAN 1946

145

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 2nd January 1946
Ref.: SM/20 ✓

Subject: Clearance of mines in Civitavecchia Harbour.

Reference is made to letter 28987 of 23rd instant.

From further communications received concerning the explosive objects, mentioned in the last paragraph of the above letter, which are lying on the Civitavecchia harbour bottom (distinguished by the numbers 20 and 23 in the plan attached to the said letter), it would appear that these objects are not similar to those of cylindrical shape which were found in Genoa.

Instructions have been given, therefore, for Lieutenant (A.N.) MARTELOTTA, Officer appointed for mine clearance duties at Genoa, to proceed to Civitavecchia at once in order to remove the mines which remain in the latter port.

Furthermore, since the devices in question are unknown, and in view of the great experience in these matters of Lt. Phillips of the Royal Navy, who carried out mine clearance at Genoa, it is suggested that it would be desirable for the above officer to accompany Lieutenant (A.N.) MARTELOTTA on his visit to Civitavecchia to examine and take away the weapons in question.

for CHIEF OF STAFF

GGE/P.

1453



STATO MAGGIORE DELLA R. MARINA

 Roma 19 GEN 1946
 dicembre 1945

 REPARTO M.D.S./B.D.3^a Sez.

AL NAVY SUB COMMISSION

ROMA

Prot. N. 11/20

Allegati

Indir. teleg. : MARISTAT

Argomento: Smiamento del porto di Civitavecchia.--

Riferimento foglio 28987 del 23 c.m.--

Da ulteriori comunicazioni pervenute in merito agli ordigni esplosivi, di cui all'ultimo capoverso del foglio in riferimento, situati nel fondo del porto di Civitavecchia (contrassegnati con i numeri 20 e 23 nel grafico allegato a tale foglio) sembra che gli ordigni suddetti non siano simili a quelli di forma cilindrica trovati nel porto di Genova.--

Si è disposto pertanto che il Cap. A. N. MARTELLIOTTA, addetto allo smiamento del porto di Genova, si dislochi subito a Civitavecchia per la rimozione delle armi ancora giacenti in quest'ultimo porto.--

Poiché peraltro trattasi di ordigni non conosciuti, e data la grande pratica in materia del L. T. PHILLIPS della Marina Britannica, che ha seguito lo smiamento del porto di Genova, si prospetta l'opportunità che detto Ufficiale accompagni il Cap. A. N. MARTELLIOTTA nella sua missione a Civitavecchia per l'esame e la rimozione delle armi in questione.--

IL CAPO DI STATO MAGGIORE

145~

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 23rd December 1945
Ref.: SM/28987 - Encl. No.2

Subject: Clearance of mines from Civitavecchia Harbour.

Reference is made to letters 23075 and 24011 of 21st October 1945 and 2nd November 1945 respectively.

Further to previous correspondence on the above subject and following the identification of other explosive devices in Civitavecchia harbour the report upon the state of the Civitavecchia harbour bottom is hereby brought up to date, there being forwarded enclosed a plan and a table showing the weapons still to be removed.

With regard to these weapons, their location close to the keys precluding their being blown up, the possibility of rendering them safe is under examination; in the meantime Maridist Civitavecchia has been requested to prevent ships from dropping anchor close to these objects.

As will appear from the above, the possibility that devices Nos. 20 and 23 may be magnetic mines can not be excluded.

for CHIEF OF STAFF

GGE/P.

1450

Explosive objects discovered in Civitavecchia harbour
(see plan)

- 5. German aerial bomb
- 7. Aerial bomb
- 13. Aerial bomb
- 20. Cylindrical object on the line joining the heads of the Molo Sardegna and the Molo Lazzaretto at 60 metres from the latter.
- 21. Aerial bomb - on a line produced along the direction of the Molo Lazzaretto, at 90 metres from the head thereof.
- 22. Aerial bomb 20 metres from the inner quay of the Molo Lazzaretto.
- 23. Cylindrical object, supposed magnetic mine, 50 metres from the inner end of the Traianea quay.

GGE/P.



STATO MAGGIORE DELLA R. MARINA

Roma, 23 Dicembre 1945

NAVY SUB COMMISSION

REPARTO M.D.S. / 3^a Sez. B.D.

Prot. N.

Sm 28987

Allegati 2

R O M A

Indir. teleg.: MARISTAT

Argomento: Sminamento del Porto di Civitavecchia.

U R G E N T E

Riferimento fogli 23075 e 24011 del 21.10.1945 e 2.11.1945 rispettivamente. =

A prosecuzione delle precedenti comunicazioni sull'argomento ed in seguito all'avvenuta individuazione di altri ordigni esplosivi nel Porto di Civitavecchia, si aggiorna il prospetto relativo alla siglatura del fondo di tale Porto, rimettendo in allegato un grafico ed uno statino da cui risultano le armi ancora da eliminare.

Per quanto concerne tali armi, poichè la loro ubicazione in prossimità delle banchine non ne consente il brillamento, è in corso di esame la possibilità di disattivarle: nel frattempo, si è interessata Maridist Civitavecchia affinché venga impedito alle navi di dar fondo in prossimità degli ordigni suddetti.

Come risulta da quanto sopra, non è esclusa la possibilità che gli ordigni di cui ai numeri 20 e 23 siano mine magnetiche.

IL CAPO DI STATO MAGGIORE

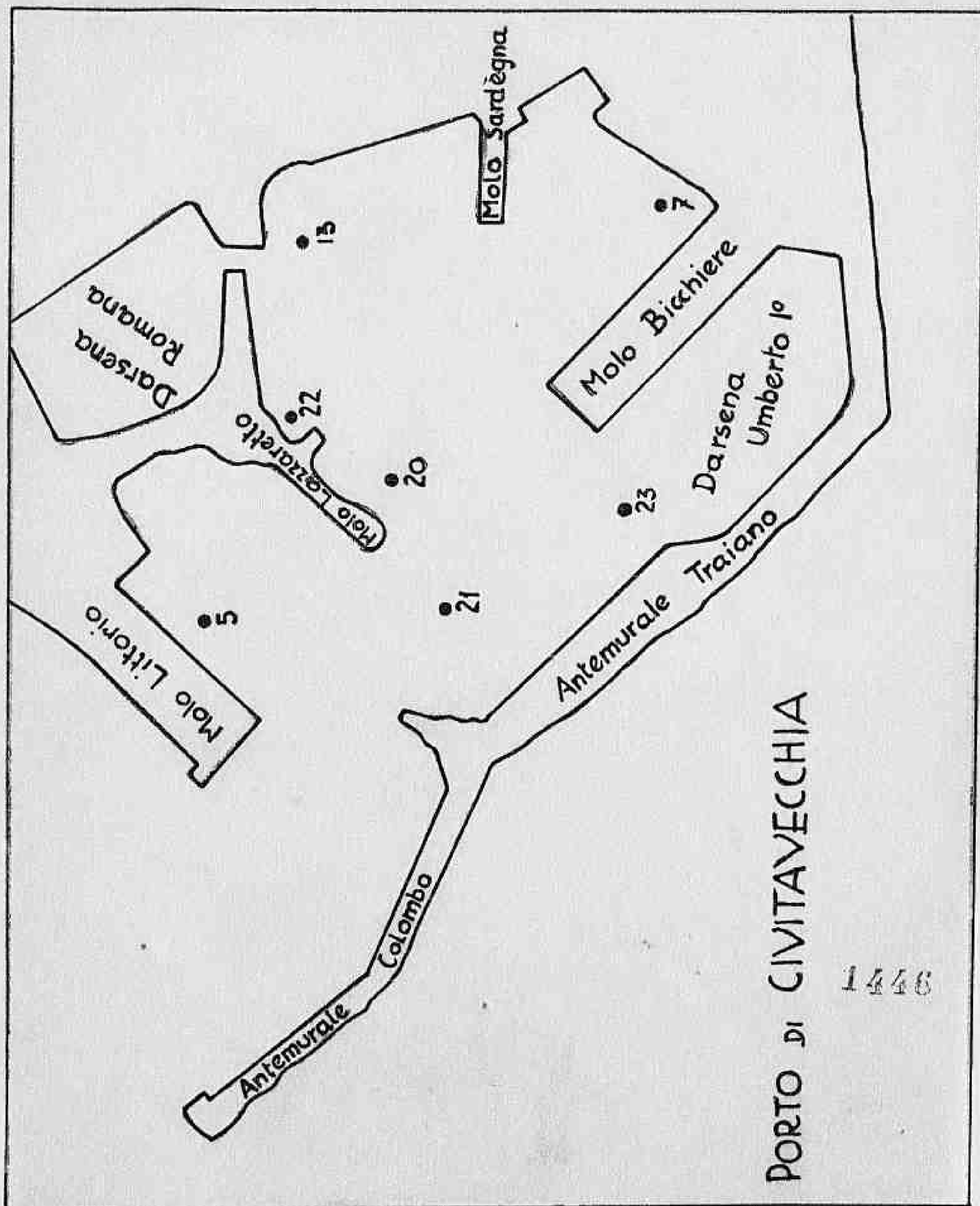
L. Accornero

1448

ORDIGNI ESPLOSIVI RINVENUTI NEL PORTO
DI CIVITAVECCHIA (vedi grafico)

=====

- 5 - Bomba d'aereo tedesca
- 7 - Bomba d'aereo
- 13 - Bomba d'aereo
- 20 - Ordigno cilindrico sulla congiungente testata molo Sardegna molo Lazzaretto a metri 60 da quest'ultimo.
- 21 - Bomba d'aereo - prolungamento molo Lazzaretto a metri 90 dalla testata di questo.
- 22 - Bomba d'aereo a m. 20 dalla banchina interna molo Lazzaretto.
- 23 - Ordigno cilindrico, supposto mina magnetica a metri 50 banchina Traianea estremità interna.



U/C
TO. NAVY SUB COMMISSION, ROME.

FROM. MARITIME.

NO. 43654.

Further to my Letter 23075 and 24011 of 21st October and 2nd November 1945 respectively subject being clearance of harbour bottom at Civitavecchia. You are informed that two more explosive objects have been located at Civitavecchia, one being an aerial bomb 20 metres from inner quay at Hospital Jetty and other an unknown cylindrical explosive device at 50 metres from the end of the quay this could be a magnetic mine. Instructions have been given for Specialist personnel to be sent to remove these objects. Details with explanatory diagram follow by letter.

... Sgd DE COURTEN 1330/21.

T/P F/L TOR P.M. P.R. 22/12.
DEPT. O-5, 13-16, 5, 108 NSU(A).

1445

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3948.
7 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Commander U.S. Naval Forces, Northwest African
Waters (Administration).
Flag Officer Italy and Liaison.
U.S. War Shipping Administration.
Ministry of War Transport.

Subject: Civitavecchia Harbour, Location and removal of
explosive devices.

Reference: (a) Navy Sub-Commission, A.C. ltr. NSC/3890 of
27 October 1945.

Enclosure: (A) Copy of Ministry of Marine Prot. SM/24011
of 2 November 1945, with copy of translation.

1. Enclosure (A) in which the Italian Ministry of
Marine furnishes additional data concerning Civitavecchia harbour
is forwarded herewith in connection with reference (a).

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

cc: Transportation Sub-
Commission, A.C.
(NSC/3856 of 26
October 1945 refers).

8 NOV 1945

1444

From: MINISTRY OF MARITIME (Maristat)
To : R.S.G. - Rome
Date: 2nd November 1945
Ref.: SM/24011

Subject: Examination of Civitavecchia Harbour-bottom.

Further reference is made to my letter 23075 of 21st October last.

On 20th instant the examination of Civitavecchia Harbour-bottom was completed.

In addition to the devices listed in the enclosure to the above letter the others unintentional have been discovered :

- 20) A cylindrical object, considered explosive, resting on the wreck of a sunken vessel in a position at the point on a line joining the end of the Sardegna Mole and that of the Molo Lazaretto, at 60 metres from the end of the latter.

On the same vessel there were found, also, about 10 metal aeroplane propellers which are being recovered.

- 21) An aerial bomb in position on the line of the Lazaretto Mole produced and at a distance of 90 metres from the end thereof.

On 25th instant the bombs whose position was indicated by the numbers (11) and (12) on the plan enclosed with the abovementioned letter were exploded: no harm was done to the Harbour quaysides.

In the next few days, when the complete absence of ships from the port permits, the exploding of the other bombs will be arranged.

for CHIEF OF STAFF

1443

SM/P.

Roma, 11 2 *Novembre* 1945

STATO MAGGIORE DELLA R. MARINA

NAVY SUB COMMISSION

REPARTO M.D.S./3^a Sez.B.D.Prot. N. *24011*

Allegati

ROMA

Indir. teleg.: MARISTAT

Argomento: Controllo del fondo del Porto di Civitavecchia.=

Prosecuzione foglio 23075 del 21 Ottobre u.s.=

E' stato ultimato, in data 20 c.m., il controllo del fondo del Porto di Civitavecchia.

Oltre agli ordigni elencati nell'allegato al foglio cui si fa riferimento, sono stati rinvenuti i seguenti altri:

20) - Un ordigno cilindrico, che si ritiene esplosivo, adagiato su un relitto di natante affondato, la cui ubicazione trovasi sulla congiungente la testata del Molo Sardegna con quella del Molo Lazzaretto ed a 60 metri dalla testata di quest'ultimo.

Sullo stesso natante sono state rinvenute anche una decina di eliche di metallo per aerei, che sono in corso di recupero.

21) - Una bomba d'aereo, ubicata sul prolungamento del Molo Lazzaretto e ad una distanza dalla testata di questo di metri 90.

Il giorno 25 c.m. sono state fatte brillare le bombe ubicate ai numeri 11) 12) del grafico allegato al foglio suddetto: nessun danno alle opere murarie del Porto.

Nei prossimi giorni, quando ciò sarà consentito dalla completa assenza di piroscafi in porto, sarà provveduto al brillamento delle altre bombe.=

IL CAPO DI STATO MAGGIORE

Raccor

1441

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NRD/3890
27 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Commander U.S. Naval Forces, Northwest African Waters (Administration).
Flag Officer Italy and Liaison.
U.S. War Shipping Administration.
Ministry of War Transport.

Subject: Civitavecchia Harbour, Location and removal of explosive devices.

Enclosure: (A) Copy of Italian Ministry of Marine ltr. NM/23075 of 16
October 1945 (translation), with copy of Chart.

1. Enclosure (A) in which the Italian Ministry of Marine furnishes data concerning the location and removal of explosive devices from Civitavecchia harbour is forwarded herewith for information.

2. Particular attention is invited to the location of bombs and devices listed under Nos. 4, 5, 7, and 13 which have not been recovered and are a menace to the safety of vessels which anchor in the harbour.

3. The Transportation Sub-Commission, Allied Commission, has been furnished with a copy of enclosure (A) by separate correspondence.

H. S. L. BULLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

29 OCT 1945

1440

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3856
26 October 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. Allied Commission.
Subject: Sardinian passenger ferry MOCEMIGO, damage of.
Reference: (a) Ministry of War Transport Civitavecchia
dis. F/7066 September 9/1500H.
(b) Navy Sub-Commission ltr. NSC/3519 of
10 September 1945.
Enclosure: (A) Copy Ministry of Marine ltr. SM/23075
of 16 October 1945 and Chart.

1. As a result of information in reference (a) concerning damage to the Sardinian Passenger Ferry MOCEMIGO by an underwater explosion in Civitavecchia, the Navy Sub-Commission, in reference (b), requested the Ministry of Marine to investigate to determine what unexploded bombs or mines still exist in the Port of Civitavecchia and to take all necessary precautions to prevent similar explosions as that which damaged the MOCEMIGO.

2. In reply to reference(b), enclosure (A) now has been received from the Ministry of Marine and is forwarded for information.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FORMER ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Chief Commissioner.
Economic Section.

(Less Chart)

20 OCT 1945

29 OCT 1945
1439

Roma 23 Settembre 1945.

STATO MAGGIORE DELLA R. MARINA

Rep. M.D.S. Off. 3 Sec. S.D.

ALLA NAVY SUB COMMISSION

Indirizzo telegrafico: MARISTAT - ROMA

REMA

Prot. S. SM/23075 Allegati due

ARGOMENTO: Controllo sistematico del fondo del Porto di Civitavecchia.

1. - A scioglimento della riserva contenuta nel foglio 20531 in data 20 settembre R.S., si trasmettono in allegato 1 dati relativi agli ordigni esplosivi e relitti rinvenuti alla data del 16 corrente nel fondo del Porto di Civitavecchia, informando che l'esplorazione delle piccole zone ancora rimaste sarà ultimata per il 20 p.v., data con la quale il controllo del Porto sopra menzionato sarà del tutto completato: verrà redatto allora un nuovo prospetto relativo agli ulteriori rinvenimenti.
2. - Come risulta dal grafico allegato, le bombe ed ordigni di cui ai n° 4 - 5 - 7 - 13 sono ubicate in posizioni tali che il loro brillamento provocherebbe seri danni alle opere murarie del Porto e pertanto si renderà necessario provvedere alla loro rimozione mentre per le rimanenti sarà possibile procedere al brillamento, approfittando di periodi di completa assenza di piroscafi in porto.

Nel frattempo si sono impartiti ordini intesi a proibire che le unità navali diano fondo nelle zone ritenute pericolose per la presenza degli ordigni di cui sopra.

IL CAPO DI STATO MAGGIORE

1438

(14)

probabilmente preparato dai tedeschi per far saltare la banchina della
darsena romana (è stato estratto dalle sacorie, portato fuori dal porto e
fatto esplodere).

13)

ORDIGNI ESPLOSIVI RINVENUTI NEL PORTO
DI CIVITAVENEZIA (vedi grafico)

- 1) - Presunta bomba da getto (dopo il recupero è risultata essere un
lampeggio galleggiante in uso sui piroscafi alleati).
- 2) - Esplosione incendiaria (recuperata e distrutta).
- 3) - Bomba da getto sconosciuta, senza caratteristiche visibili, del peso di
circa Kg. 60 (recuperata e fatta brillare fuori del porto).
- 4) - Ordigno sospeso, lungo m. 2, cilindrico, probabilmente una bomba da aereo.
- 5) - Bomba d'aereo tedesca.
- 6) - Macchi di proiettili di medio calibro.
- 7) - Bomba d'aereo.
- 8) - Due cassette di munizioni (recuperate).
- 9) - Esplosione incendiaria (recuperata).
- 10) - Cinque cassette di munizioni (recuperate).
- 11) - Bomba d'aereo.
- 12) - Bomba d'aereo.
- 13) - Bomba d'aereo.
- 14) - Ordigno esplosivo speciale cilindrico rinvenuto interrato sotto le sacorie,
probabilmente preparato dai tedeschi per far saltare la banchina della
darsena romana (è stato estratto dalle sacorie, portato fuori del porto e
fatto esplodere).
- 15) - Relitto di piccolo natante.
- 16) - Grovigli di reti per ostruzioni retali.
- 17) - Idem c.a.
- 18) - Relitto di piccolo natante.
- 19) - Idem c.a.

1437

(A)

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 16th October 1945
Ref.: - - - Encl. 1 in No.

Subject: Systematic inspection of Civitavecchia harbour
bottom.

1. In execution of the undertaking in our letter 20531 of 20th September last forwarded herewith are the details concerning the explosive devices and remains which were recovered from the bottom of Civitavecchia harbour on 16th September 1945. You are informed that the exploration of the small areas remaining will be completed by 20th next, upon which date the inspection of the whole of the above harbour will have been accomplished; a new list showing further recoveries will then be compiled.

2. As is shown in the attached chart the bombs and devices in paras. nos. 4-5-7-13 are so located that by exploding them serious damage would be caused to the quaysides and in consequence it will be necessary to arrange for their removal while it will be possible to explode the remainder, taking advantage of periods when there are no ships in the port.

In the meantime orders have been given in order that naval vessels shall not drop anchor in the areas considered dangerous owing to the presence of the above-mentioned devices.

for CHIEF OF STAFF

GGE/P.

1435

EXPLOSIVE DEVICES DISCOVERED IN CIVITAVECCHIA HARBOUR (see diagram)

1. Believed depth charge (upon recovery it was found to be a smoke-float used by Allied ships).
2. Explosive incendiary (recovered and destroyed).
3. Unrecognised depth charge, without visible marks of identification, of weight 60 Kgs. (recovered and exploded outside the harbour).
4. Suspected device, 2 metres long, cylindrical, probably an aerial bomb.
5. German bomb.
6. Heaps of medium calibre projectiles.
7. Aerial Bomb.
8. Two boxes of ammunition (recovered).
9. Explosive incendiary (recovered).
10. 5 boxes of ammunition (recovered).
11. Aerial Bomb.
12. Aerial Bomb.
13. Aerial Bomb.
14. Special cylindrical explosive device found buried beneath the rubble, probably prepared by the Germans to blow up the quay of the Romana basin (it has been removed from the rubble, carried outside the harbour and exploded).
15. Wreck of a small vessel.
16. Tangled netting for boom nets.
17. As above.
18. Wreck of a small vessel.
19. As above.

GGE/P.

Stato Maggiore della R. Marina

Rep. M.D.S. Uff. 3^a Sez.B.D.

Indirizzo telegrafico: MARISTAT - ROMA

Allegati due

ROMA

ARGOMENTO: Controllo sistematico del fondo del Porto di Civitavecchia.

1. - A scioglimento della riserva contenuta nel foglio 20531 in data 20 settembre u.s., si trasmettono in allegato i dati relativi agli ordigni esplosivi e relitti rinvenuti alla data del 16 corrente nel fondo del Porto di Civitavecchia, informando che l'esplorazione delle piccole zone ancora rimaste sarà ultimata per il 20 p.v., data con la quale il controllo del Porto sopra menzionato sarà del tutto completato: verrà redatto allora un nuovo prospetto relativo agli ulteriori rinvenimenti.
 2. - Come risulta dal grafico allegato, le bombe ed ordigni di cui ad n° 4 - 5 - 7 - 13 sono ubicate in posizioni tali che il loro brillamento provocherebbe seri danni alle opere murarie del Porto e pertanto si renderà necessario provvedere alla loro rimozione mentre per le rimanenti sarà possibile procedere al brillamento, approfittando di periodi di completa assenza di piroscafi in porto.
- Nel frattempo si sono impartiti ordini invesi a proibire che le unità navali diano fondo nelle zone ritenute pericolose per la presenza degli ordigni ai cui sopra.

UFFICIO DI STATO MAGGIORE

1433

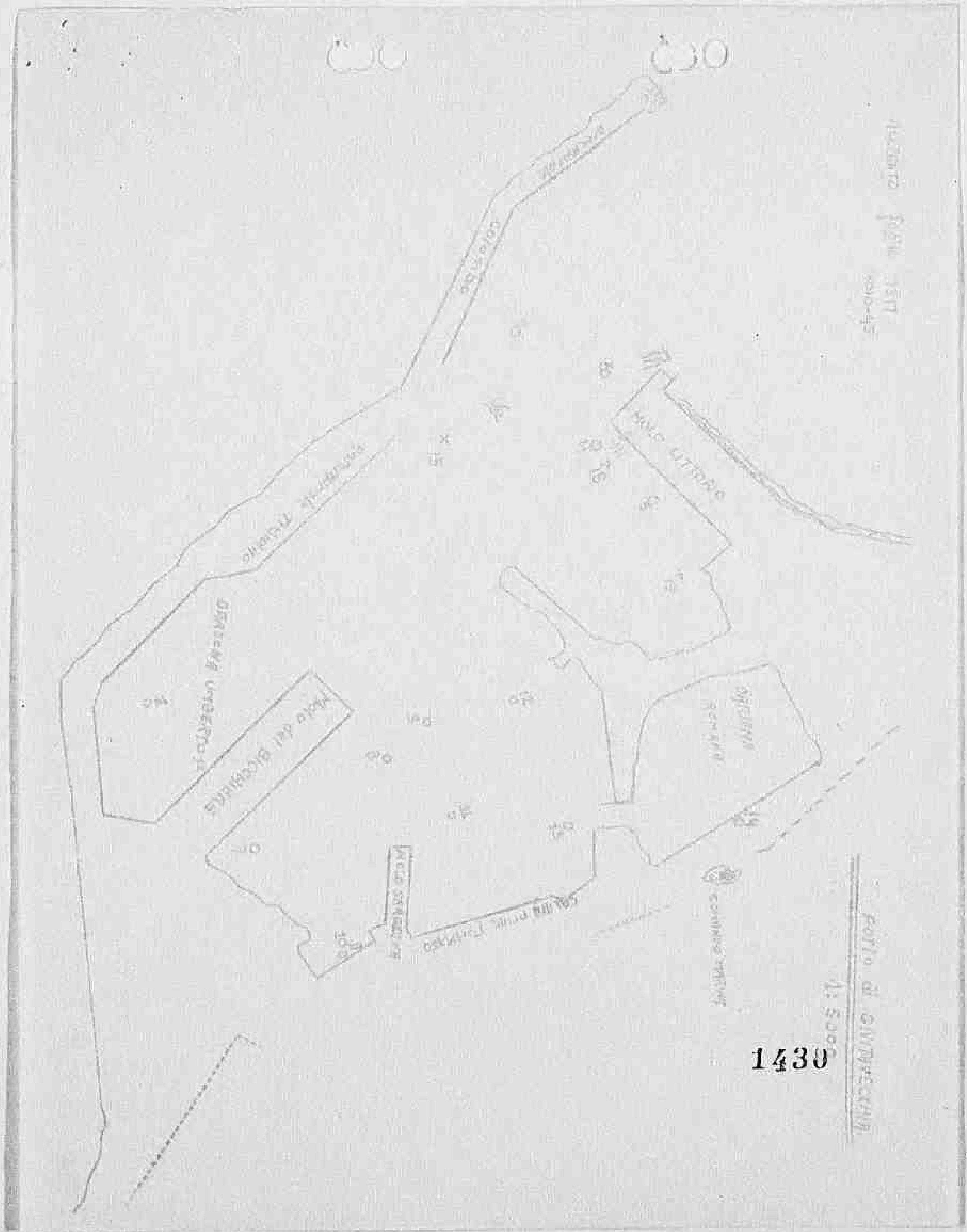
ORDIGNI ESPLOSIVI RINVENUTI NEL PORTO
DI CIVITAVECCHIA (vedi grafico)

020808980

- 1) - Presunta bomba da getto (dopo il ricupero è risultata essere un fuso
genio galleggiante in uso sui piroscafi alleati).
- 2) - Spezzone incendiario (ricuperato e distrutto).
- 3) - Bomba da getto sconosciuta, senza caratteristiche visibili, del peso
di circa Kg. 60 (ricuperata e fatta brillare fuori del porto).
- 4) - Ordigno sospeso, lungo m. 2, cilindrico, probabilmente una bomba da
aereo.
- 5) - Bomba d'aereo tedesca.
- 6) - Mucchi di proiettili di medio calibro.
- 7) - Bomba d'aereo.
- 8) - Due cassette di munizioni (ricuperate).
- 9) - Spezzone incendiario (ricuperato).
- 10) - Cinque cassette di munizioni (ricuperate).
- 11) - Bomba d'aereo.
- 12) - Bomba d'aereo.
- 13) - Bomba d'aereo.
- 14) - Ordigno esplosivo speciale cilindrico rinvenuto interrato sotto le ma
cerie, probabilmente preparato dai tedeschi per far saltare la banchina
della darsena Romana (è stato estratto dalle macerie, portato fuori del
porto e fatto esplodere).
- 15) - Helitto di piccolo natante.
- 16) - Grovigli di reti per ostruzioni retali.
- 17) - Idem c.s.=
- 18) - Helitto di piccolo natante.
- 19) - Idem c.s.=



(A)



1430

Porto di CIVITAVECCHIA
1:5000

1:5,000



TO..MEDBO (R) C IN C MED C IN C MED (NAPLES) FOIL NOIC LEGHORN
PUBLIC WORKS & UTILITIES S.O. A.C.

FROM..NAVY SUB COMMISSION.ROME.
291338 A SEPT.

UNCLASSIFIED

REFER C IN C MED 261155 B AUGUST GENIO CIVILE CIVITA VECCHIA IS CARRYING
OUT ACCURATE SOUNDING OF ALL THE AREA INCLUDED BETWEEN NEW CIALDI QUAY
AND OUTER UMBERTO SEA WALL (SOUNDING GRID WITH TWO BY TWO AND ONE HALF
METRES MESH). IT HAS BEEN ASCERTAINED THAT DEPTH IN THIS AREA IS
GENERALLY OVER SEVEN AND ONE HALF METRES WITH ACCRETION OF WHOLE PART
FACING QUAY WHERE DEMOLITION MATERIALS ARE PILED UP WHICH CAN BE DREDGED.
FOR THIS WORK ROYAL NAVY GRANT POMPOON EQUIPMENT IS REQUIRED.
PARA 2. ITALIAN MINISTRY OF MARINE IN MARINE SURVEY OF HARBOUR TO
DETERMINE LOCATION OF ANY EXPLOSIVES WHICH SHOULD BE CLEARED AND RECOMMENDS
TRANSFER OF DREDGER "DELTA" TO CIVITA VECCHIA BE DELAYED UNTIL SURVEY IS
COMPLETED ABOUT 1st NOVEMBER.

... 291338 A SEPT. ...

1 1428

DIST. 10-1, 13, 15, 16, 19, 24, 25, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 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1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 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1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150,

Tel. 489081-Ext. 339

RWS/plv

HEADQUARTERS ALLIED COMMISSION
AFC 394
Public Works and Utilities Sub-Commission

Ref: 223/FWU

28 September 1945

Subject: Civitavecchia Harbour - Dredging.

To : Naval Sub-Commission. ←

Reference your letter NSC/3990 dated 28 August 1945.

1. The Italian Ministry of Public Works at the request of this Sub-Commission, has caused an examination to be made of conditions at Civitavecchia. A translation of the Ministry report is attached hereto, which it is believed, covers the questions contained in your letter.

for *William H. Seann* Capt.
WILLIAM H. SEANN
Lt. Col. A.U.S.
Chief, Public Wks. Div.

1/10-8

1427

4713

(TRANSLATION MINISTRY OF MARINE'S LETTER SM/21281 DATED 27.9.45)

SUBJECT: Dredging of Civitavecchia Harbour.-

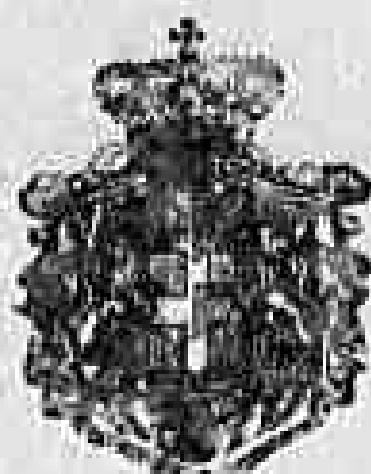
Reference is made to Navy Sub Commission's letter NSC/3391 of 28 August 1945.

1. As already stated in Ministry of Marine's letter 20531 of 20 September 1945 an accurate survey of the bottom in the Harbour of Civitavecchia is being carried out in order to determine the presence of any explosives which should be disposed of.

2. The Navy Sub Commission will be informed of the result of such a survey as soon as possible. Meanwhile it is considered advisable that the transfer of the dredger "Duilio" to Civitavecchia be deferred.-

(sgd.) CHIEF OF STAFF

1426



Mod. 39

Roma 21 SET. 1945
Settembre 1945 A

Stato Maggiore della R. Marina

Reg. M.D.S. Uff. 3^a Sez. B.D.

NAVY SUB COMMISSION

ROMA

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 21/281 Allegati

ARGOMENTO: Dragaggio Porto di Civitavecchia. =

URGENTISSIMO

Riferimento foglio NSC/3391 del 28 Agosto u.s.

Come comunicato col foglio 20531 del 20 c.m.,
è in corso di esecuzione un accurato controllo del fon-
do del porto di Civitavecchia per verificare l'eventua-
le presenza di ordigni esplosivi da rimuovere o da far
brillare.

Appena possibile, saranno segnalate a codesta
N.S.C. i risultati dell'esplorazione suddetta: nel frat-
tempo, si reputa opportuno soprassedere all'invio a Ci-
vitavecchia della draga Duilio.

IL CAPO DI STATO MAGGIORE

LACONB

1425



TRANSLATION

by: C. Tatti/ct

MINISTRY OF PUBLIC WORKS
General Direction of Technical Services

Reference : 582

25 Sep 45

To : Public Works Sub-Commission

Subject : Dredging of Port of Civitavecchia

Reference is made to Navy Sub-Commission letter dated 28 August 1945.

1. Genio Civile at Civitavecchia, in compliance with request made by the local Allied representative (Mr Taylor) has carried out a very accurate sounding of all the area included between the new Cialdi quay and the outer Umberto I sea-wall (sounding grid with 2 x 2½ metres mesh).

It has been ascertained that the bottom in this area (viz. Umberto I Dock) is generally over 7½ metres, with the exception of the whole part facing the quay, where demolition materials are piled up, which can be dredged.

For this purpose it has been arranged that, for the duration of works, in assistance to the Dredger "Duilio", two divers and the crane pontoon Innominato of the Royal Navy, will have to be made available. (A/m pontoon's tonnage is about 15 tons)

2. Always in front of Cialdi Quay, the pontoon "Trieste" belonging to the S.I.L.M. has been used for hauling large blocks, reinforced concrete ~~blocks~~ structures from the silos and general warehouses demolished by the Germans, rails, railway waggons etc.

3. In connection with the accident occurred at 1430 on Sep 8th, that is the explosion of a bomb, we anticipate the danger caused by presence of other bombs, and we therefore deem that clearance work by the Royal Navy (It) is urgent and essential.

4. It is necessary to insist with the Royal Italian Navy that, for works of dredging, two well equipped divers be made available, since those at Civitavecchia are in very poor conditions.

5. The programme of works has already been agreed upon by Genio Civile, the Allied Representative Mr Taylor, the Royal Navy and the Capitaneria di Porto (Port Captain's Office)

1423

/s/ illegible

Director General,
Technical Services

made by the local Allied representative (Mr Taylor) has carried out a very accurate sounding of all the area included between the new Cialdi quay and the outer Umberto I sea-wall (sounding grid with 2 x 2 1/2 metres mesh).

It has been ascertained that the bottom in this area (viz. Umberto I Dock) is generally over 7 1/2 metres, with the exception of the whole part facing the quay, where demolition materials are piled up, which can be dredged.

For this purpose it has been arranged that, for the duration of works, in assistance to the Dredger "Duilio", two divers and the crane pontoon Innominato of the Royal Navy, will have to be made available. (A/m pontoon's tonnage is about 15 tons)

2. Always in front of Cialdi Quay, the pontoon "Trieste" belonging to the S.I.L.M. has been used for hauling large blocks, reinforced concrete ~~blanks~~ structures from the silos and general warehouses demolished by the Germans, rails, railway waggons etc.

3. In connection with the accident occurred at 1430 on Sep 8th, that is the explosion of a bomb, we anticipate the danger caused by presence of other bombs, and we therefore deem that clearance work by the Royal Navy (It) is urgent and essential.

4. It is necessary to insist with the Royal Italian Navy that, for works of dredging, two well equipped divers be made available, since those at Civitavecchia are in very poor conditions.

5. The programme of works has already been agreed upon by Genio Civile, the Allied Representative Mr Taylor, the Royal Navy and the Capitaneria di Porto (Port Captain's Office)

1423

/s/ illegible
Director General,
Technical Services

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 20 September 1945
Ref.: SM/20531

Subject: Depths in Civitavecchia Harbour.

Reference is made to your letter NSC/3519 of
10th instant.

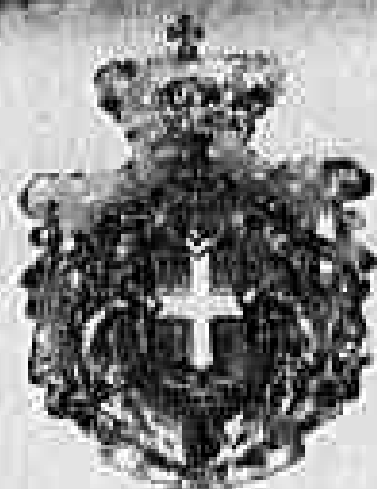
You are informed that as soon as news was received of the mishap which occurred to the ss. "MOCENIGO" at the moment of weighing anchor in Civitavecchia harbour, an examination of the sea-bed in the harbour was ordered in order to ensure that no explosive devices remain, if so, to have them removed.

A further communication upon the above subject will be made as soon as the present investigations are completed.

for CHIEF OF STAFF

GGE/P.

1422



Mod. 39

Roma, 9 Settembre 1945 A

Stato Maggiore della R. Marina

Al NAVY SUB COMMISSION

Rep. M.D.S. Uff. 3^a Sez. B.D.ROMA

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. Sm 20531 Allegato

ARGOMENTO: Fondali del porto di Civitavecchia.=

Riferimento foglio NSC/3519 del 10 c.m..=

Si comunica che, appena si è avuta conoscenza dell'incidente occorso al Piroscalo Mocenigo all'atto del salpamento dell'ancora nel porto di Civitavecchia, si è disposto un controllo del fondo di detto porto allo scopo di assicurare che non vi siano tuttora ordigni esplosivi e, nel caso, per rimuoverli.

Si fa riserva di ulteriori comunicazioni in merito a quanto sopra appena l'indagine in corso sarà stata ultimata.=

IL CAPO DI STATO MAGGIORE

1421

1-463/21420. 7/44. 8,557,533. CHAN LHM. 45,245

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

O/C
TO. MINISTRY OF MARINE.

FROM. N.S.C.

IT WOULD BE APPRECIATED IF A REPLY COULD NOW BE GIVEN TO
NAVY SUB COMMISSION LTR. NSC/ 3391 OF 28 AUGUST 1945.

2011424 . SET 1.

TAP

P/L

TOD 1156

P.R.

29/9.

DIST. 9-5. 13. 14. 16. 24. LOS. N.S.C. 4.

1420

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3519
10 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Sardinian Passenger Ferry MOCENIGO, Damage of.

1. According to a brief report received by the Navy Sub-Commission, the Sardinian Passenger Ferry MOCENIGO recently was damaged by an underwater explosion near berth number 8 at Civitavecchia. The explosion occurred at the time MOCENIGO was raising her anchor and apparently was caused by an undetected mine or bomb which was resting near the anchor.

2. It is understood that the Capitaneria di Porto, Civitavecchia has requested assistance from the Ministry of Marine in Rome for the purpose of investigating to determine whether other bombs or mines exist in the same area. However, in the event that the Ministry of Marine has not received a complete report of the explosion from the Capitaneria di Porto, it is requested that an immediate and full investigation be made of the matter and that all necessary precautions be taken to prevent a similar occurrence in the future.

H. W. ZEROLL,
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Chief Commissioner, AC.
Economic Section, AC.
Transportation S/C, AC.

1419W

PC-1

hary

EST 8/1715H

8/7066 ✓
EST 9/1900B
UNREPT

WAR
MINISTRY OF TRANSPORT CIVILAVENUE

ACTION: MINISTRY OF WAR TRANSPORT REPRESENTATIVE, NEW AHO, COM, INFO: DISTRICT
HQ AC COM, NEW AHO COM, HQ AC TRANSPORTATION SUB COMMISSION COM

UNCLASSIFIED.

Cardinal passenger ferry ~~MONSIEUR~~ damaged by underwater explosion near
number 8 berth when hoisting up another also barge loaded with supplies or ~~WILLIAM~~
~~CRUISE~~ sunk, 2 other barges damaged. capitaine di porto requesting assistance
ministry of marine ROE to place craft or equipment at his disposal to investigate
whether other bombs or mines exist in this area view impending dredging operation

EST

INFORMATION : IN SC (2)

INFO : CHIEF COMMISSIONER
ECONOM (2)
NAVY SO
MTR
WMA
FILE (2) 1418
FLOUT

HEADQUARTERS
9-SEP-1945
A. C.

TO...NAVY SUB COMMISSION. (R) NOLO LEGHORN.
FROM...C IN C MED..021206 B SECT.

UNCLASSIFIED.

REFERENCE C IN C MED 251020 AUG AND YOUR NSC/3396 OF 23rd AUG
TO PUBLIC WORKS AND UTILITIES SUB COMMISSION.
PROPOSE CONTRACT SHOULD PROVIDE ONLY FOR CLEARANCE OF DEBRIS
IMPEDING WORKING OF DREDGER DUE TO WHICH WILL NOT (R) NOT BE
TRANSFERRED TO CIVITA VECCHIA UNTIL COMPLETION OF DREDGING AT
LEGHORN.

2. WORK UNDER CONTRACT MUST BE EXECUTED IN CONJUNCTION WITH DUE TO
IN ACCORDANCE WITH PARA 4. OF NOLO LEGHORN 271010 JUNE TO TOTAL
(ROME) IN ORDER TO ENSURE EARLY RELEASE OF LATTER CRAFT.

T/P

F/L

.....021206 B SECT.
TOR...1415/2

B.J.S.

REF...CONTRACTOR LOCATED.

DIST...C-4, 13, 18, 24, 25, N.S.C(4)---log.

1417

0621

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

75020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3391
28 August 1945

FILE

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

1. The Navy Sub-Commission is informed by the Allied Naval Commander-in-Chief, Mediterranean that the dredger DUILIO will be allocated to Civitavecchia on completion of work at Leghorn.
2. It is requested that the Navy Sub-Commission be informed whether a survey of the harbour has been made to determine the location of obstructions likely to cause damage to the DUILIO and furnished with such relevant data as is available.

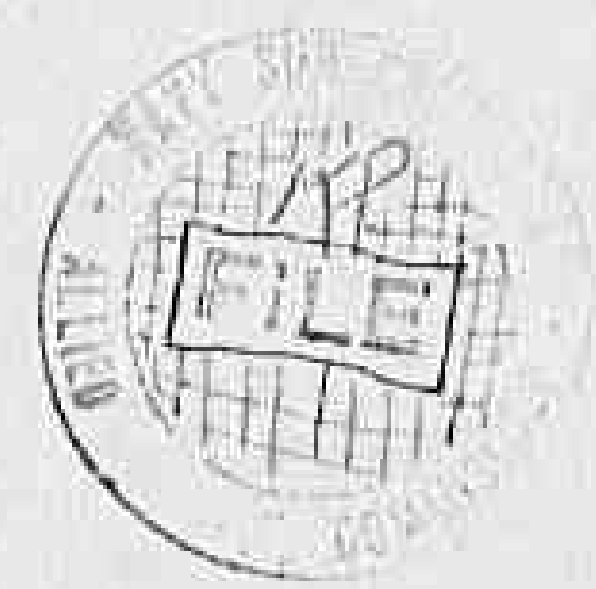
H. ST. L. BULLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Public Works & Utilities S/C

B

1416

11/14-8



29 AUG 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3990
28 August 1945

FILE

From: Navy Sub-Commission, Hq. Allied Commission,
To: Public Works and Utilities Sub-Commission,
Hq. Allied Commission.
Subject: Civitavecchia Harbour - Dredging of.

1. The Allied Naval Commander-in-Chief, Mediterranean informs the Navy Sub-Commission that upon completion of work at Leghorn the dredger DUILIO will be allocated to Civitavecchia and requests that early arrangements be made to have the area to be dredged examined and cleared of obstructions likely to cause damage to the DUILIO.
2. It is requested that the Public Works and Utilities Sub-Commission initiate the necessary action with the Italian Ministry of Public Works and Utilities to have the harbour of Civitavecchia examined and cleared of obstructions and that the Navy Sub-Commission, Hq. AC be informed as to the results obtained at an early date in order that the Allied Naval Commander-in-Chief, Mediterranean may be informed by dispatch.
3. The Italian Ministry of Marine is being informed in separate correspondence that the DUILIO has been allocated to Civitavecchia and requested to furnish any relevant data which may be available.

W. B. ST. J. BUDDER,
CAPTAIN, U.S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINC MED

1415
KP
FILE

29 AUG 1945

NAVY SUB COMMISSION (R) NOTIC LEXHORN MEDPO.

C IN C MED.
261155D.

UNCLASSIFIED.

ON COMPLETION OF WORK AT LEXHORN DREDGER DULLIO WILL BE ALLOCATED
TO CIVITA VECCHIA IN ACCORDANCE WITH DECISION REACHED AT 8th MEETING
OF MEDPO DREDGING COMMITTEE HELD 2nd AUGUST 1945.

REQUEST THAT EARLY ARRANGEMENTS BE MADE BY ALLIED COMMISSION TO HAVE THE
ARRA TO BE DREDGED EXAMINED AND CLEARED OF OBSTRUCTIONS LIKELY TO DAMAGE
DULLIO AND THAT THE RESULTS MAY BE COMMUNICATED.

.....21155D.

Dist. 1 24 25 log. N.S.C.(4)

T/P

P/L

FOR 1607 1414 25/8

Lumbly

Office of Naval Officer in Charge,
Naples Area.

12th January 1946.

No. N/12/13.

TO: CHIEF DISPOSALS OFFICER, ITALY.
MINISTRY OF SUPPLY, ROME.
(Copies to: COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
FLAG OFFICER ITALY AND LIAISON.
NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.)

The materials listed in the attached Disposals Declaration Form No. Naples/83/19 have been supplied to Impresa Pietre Cidonio, Naples for the repair of Floating Bantry "Cesare" for the A.M.G., Naples in accordance with G-in-C letter Med.45/211/5/15 dated the 20th of August 45.

2. It is requested that the value of this material may be recovered from the authorities concerned.

William Lumbly
1213
CAPTAIN
ROYAL NAVY.

Encls: Form No. Naples/45/12. - Angle Bar, Plates Steel. -

10 6 2 5

725020

(Copies to: COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
FLAG OFFICER ITALY AND LIAISON.
NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.)

The materials listed in the attached Disposal Declaration Form No. Naples/NS/19 have been supplied to Lapresa Pietro Gidonio, Naples for the repair of Floating Bentry "Guesare" for the A.M.C., Naples in accordance with C-in-C letter Med.45/213/5/19 dated the 20th of August 45.

2. It is requested that the value of this material may be recovered from the authorities concerned.

Atkinson
1413
CAPTAIN
ROYAL NAVY.

Encl: Form No. Naples/NS/19. - Angle Bar, Plated Steel. -

(41)

10/11

NOIC NAPLES

N.S.C.

YOUR OFFICE
TO ARRANGE FINANCING OF REPAIRS TO CESARE. IT IS REQUESTED THAT
45/213/5/15 REFERS TO AMG NAPLES.

.....191500A NOVEMBER.....

DIST...NSC (4) LOG.

T/P

P/L

TOD...1503

RCB

19/11

1412

0627

785020

D.7405/21420, 7/44 8.533.315, CHEN LAG 43-943

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

NAVY SUB COMMISSION A.C.

NOTIC NAPLES

IMPORTANT U/C

MED 45/213/5/15 OF 25th OCT. REQUEST AGREEMENT OF ITALIAN
GOVERNMENT BE SIGNALLIED. MESSRS CIDONIO CONTRACTORS HAVE
APPLIED FOR MATERIAL ON REPAYMENT TO REPAIR CESARE.
INTEND TO SUPPLY AND INFORM NSC FOR COST TO BE ADJUSTED WITH
ITALIAN GOVT.

== 082059A NOV ...

DEST. NSC (4). LOG.

T/P

P/L

FOR 2220

LAG

8/11

1411

Office of Naval Officer-in-Charge,

NAPLES AREA,

7th November, 1945.

No. 167/61 (1).
CHIEF, NAVY SUB. COMMISSION,
HEADQUARTERS, ALLIED COMMISSION.

SUBJECT: PUBLIC WORKS AND UTILITIES DIVISION.

The enclosed copy of my letter No. 167/61 dated 7th November 1945, is forwarded for information with reference to Commander-in-Chief Mediterranean's 45/213/5/15 of 20th August and 25th October, 1945.

ENCLOSURE:
Naval Officer-in-Charge,
Naples Area, No. 167/61,
7th November, 1945.

Amn/Brk
CAPTAIN, ROYAL NAVY.

1 1410

Office of Naval Officer-in-Charge,
NAPLES AREA,
7th November, 1945.

No. 167/61
ALLIED MILITARY GOVERNMENT,
NAPLES COASTS.

SUBJECT: PUBLIC WORKS AND UTILITIES DIVISION.

With reference to your letter of 6th August 1945, addressed to the Commander-in-Chief Mediterranean regarding repairs to the breakwaters of Naples Harbour, the floating gantry 'CESARE', owned by Messrs. Cidonio, will be docked in Naples on November 7th for repairs. On completion in about one month's time she will be available and suitable for repairing the breakwater.

2. I am instructed by the Commander-in-Chief Mediterranean to "request the Allied Military Government to arrange for the gantry 'CESARE' to be requisitioned or chartered by the Italian Government whose agreement to bear any costs incurred should be obtained."

3. Messrs. Cidonio have, however, undertaken to carry out and supervise the repairs provided that materials are supplied. The necessary materials will therefore be supplied by the Royal Navy to Messrs. Cidonio for cash settlement.

4. It should therefore follow that the Royal Navy will have no claim for costs to raise against the Italian Government in respect to the 'CESARE'.

1409

(Sgt.) JAMES C. COVILL
CAPTAIN, ROYAL NAVY.

Office of the Commander-in-Chief,
Mediterranean Station.
25th October, 1945.

Med.45/213/5/15. ✓

THE NAVAL OFFICER IN CHARGE, NAPLES.

(Copy to:

The Navy Sub Commission, Headquarters,
Allied Commission).

REPAIR CHARGES TO FLOATING GANTRY "DECIARE"

With reference to your No.167/61 dated 31st August 1945 (not to the Navy Sub Commission), it is requested that you inform the Allied Military Government of the estimated date on which the gantry will be ready to carry out the repair works to the breakwater at Naples as noted in Med.45/213/5/15 dated 20th August 1945.

2. The Allied Military Government should be requested to arrange for the gantry to be requisitioned or chartered by the Italian Government whose agreement to bear the cost of repairs should be obtained; these can then be recovered from the owner by the Italian Government out of the requisition or charter payment.

(Sd.) H. A. PACKER
1408
for ADMIRAL

0 6 3

785020

FORM 121/53

48/245. Wt. 49.5 144. 20,250M. 8/ C.B. 28.1.61.

COPY

NAVAL MESSAGE.

S. 1320d.
(Established—May, 1930)
(Revised—January, 1933)

To:

FROM:

NOIC NAPLES

ADMAL OLIVA
221659A OCT.

UNCLASSIFIED

MARIDIFART NAPLES 17736/N. FLOATING CRANE CESARE BEING
TO DOCK AT BEGINNING NOVEMBER NOIC IS REQUESTED
TO ARRANGE ITS TOWING FROM C/MARE TO NAPLES AS SOON
AS POSSIBLE.

221659A OCT.

H/M	P/L	I/T	022	22/10/45															
DIST.	3	4	4A	5	6	9	11	13	14	19	20	21	22	43					
	51-53	64	77	78			015												

1407

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

MSC/3496
7 September 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Repairs to Breakwater in Naples.

1. In reply to Ministry of Marine letter SM.10569 of 27 May 1945, the Allied Naval Commander-in-Chief, Mediterranean informs the Navy Sub-Commission that the Allied Naval Commander-in-Chief, Mediterranean has authorized the Naval Officer-in-Charge, Naples to utilize the floating gantry GECARE on repairs to the Pien degli Abruzzi breakwater.

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

1406

16N-8

COPY

Office of Naval Officer-in-Charge,
Naples Area.

31st August, 1945.

No. 167/61. V

THE COMMANDER-IN-CHIEF,
MEDITERRANEAN.

FLOATING GRABER.

With reference to the
Commander-in-Chief, Mediterranean's
letter No. Med. 45/213/5/15 dated the
20th August, 1945, it is submitted
that I may be informed whether the
cost of Royal Navy Materials issued
to date for the repair of GRABER and
of the further work of docking and
re-fitting should be reclaimed from
the owners (SICARIO, Rome) or from the
Allied Military Government.

Sgd. JAMES C. COLVILL
Captain, ROYAL NAVY

1405

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
20th August, 1945.

Med.45/213/5/15.

THE NAVAL OFFICER IN CHARGE, NAPLES.

(Copy to:
The Navy Sub Commission, Headquarters, Allied
Commission.)

FRESHWATER REPAIRS IN NAPLES.

With reference to the attached copy of letter PW.240/45 dated 6th August 1945, from the Public Works and Utilities Division, Allied Military Government, Naples Commune, it is intended that the floating gantry CESARE shall be used for this work.

2. It is also intended to use this gantry on the repairs to the Duca degli Abruzzi bargeboat requested by the Ministry of Marine in their letter SM.10569 dated 27th May 1945 to the Navy Sub Commission (copy attached).

3. No other floating crane is available for either of these works which should be substantially completed before the winter.

4. It is requested that the necessary priority may now be afforded to the completion of repairs to CESARE (the Commander-in-Chief, Mediterranean's signal filed 170989 July 1945 refers) and that requisite arrangements may be made direct with the Allied Military Government, Naples Commune and the Navy Sub Commission through the Flag Officer, Italy and Linicon.

1404

(Sgd.) J. R. S. HAINES

FOR ADMIRAL

(Copy to:
The Navy Sub Commission, Headquarters, Allied
Commission.)

BREASTWATER REPAIRS IN NAPLES.

With reference to the attached copy of letter PMU.540/45 dated 6th August 1945, from the Public Works and Utilities Division, Allied Military Government, Naples Commune, it is intended that the floating gantry GRSARE shall be used for this work.

2. It is also intended to use this gantry on the repairs to the Duce degli Abruzzi breastwater requested by the Ministry of Marine in their letter SM.10569 dated 27th May 1945 to the Navy Sub Commission (copy attached).

3. No other floating crane is available for either of these works which should be substantially completed before the winter.

4. It is requested that the necessary priority may now be afforded to the completion of repairs to GRSARE (the Commander-in-Chief, Mediterranean's signal timed 170909 July 1945 refers) and that requisite arrangements may be made direct with the Allied Military Government, Naples Commune and the Navy Sub Commission through the Flag Officer, Italy and Liaison.

1404

(Sgd.) J. R. S. HAINES

for ADMIRAL

Enclosures:

1. The Public Works and Utilities Division, Allied Military Government, Naples Commune's letter PMU.540/45 dated 6th August, 1945.
2. The Ministry of Marine's letter SM.10569 dated 27th May 1945.

BASE SUPPLY OFFICER
ROYAL NAVY
NAPLES.

Date: 20th AUGUST 45.

Address:

Disposal Authority: C. in. C. Med. Letter
MED. 45/213/5/15
Copies attached.

STATEMENT OF SURPLUS NAVAL EQUIPMENT
DECLARED TO CHIEF DISPOSALS OFFICER (ITALY)

{ Naval Stores
{ victualling stores
{ armament stores
{ works stores

Item	Description	Condition	Denom.	Qty.	Weight	Remarks Total Value
---	Angle Bar 3 1/2" x 3 1/2" x 1/2" x 33'	New	lengths	200	--	481.5
---	Plates Steel 10' x 5' x 5/16"	"	"	26	--	110.10
---	24' x 3' x 3/8"	"	"	14	--	123.7
---	20' x 5' x 1/2"	"	"	6	--	83.19
---	24' x 6' x 3/8"	"	"	8	--	120.16

Location of Material ... SUPPLIED TO IMPRESA PIETRO CIDONIO, NAPLES.

Rome Office, 3 Via del Pontefici, Rome

FOR REPAIR OF FLOATING GANTRY "CESARE" for

A.M.G. NAPLES.

Date: 6 JAN. 1946.

Signature of Naval Officer in Charge, Naval Store
Officer or Officer in Charge of Works.

1403

Declaration of Naval surplus stores under above reference
accepted by the Ministry of Supply, Surplus Stores Division, Italy, for disposal.

Chief Disposals Officer.

Trailer Number	Description	Condition	Denom.	Qty.	Weight	Remarks Total Value
---	Angle Bar 3 1/2"x3 1/2"x1"x33'	New	lengths	200	--	481.5 .0
---	Plates Steel					
---	10'x5'x5'x16"	"	"	26	--	110.10.0
---	24'x3'6"x3/8"	"	"	14	--	123.7.5
---	20'x5' x 1"	"	"	6	--	63.19.0
---	24'x6'0"x3/8"	"	"	8	--	120.16.0

Location of Material SUPPLIED TO IMPRESA PIETRO CIDONIO, NAPLES.

..... Rome. Office. 3. Via. dei. Pontefici, Rome

..... FOR REPAIR OF FLOATING GANTRY "CESARE" for

A.M.G. NAPLES.

Date: 6 JAN. 1946.

Signature of Naval Officer in Charge, Naval Stores
Officer or Officer in Charge of Works.

For:
To:

1403

Declaration of Naval surplus stores under above reference
accepted by the Ministry of Supply, Surplus Stores Division, Italy, for disposal.

✓ Delete as appropriate.
✓ Now serviceable used, damaged, scrap.
✓ Will in address.

Chief Disposals Officer.

COPY

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters
20th August, 1945.

Med. 45/213/5/15A.

THE PUBLIC WORKS AND UTILITIES DIVISION,
ALLIED MILITARY GOVERNMENT, NAPLES COMMER.

(Copy to:

The Naval Officer in Charge, Naples.)

ROUTING CHANGES.

In reply to your letter PMU.540/49 dated 6th August 1945, certain instructions have been issued to the Naval Officer in Charge Naples, from whom you may expect to hear in due course and to whom it is requested that future correspondence may be addressed.

Sgd. J.E.B. HAINES
for ADMIRAL

1402

Copy.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMLINE
APO 394
PUBLIC WORKS AND UTILITIES DIVISION.

PWU.540/45 /

6 August 1945.

Subject: Floating Cranes.

To: Commander-in-Chief - A.F.M.Q.
Mediterranean - Naval Affairs.

All preliminary matters have been completed for the repairs of Dike Duca D'Aosta in Naples Port requested by naval authorities in charge.

Kindly advise me if floating crane is available for contractor and if priority can be established to complete this job as soon as possible as it is considered by Naval officers to be of prime importance.

Sgd. H.R. TOWNSEND.
Chief Division,
P.W. & U - A.M.G.
Naples Comline

1401

COPY

From: MINISTRY OF MARINE (Maristat)

To : R.M.C. - Rome

Date: 27th May 1945.

Ref. SM.10569.

Subject: Floating Sheers "TRIESTE" (110 tons) belonging to the Societa Italiana Lavori Marittimi (S.I.L.M.)

1. The S.I.L.M. Co., on urgent request from the Ministry, are expediting salvage work and repairs to above craft which is sunk in Naples harbour.

She will soon be in condition to carry out duties in connection with repairs to Duca degli Abruzzi breakwater, urgently necessary to avoid extension of damage to this main harbour protection.

2. Therefore request you ask Allied Authorities concerned to agree that TRIESTE undertakes this work and not be requisitioned, at least until she has carried out the raising of blocks smashed by bombing, which is an essential preliminary operation to restore the work.

for CHIEF OF STAFF

1400

From: MINISTRY OF MARINE (Maristat)
To : N.S.C.
Date: 20th February 1946
Ref.: SM/9578

Subject: Possibility of entering harbour at La Spezia by
passing through Western Entrance Channel in Mole

Reference is made to N.S.C. signal dated 17th Feb. '46.

1. The order of Commander-in-Chief, Mediterranean, forbidding Allied ships to enter La Spezia is causing the most serious harm to the harbour workers and to the local industries which are forced to reduce their production greatly owing to the lack of coal.

As has been made known already, both the OTO Co. and the I.R.N. are using all available means to clear the western entrance of the wreck of the M/V "Ravello" which partly obstructs it; meanwhile it has been decided to move the bow of the wreck in order to obtain a minimum gap of about 60 yards. This task will be completed by the end of March next.

2. While awaiting the fulfilment at the earliest possible of the above work it is requested that the possibility may be examined of removing the abovementioned ban in the case of vessels of medium tonnage, bearing in mind that Maridipart La Spezia will guarantee its full assistance in bringing these ships into the harbour roadsteads. The cruiser "Acosta" was able to enter La Spezia without encountering undue difficulties.

I should much appreciate the favour of an early reply.

CHIEF OF STAFF

1399

GGE/P.

(40)



Stato Maggiore della R. Marina

Rep. M.D.S. Uff. D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Procl. N. Sm 9578 Allegato

Roma, 20 Febbraio *1946*

ALA NAVY SUB COMMISSION

ARGOMENTO: Possibilità di approdo a La Spezia passando dalla bocca di ponente della diga. =

Riferimento messaggio di codesta N.S.C. del 17 Febbraio c.a.

- I. - Il divieto di approdo a La Spezia dato dal Comando in Capo del Mediterraneo ai piroscafi alleati è causa di gravissimi danni ai lavoratori portuali, e alle industrie locali, che per mancanza di carbone sono costrette a contrarre fortemente la produzione.

Come già fatto presente, tanto la Ditta OTO che la R. Marina si adoperano con tutti i mezzi disponibili per liberare rapidamente l'accesso di ponente, dal relitto della M/n. "RAVELLO" che in parte lo ostruisce; intento è stato deciso di spostare la prua di detto relitto al fine di ottenere una apertura minima di circa 60 metri. Questo lavoro sarà ultimato entro il mese di marzo p.v. =

2. - In attesa che il programma innanzi citato venga al più presto ultimato prego esaminare la possibilità di togliere per le navi di medio tonnellaggio il divieto in parola tenendo presente che Maridipart La Spezia assicura la sua piena assistenza per l'ingresso di dette navi in rada. L'Incrociatore "AOSTA" ha potuto entrare a La Spezia senza incontrare particolari difficoltà.

Sarò grato se la risposta potrà essere inviata con cortese sollecitudine. =

IL CAPO DI STATO MAGGIORE

[Signature]

1398

U. S. MARITIME COMMISSION
~~WAR SHIPPING ADMINISTRATION~~

Naples, Italy
Nov. 14, 1946

To: Chief, Navy Sub-Commission
Hq. Allied Commission
Rome

From: T. Conroy, Asst. to Operations Manager, Med.

Subject: U.S. Maritime Commission Procedure for LaSpezia Approach

Enclosures: Copy of radiogram despatched to Masters via Gibraltar
Radio

Reference: a) - NSC/5592 dated 28 Oct. 1946
b) - 48672 Ministry Marine, 9 Oct. 1946

1. The procedure of U.S. Maritime Commission vessels embarking an Italian Naval Officer at MEDRI 9/7-9/1 junction and a civilian pilot at MEDRI 9/1-9/6 junction, was set up in mid August for the s/s JARED INGERSOLL, the first American flag vessel to enter the port of LaSpezia since the outbreak of hostilities. The subject procedure was effected with full cooperation on the part of the Italian Navy and the concurrence of C-in-C Med.

2. Vessels owned and operated by U.S. Maritime Commission will adhere to this procedure. The s/s FRANCIS HARRINGTON and the s/s ALEXANDER DONIPHAN referred to in Maristat's letter of 9 Oct. 1946, are under interim bareboat charter to private U.S. lines and, therefore, not subject to U.S. Maritime Commission operational control. Although we have recommended to our Principals in Washington to advise private operators to employ this procedure, it is quite evident that it has not been adopted to date. In that we thoroughly concur with your para. 4, it is requested that you accordingly recommend through your channels, the procedure as instituted by this office.

3. All U.S. Maritime Commission vessels enter LaSpezia fully laden - therefore we have no need to employ other than the southern approach. We are surprised to learn that Marina, Leghorn, has needlessly despatched Naval Officers and tugs in view of the original set-up wherein it was agreed that we separately advise Marina Leghorn via NOIC, Naples, concerning U.S. Maritime Commission vessels requiring this pilotage. With regard to MARIDIPART LaSpezia's lack of advice, we primarily and presently believe the Master, via LaSpezia radio, will duly alert as indicated in enclosure a). Capitaneria di Porto, LaSpezia, contacts Marina, Leghorn, confirming arrangements for the Naval Officer at 9/7-9/1 and when the arrangements are effected the vessel is appropriately advised via LaSpezia radio. Arrangements for the Italian civilian pilot at the 9/1-9/6 junction and effected upon this radio advice.

(39)

1/RN-8

- 2 -

4. With regard to vessels without our control, we deem any loss of time to Marina Leghorn personnel or equipment can be precluded by their acting solely upon Firm advice emanating from U.S. Maritime Commission, Med. or the vessel's agents, in the case of privately operated U.S. tonnage, with a request for pilotage.

We reiterate the request that you appropriately recommend to Washington through your channels, the necessity of this procedure in safeguarding U.S. tonnage.



T. CONROY

Asst. to Operations Manager, Med.
U. S. Maritime Commission

TC:TP

c.c. Capt. J.F. Devlin, Director
Vessel Operations Division
U.S.M.C., Washington



1396

MASTER SS

GIBRALTAR RADIO

YOUR DESTINATION AMENDED TO LASPEZIA PD TRIM TO EVEN KEEL
PD IMPERATIVE YOU HOLD MEDRI NUMBER ELEVEN PARTS TWO AND
THREE CMA MEDRI NUMBER THIRTEEN PART ONE CMA INDEX CHART
M6502A AND NAVIGATIONAL CHARTS PD IF WITHOUT CMA OBTAIN
GIBRALTAR PD WHEN THIRTY-SIX HOURS OFF LASPEZIA RADIO YOUR
POSITION ON 500 KC TO ITALIAN NCSC VIA ICS LASPEZIA INDICATING
GMT ETA NINE SLANT SEVEN DASH NINE SLANT ONE JUNCTION PD
WHEN ARRANGEMENTS EFFECTED FOR ITALIAN NAVAL OFFICER MEET
YOU NINE SLANT SEVEN NINE SLANT ONE JUNCTION CMA NCSC
LASPEZIA WILL ADVISE YOU ON 482 KC PD YOU ADJUSTING SPEED
ORDER ARRIVE LEGHORN JUNCTION 0600 TO 1000 GMT PD CIVILIAN
PILOT WILL MEET YOU NINE SLANT ONE NINE SLANT SIX JUNCTION PD
CONFIRM YOUR UNDERSTANDING INDICATING ETA LEGHORN JUNCTION
AND POSSESSION COMPLETE MEDRI

USMC MED

U. S. MARITIME COMMISSION
WAR SHIPPING ADMINISTRATIONNaples, Italy
Nov. 19, 1946

To: Chief, Navy Sub Commission, Allied Commission
APO 794, Rome

From: T. Conroy, Asst. to Operations Manager, Med.

Subject: Mediterranean Mine Dangers

Enclosures: A - Routine Medri Query
B - Trieste Medri Query
C - Information on Wartime Dangers
D - Medri Info - Charterers
E - Medri Info - Agents
F - Circular #76-46
G - USMC Washington Oper.

We refer to your letter of October 28th, 1946, reference NSC/5592 and our reply of November 14th, 1946.

For your further information, and with particular reference to the last paragraph, 4, of said reference, we list hereunder the procedures instituted by this Commission and data circulated to our Agents in endeavoring to safeguard U.S. Maritime Commission tonnage entering and traversing the Mediterranean Area. This information has also been made available to charterers and private U.S. Operators.

1. When diverting eastbound vessels at Gibraltar, Masters receive a routine radio query similar to Enclosure A. However, in the event consignees desire cargoes at original destinations, vessels are permitted to proceed without query in that we assume proper routing instructions were received at port of origin.
2. Westbound Suez Canal transits stemmed for Mediterranean discharge receive destination instructions and are checked for Medri at Port Said.
3. For vessels destined Trieste, Enclosure B indicates the procedure for Pola/Trieste pilotage.
4. Our letter of November 14th explains the procedure for La Spezia approach.
5. In the event vessels subject to the foregoing Medri queries fail to pick up our Gibraltar broadcasts, Algiers, Marseilles, Malta, Taranto, Naples and Alexandria radices are secondarily expected to pass the required instructions as the vessel's position demands. The enrouting ports are, of course, appropriately altered.

- 2 -

6. Circularization of "Information on Maritime Dangers, (Enclosure C), emanating from our Principals in Washington, to agents handling U.S. tonnage in the Mediterranean.

7. Circularization of information relative to the absolute necessity and utilization of Medri, to the major Mediterranean cargo consignees, who in some instances divert U.S. vessels independently, as well as to all our agents. (Enclosures D and E).

8. Copy of navigation and vessel inspection circular #76-46, (Enclosure F), which indicates the steps that the Coast Guard has taken to assure that Masters possess and employ Medri and, as you will note, the action was taken at the request of the Chief of Naval Operations.

9. In overall endeavor to safeguard U.S. tonnage, we have placed the entire problem before our Principals in Washington and have received their utmost cooperation and efforts in this connection. Copy of letter, (Enclosure G), received in this office from the Director of Vessel Operations Division, U.S. Maritime Commission, Washington, indicates the distribution of the aforementioned advices to the various Maritime Commission Districts in the United States.

In reiteration, the precautions instituted by this office, pertain solely to vessels directly under U.S. Maritime Commission operational control. The number of vessels in this category is presently at an irreducible minimum.

Although it is understood that the Maritime Commission is without facilities for safeguarding American tonnage in its entirety and without the responsibility for route indication, we have exerted every effort through various channels to advise and alert Masters to subject dangers, in the interests of all U.S. tonnage. Despite all these efforts, you can appreciate the possibility of minings as a result of negligence, inappropriate navigation or navigational failures.

Towards the end of this year, this Commission will, in all probability, terminate operational functions. At that time, it is anticipated that all U.S. vessels will be privately operated or under bareboat charter to private operators, the latter tantamount to private operation.

We, therefore, take this opportunity to advise you that the execution of the aforescribed routines will be discontinued by this office as of December 31st, 1946. In the event there is lack of definite assurance that Masters are thoroughly equipped and advised relative to Mediterranean dangers, we submit for your consideration that action on

- 3 -

the part of the Naval Commands may be required to extend this protection of U.S. tonnage, under any procedure deemed advisable by your good offices.



T. CONROY

Asst. to Operations Manager, Med.
U. S. Maritime Commission

ELT:TP

Enclosures - as listed

c.c. Capt. J.F. Devlin, Director

Vessels Operations Division

U.S.M.C. Washington

c.c. COMNAVMEB, Naples

1392

MASTER S/S

GIBRALTAR RADIO

YOUR DESTINATION AMENDED TO VENICE PD IF HOLDING MEDRI NUMBER
TEN PART FOUR CMA MEDRI NUMBER ELEVEN PARTS TWO AND THREE CMA
MEDRI NUMBER THIRTEEN PART ONE CMA INDESC CHART NS502A AND
NAVIGATIONAL CHARTS PROCEED DIRECT OTHERWISE OBTAIN GIBRALTAR
PD ACKNOWLEDGE DISPOSITION AND ETA IMMEDIATELY ALSO ADVISE
USMC TRIESTE VIA TARANTO RADIO THREE DAYS PRIOR ARRIVAL

USMC MED

(ENCLOSURE "A")

1391

MASTER SS

GIBRALTAR RADIO

YOUR DESTINATION AMENDED TO POIA FOR ONROUTING TRIESTE PD APPROACH
POIA PENEDA LIGHTHOUSE 0600 TO 1800 PICK UP TRIESTE PILOT PD IMPERATIVE
YOU HOLD MEDRI NUMBER TEN PART FOUR CMA MEDRI NUMBER ELEVEN PARTS
TWO AND THREE CMA MEDRI NUMBER THIRTEEN PART ONE CMA INDEX CHART M6502A
AND NAVIGATIONAL CHARTS OTHERWISE OBTAIN GIBRALTAR PD ACKNOWLEDGE
DISPOSITION AND ETA IMMEDIATELY ALSO ADVISE USMC TRIESTE VIA TARANTO
RADIO THREE DAYS PRIOR ARRIVAL

USMC MED

(ENCLOSURE "B")

1390

WAR SHIPPING ADMINISTRATION

Washington

July 25, 1946

TO ALL AGENTS AND GENERAL AGENTS OF VESSELS OWNED BY OR UNDER CHARTER TO
THE WAR SHIPPING ADMINISTRATION

Subject: Information on "War-time Dangers"

There have been several instances where masters of vessels have failed to obtain the latest information from the U. S. Hydrographic Office and other sources regarding the existing mine dangers.

In order to assist merchant vessels in making safe passages through areas in which mine hazards still exist, the U. S. Hydrographic Office has been issuing pamphlets entitled "Notice to Mariners", "Hydrographic Bulletin" and "Daily Memorandum". The appropriate pamphlets mentioned above are available at branch hydrographic offices and at offices of the United States Naval Port Director, Atlantic and Pacific Areas. The following appeared in notice to Mariners, July 6, 1946, page 1280:

"Mariners are cautioned that moored mines exist in many areas. These areas are not shown on the navigational charts and information concerning them is not systematically included in the Notice to Mariners.

Information relating to mined areas and safe channels through them is contained in the following publications:

Hydrographic Message Summary.

North European Coastal Route Instructions (NECRI).

Mediterranean Route Instructions (MEDRI).

Index Charts for each of these pamphlets.

These publications and later radio dispatches (Hydropacs and Mavocams) are available at Branch Hydrographic Offices and U. S. Navy Port Director's Offices."

We quote also, the following directly from Hydrographic Bulletin No. 2063, issued June 22, 1946:

"In order to assist merchant vessels in making safe passages through areas in which war-time dangers still exist, the following pamphlets are issued in addition to the normal routine periodicals such as the Notice to Mariners, Hydrographic Bulletin, and Daily Memorandum:

Area	Publication	Authority
British Isles	North European Coastal Route Instructions (NECRI) also (NECRI) Index Charts	In- British Admiralty

Instructions British Admiralty

routine periodicals, such as "Notice to Mariners", "Hydrographic Bulletin" and "Daily Memorandum". The appropriate pamphlets mentioned above are available at branch hydrographic offices and at offices of the United States Naval Port Director, Atlantic and Pacific Areas. The following appeared in notice to Mariners, July 6, 1946, page 1280:

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North European Coastal Route Instructions (NECRI).

Mediterranean Route Instructions (MEDRI).

Index Charts for each of these pamphlets.

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<u>Areas</u>	<u>Publication</u>	<u>Authority</u>
British Isles	North European Coastal Route Instructions (NECRI) also (NECRI) Index Charts	In- British Admiralty 1389
Mediterranean	Mediterranean Route Instructions (MEDRI) (also MEDRI) Index Charts	British Admiralty
Pacific Ocean	Hydropac Message Summary (also Index Chart of HYDROPAC Messages)	U. S. Hydrographic Office

(ENCLOSURE "C")

Appropriate pamphlets are available at Branch Hydrographic Offices and the following U. S. Navy Port Directors:

ATLANTIC AREA

Boston, Mass.
New York, N.Y.
Philadelphia, Pa.
Norfolk, Va.
Charleston, S. C.
Miami, Fla.
New Orleans, La.

San Juan, P.R.
Guantanamo, Cuba
Cristobal, C.Z.
Reykjavik, Iceland
Argentina, Newfoundland
Bermuda, B.W.I.

PACIFIC WEST COAST

Seattle
San Pedro

San Francisco
San Diego

PACIFIC AREA

Pearl Harbor, T.H.
Honolulu, T. H.
Wake Island, T. H.
Kodiak, Alaska
Dutch Harbor, Alaska
Attu, Aleutian Islands
Adak, Aleutian Islands
Canton, Phoenix Islands
Saroa Islands
Eniwetok, Marshall Islands
Kwajalein, Marshall Islands
Majuro, Marshall Islands
Manus, Admiralty Islands
Guam, Mariana Islands

Seipan, Mariana Islands
Truck Island, Carolina Islands
Subic Bay, P.I.
Samar, P. I.
Manila, P.I.
Kobe-Osaka, Japan
Kagoshima, Japan
Okinawa Island
Jinsen, Korea
Gonsan, Korea
Fusan, Korea
Shanghai, China
Tsingtao, China
Tientsin-Taku, China

In Canadian Ports at the Customs House

BRANCH HYDROGRAPHIC OFFICES

Boston, Mass.
New York, N.Y.
Philadelphia, Pa.
Baltimore, Md.
Norfolk, Va.
Savannah, Ga.
New Orleans, La.
Galveston, Tex.
San Juan, P. R.
San Pedro, Calif.

Tenth Floor, Customhouse
Room 1106, 90 Church St.
Room 1001, Customhouse
Room 15, Customhouse
Room 213, Customhouse
First Floor, Customhouse
Room 307, Customhouse
Room 402, Post Office Bldg.
Frontier Bldg.
Room 206, Federal Bldg. 9th &
Beacon St.
Merchants' Exchange, 465 Calif.
St.
Room 211, U.S. Courthouse
Room 453, Federal Office
Old Naval Station Ala. Beach
Road

San Francisco, Calif.

Portland, Ore.
Seattle, Wash.
Honolulu, T.H.

PANAMA CANAL

Seattle
San Pedro

PACIFIC AREA

Pearl Harbor, T.H.
Honolulu, T. H.
Wake Island, T. H.
Kodiak, Alaska
Dutch Harbor, Alaska
Attu, Aleutian Islands
Adak, Aleutian Islands
Canton, Phoenix Islands
Samoa Islands
Eniwetok, Marshall Islands
Kwajalein, Marshall Islands
Majuro, Marshall Islands
Manus, Admiralty Islands
Guam, Mariana Islands

In Canadian Ports at the Customs House

BRANCH HYDROGRAPHIC OFFICES

Boston, Mass.
New York, N.Y.
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Savannah, Ga.
New Orleans, La.
Galveston, Tex.
San Juan, P. R.
San Pedro, Calif.

San Francisco, Calif.

Portland, Ore.
Seattle, Wash.
Honolulu, T.H.

PANAMA CANAL

Cristobal
Balboa

San Francisco
San Diego

Seipan, Mariana Islands
Truck Island, Caroline Islands
Subic Bay, P.I.
Samar, P. I.
Manila, P.I.
Kobe-Osaka, Japan
Kagoshima, Japan
Okinawa Island
Jinsen, Korea
Gonsan, Korea
Fusan, Korea
Shanghai, China
Tsingtao, China
Tientsin-Taku, China

Tenth Floor, Customhouse
Room 1106, 90 Church St.
Room 1001, Customhouse
Room 15, Customhouse
Room 213, Customhouse
First Floor, Customhouse
Room 307, Customhouse
Room 402, Post Office Bldg.
Frontier Base
Room 206, Federal Bldg, 9th &
Beacon St.
Merchants' Exchange, 465 Calif.
St.

Room 211, U.S. Courthouse
Room 453, Federal Office **388**
Old Naval Station Ala Moana
Road

Captain of the Port's Office
Captain of the Port's Office

All General Agents are requested to instruct masters of their ships owners or operators for the account of W.S. to obtain the information and pamphlets as set out above and to send in a report, to the C.A., before they sail, that the above pamphlets, pertinent to the voyage being undertaken, and possible diversions, are on board.

(Sgd.) G. H. HELMBOLD
G. H. Helmbold
Assistant Deputy Administrator
for Ship Operations

U.S. MARITIME COMMISSION

Naples, Italy
Sept. 25, '46

1 UNRRA ROME, AFHQ, ATHENS, TRANSMARITIME PARIS, ALGIERS
From: T. Conroy, Asst. to Operations Mgr. Med.
Subject: Appropriate MEDRI

In that Mediterranean waters present extensive mine dangers, it is requested that you exert every possible resource to insure Masters of American Flag vessels hold appropriate Mediterranean routing instructions prior to the effecting of diversions or enrouting. In the event your diversion are handled by the Operator's or Owner's local agents, we further request that you alert them accordingly. The foregoing is applicable for vessels without USMC operational control.

Listed hereunder are most recent MEDRI which Masters should hold while traversing Mediterranean waters:-

MEDRI #10, part 4
" #11, parts 2 and 3
" #12, part 5
" #13, part 1
INDEX CHART M-6502-A
" " M-6502-B

Subject Medri are readily obtainable from NCSO's in all major Mediterranean ports.

Your confirmation indicating compliance with the foregoing will be appreciated.

T. Conroy
T. CONROY
Asst. to Operations Mgr. Med.
U.S. Maritime Commission

1387

(ENCLOSURE "D")

U.S. MARITIME COMMISSION

Naples, Italy
Sept. 25, 1946

To: A.E.L., A.P.L., LYKES, All Italian Subagents (9)
USMC Naples, Mars., Leghorn, Trieste, Athens,
From: T. Conroy, Asst. to Operations Manager Med
Subject: Appropriate Medri

In that Mediterranean waters present extensive mine dangers, it is requested that you exert every possible resource to insure Masters of American Flag vessels hold appropriate Mediterranean routing instructions prior to the effecting of diversion, (the case with vessels under IBCG), as well as the enrouting of USMC vessels. Diversion of USMC vessels will be handled by USMC Med.

Listed hereunder are the most recent MEDRI which Masters should hold while traversing Mediterranean waters:-

MEDRI #10, part 4
" #11, parts 2 and 3
" #12, part 5
" #13, part 1
INDEX CHART M-6502-A
" " M-6502-B

Subject MEDRI are readily obtainable from NCSO's in all major Mediterranean ports.

Your compliance with the foregoing, with notification that your subagents have been appropriately advised will be appreciated.

T. CONROY
Asst. to Operations Mgr. Med.
U.S. Maritime Commission

(ENCLOSURE "E")

1386

c
o
p
y

UNITED STATES COAST GUARD

Washington 25, D. C.

25 August, 1946

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 76-46

Subj: Mediterranean Routing Instructions and North East European Coastal Routing Instructions; requirement for

1. The mining of a number of merchant vessels in the Mediterranean and along the North East European Coast has been attributed to the failure of their masters to have on board copies of Mediterranean Routing Instructions (MEDRI) and North East European Coastal Routing Instructions (NECRI). The Chief of Naval Operations has requested that the Coast Guard take steps to assure that masters obtain copies of these publications, which are available at offices of Port Directors and Branch Hydrographic offices, before departing for these areas.

2. In the interest of safety and in view of the request from the Chief of Naval Operations, Shipping Commissioners are instructed, when signing on the crew of a vessel bound for the Mediterranean or North European Coast, to advise the master of the necessity for obtaining the latest edition of MEDRI and NECRI and to call to the master's attention the contents of Navigation and Vessel Inspection Circular No. 74 in regards to the penalties for failure to comply with routing instructions. Shipping Commissioners are further instructed to make an appropriate notation on the face of all copies of the shipping articles that the master was advised in this connection.

(signed) J. F. FARLEY
Admiral, U. S. Coast Guard
Commandant

(ENCLOSURE "F")

1385

WAR SHIPPING ADMINISTRATION
WASHINGTONc
o
p
y

September 25, 1946

Captain H. R. Bishop
U.S. Maritime Commission
45 Broadway
New York, N.Y.

Attn: Capt. M. I. Goodman

Mr. J. J. Fitzpatrick
U. S. Maritime Commission
New Orleans, La.

Attn: Capt. I. M. Holt

Mr. W. C. Peet, Jr.
U.S. Maritime Commission
San Francisco, Calif.

Attn: Mr. A. G. Wilson

Gentlemen:

The attached Navigation and Vessel Inspection Circular No. 76-46 issued by the U.S.C.G. under date of August 26, 1946 re "Requirement for Mediterranean Routing Instructions and North East European Coastal Routing Instructions" is forwarded with the request that this information be disseminated to all Operators in your respective districts.

Please confirm to this office action taken by you, since, as you know, proper routing in the Mediterranean and North East European Coastal areas is still of paramount importance due to the existing number of mines and the large number of casualties to our vessels as a result of the non-clearance of these menaces to navigation.

Very truly yours,

J. F. Devlin
Director, Vessel Operations Division

Enclosure

c.c. T. Conroy, Asst. to Operations Mgr. Med.
U.S.C.M.C. Naples

(ENCLOSURE "G")

1384

NSC/5592
28 October 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: U.S. Maritime Commission, Via Roma 123, Naples.
Subject: Assistance and Pilotage of American Ships Bound for La Spezia.
Enclosure: (A) Copy of letter from Ministry of Mercantile Marine,
48672, of 9 October 1946, addressed to FOI.

1. Enclosure (A) is forwarded herewith for your information.
2. As outlined in enclosure (A), the Italian Navy has arranged for pilotage and tugs in the port of Leghorn and for passage from that port to La Spezia on the original request of the War Shipping Administration, Mediterranean, to facilitate passage and approach to ports of liberty type vessels and other shipping between the aforementioned ports.
3. According to the enclosure, it appears that several vessels have not made use of a pilot from Leghorn to La Spezia although these pilots were available and standing by. The Ministry of Mercantile Marine has requested to know whether all liberty type ships will require pilotage by officers of the Italian Navy for vessels bound between Leghorn and La Spezia, whether approaching from the north or south, or whether such pilots are to be made available only on request.
4. In view of former casualties by reason of vessels striking mines in this area, it is suggested that full advantage be taken of the facilities now available for pilots between Leghorn-La Spezia. It is further requested that the Navy Sub-Commission be informed of the policy of the Maritime Commission in this matter.

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

30 OCT 1946
1383

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome
Date: 9th October 1946
Ref.: 43672

Subject: Assistance to American ships bound for La Spezia

Following the request made by the War Shipping Administration, Mediterranean, the first Liberty-type ship to reach La Spezia - the Jared Ingersoll - was assisted according to the agreements between the above Administration, Marina Leghorn, and the Commander-in-Chief of the La Spezia Naval Department, embarking a pilot at the landing place at Leghorn, for the passage to La Spezia, where tugs provided the necessary assistance for the entrance into the Gulf.

The second Liberty type ship - the Francis Harlington - as it was coming from the North, did not make use of a pilot from Leghorn to La Spezia, though one was available, following warning of the ship's arrival. The same happened in the case of the third ship - the Alexander Doniphan which arrived at La Spezia on 18th September 1946.

The arrival of a fourth ship - the Samuel Livermore - was announced as the 25th or 26th September 1946 by NOIC, Naples, who requested pilotage for her, as for the Jared Ingersoll.

In order to avoid Marina Leghorn having to send an officer to no purpose, for the pilotage, and tugs having to stand by for a considerable number of hours (as in the second and third cases above), through lack of precise information on the approach of Liberty-type ships and the hours of arrival, it is requested that F.O.L.I. should communicate whether the above pilotage by officers of the Italian Navy should be performed on every Liberty ship going to La Spezia, whether they are approaching from North or South, or only for those for which it is specially requested by the W.S.A. or by the N.O.I.C., Naples. It would also be appreciated if Maridipart La Spezia could be given timely warning of the arrival of such ships as the above.

DATE: 18th October 1946
FROM: F.O.L.I. - Rome
TO: CHIEF OF NAVAL STAFF

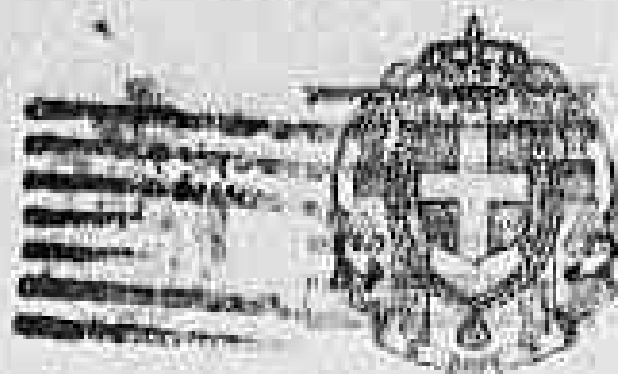
JLP/P.
12

Navy Sub-commission, Hq. AC
19 OCT 1946



1382

Mod. 39



Roma, 9 Ottobre 1946 A

Stato Maggiore della M. Marina

Reg. M.D.S. Uff. 3^a Sez. Bd

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Pubb. N. 48642 Allegati

M. F.O.L.I. = ROMA



ARGOMENTO: Assistenza piroscafi Americani diretti a La Spezia.

In seguito alla richiesta fatta dalla War Shipping Administration Mediterranean il primo piroscafo tipo Liberty giunto a La Spezia - lo Jared Ingersoll - venne assistito secondo gli accordi intercorsi fra detto Ente, Marina Livorno e il Comando in Capo del Dipartimento di La Spezia, imbarcando al punto di atterraggio a Livorno il pilota per il tragitto fino a La Spezia ove dei rimorchiatori hanno fornito l'opportuna assistenza per l'accesso nel Golfo.

Il secondo piroscafo tipo Liberty - il Francis Harrington - non usufruì del pilotaggio da Livorno a La Spezia, già predisposto in seguito al preannuncio del suo arrivo, perchè proveniente dal Nord: analogamente accadde per il terzo di essi - l'Alexander Doniphan - pervenuto il 18 settembre u.s. a La Spezia.

L'arrivo di un quarto piroscafo - il Samuel Livermore - era preannunciato per il 25 o 26 settembre u.s. dal NOIC di Napoli che per esso richiese il pilotaggio come per lo Jared Ingersoll.

Allo scopo di evitare che, in mancanza di notizie precise circa l'approdo dei piroscafi tipo Liberty e circa l'ora di arrivo, Marina Livorno invii inutilmente un Ufficiale per il pilotaggio e che dei rimorchiatori rimangano accesi per un numero rilevante di ore (come nel secondo e terzo caso suindicato) si prega coesto F.O.L.I. di voler comunicare se il pilotaggio suddetto a mezzo di Ufficiali della Marina Militare deve essere eriettato per tutti i Liberty diretti a La Spezia, sia che essi provengano dal Nord che dal Sud, ovvero soltanto per quelli per i quali ciò viene richiesto dalla W.S.A. o dal NOIC di Napoli. Sarebbe inoltre gradito che Marina La Spezia potesse avere notizia tempestiva dell'arrivo delle unità di cui sopra. =

IL CAPO DI STATO MAGGIORE

L'Accom

1381

Bureau of Requirements and Distribution
Sub-Bureau of Supply Operations

RD/23.3/4/P&S

19 November 1946

TO : U.S. Maritime Commission
123, Via Roma - Naples.
(Attn. Mr. Troutman).

FROM : Ports and Shipping Division

SUBJECT : Port of Taranto.

1. For your information and guidance, we beg to state that, according to verbal advices received to-day from the Ministry of Merchant Marine, Rome, following confirmation received by said Ministry from the Captain of the Port, Taranto, the work of dredging berth No. 1, has been completed resulting in a depth of water available alongside the berth up to 29 feet and also that the entrance canal has a similar depth. This would allow the discharge of a fully laden Liberty ship in Taranto and we shall be glad to have your concurrence in this respect.

Should you require formal confirmation from the Ministry of Merchant Marine, said Ministry we understand, are prepared to furnish same to you.

Charles C. Crooks
Charles C. Crooks
DIRECTOR,
PORTS AND SHIPPING DIVISION

UAGHILLARDI/mc
cc.

- Flag Officer Liaison, Italy
- Allied Commission HQ,
Navy S/C - Rome ✓
- MINISTERO MARINA MERCANTILE - Roma
Ispettorato Funzionamento Porti
(Attn. Col. E. Lauricella)
- MINISTERO TRASPORTI - Roma
Ufficio Carboni
- UNRRA - Coal Branch
- " P.T.C. - Bari

(38)

1 RN 8



NSC/5252
9 July 1946.

From: Navy Sub-Commission, Hq. Allied Commission.
To: War Shipping Administration.
Subject: Port of Toronto.
Enclosure: (1) Ministry of Marine (Maristat) Ltr. 34516
of 3rd July 1946.
1. Enclosure (A) is forwarded for information.

G. F. MENTZ,
CAPTAIN, U. S. NAVY,
[REDACTED] CORRODON, USN,
CHIEF, NAVY SUB COMMISSION, A.C.
ACTING.

IRN-8

11 JUL 1946 1379

From: MINISTRY OF MARINE (Maristat)
To : WAR SHIPPING ADMINISTRATION
per N.S.C. - Rome
Date: 3rd July 1946
Ref.: 33516

Subject: Port of Taranto

Further to our letter 31592 of 21st June last.

The Commander-in-Chief of the Naval District of Taranto, who has been asked for information concerning the movement of ships in that port, has made it known that, following the frequent requests for special openings of the swing bridge from the local Spanish Agency working for the Allies, he has sent telegram 05524 (copy enclosed) on the 27th May to the War Shipping Administration, Naples, and for information to A.F.H.Q., Caserta.

The Commander-in-Chief has also made it known that the normal opening of the swing bridge is between 0630 and 0700 hrs. every day and that requests for special opening must be limited to absolutely indispensable cases in order not to increase the already precarious condition of efficiency of the swing-bridge machinery.

for THE CHIEF OF NAVAL STAFF

JLP/P.
6

1378

Mod. 39

*Stato Maggiore della R. Marina**Reg. M.D.S. M. C.E.P.**Roma* 3 *Luglio* 1946

WAR SHIPPING ADMINISTRATION

tramite: NAVY SUB-COMMISSION - ROMA -

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Fid. V. 83516 Allegati

ARGOMENTO: Porto di Taranto.-

Seguito a foglio 31592 del 21 giugno u.s.-

Il Comando In Capo del Dipartimento M.M. di Taranto al quale sono state chieste informazioni circa il movimento delle navi in quel porto, ha fatto conoscere che, in seguito alle frequenti richieste di apertura straordinaria del ponte girevole, per transito di piroscafi avanzate dalla locale Agenzia Spagnuolo per conto degli Alleati, il 27 maggio u.s. inviava alla War Shipping Administration Napoli e per conoscenza ad A.F.H.Q. Caserta il telegramma 05524 accluso in copia.

Lo stesso Comando in Capo ha comunicato che l'apertura ordinaria del ponte girevole è prevista dalle ore 0630 alle 0700 di tutti i giorni e che le richieste di apertura straordinaria devono essere limitate ai casi assolutamente indispensabili onde non peggiorare la già precaria condizione di efficienza dei macchinari di manovra del ponte stesso. =

IL CAPO DI STATO MAGGIORE

[Signature] 1377

From: MARIDIPART TARANTO

To : War Shipping Administration - Naples
and for info: A.F.H.Q. - Caserta

MARIDIPART TARANTO 05524/OA1 - Reference to today's request for exit of S/S LOT WHITCOMB, the swing bridge will be specially opened afternoon 27th instant. Stop. Special openings must be limited to cases of absolute urgency because of precarious condition of swing-bridge. Stop.

Admiral PARONA 271845

JLP/GGE/P.

6

1376

UFFICIO NAVIGLIO
ODD

Taranto, li 27 maggio 1946.

TO War Shipping Administration - Napoli -
et p.c. A.F.H.Q. - Caserta -

MARIDIPART TARANTO 05524/OA1 - Riferimento richiesta ordierna
alt Per uscita S/S LOT WHITCOMB sarà effettuata apertura straor-
dinaria ponte girevole pomeriggio 27 corrente alt Segnalo necessi-
tà che richieste apertura straordinaria siano limitate at casi as-
soluta urgenza considerazione precarie condizioni ponte alt.

F/to AMMIRAGLIO PARONA 184527

1375

From : SECRETARY OF MARINE (Registat)
To : War Shipping Administration per R.S.O.
Date : 21st Jan, 1946
Ref. : 31392.

Subject : Port of Toronto.

1. Reply is made to your signal No. 6336 of 16th inst.
2. The movement of ships from the Star Grande to the Star Piccolo in Toronto is regulated by the Commander-in-Chief of the Maritime Department.
3. Requests for the movement of ships at times other than those laid down should be made to the said Commander-in-Chief of the Maritime Department of Toronto.

*Deal with &
passed to WSA
by FOL*

FOR CHIEF OF STAFF.

COB/AR
SA.

*

1374

NBC/5634
19 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Ministry of Marine.
Subject: British Over Seas Airways and Augusta Sicily.
Enclosure: (A) Copy of British Overseas Airways letter of 11 November.
(B) Copy of AFSC letter AFSC/47/AIR of 21 September 1946.

1. Enclosures (A) and (B) are forwarded herewith at the request of the Air Forces Sub Commission.

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

22 NOV 1946

04-5-
2011
11/16
(37)

1RN-8

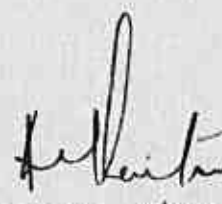
1373

From : Air Forces Sub-Commission, A.C. ROME.
To : Navy Sub-Commission, A.C. ROME.
Date : 14th November, 1946.
Ref. : AFSC/

AUGUSTA NAVAL BASE

The enclosed information has been passed on to the Italian Ministry of Marine verbally.

2. They requested us to confirm in writing through your Sub-Commission.


A. E. SALTER, S/LDR.,
FOR AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

1372
Navy Sub-commission, Hq. AC
15 NOV 1946

COPY

BRITISH EUROPEAN AIRWAYS

ADMINISTRATIVE OFFICES
Piazza S. Romano 15
ROME.

C.GRE.1588.A6.

11th November, 1946.

S/L Salter,
Air Forces Sub Commission,
Allied Commission,
Rome.

Dear Salter,

ANGUETA NAVAL BASE

I have received notification from Lloyd-Evans that Mr. Hodgson, R.C.A.C. Chief Civil Engineer, arrived at Angueta on Wednesday last to inspect the breakwater.

I should be glad if you would pass on this information to the Italian Ministry of Marine.

Yours sincerely,

HAYWARD.

COPY

1371

From : Air Force Sub-Commission, A.C. ROMA.
 To : British European Airways Division - BEAG - ROMA.
 Date : 21st September, 1946.
 Ref. : APSC/47/AXE.

ALBERTA NAVAL BASE

Reference is made to our letter of even reference, dated 2nd August, 1946.

The following revisions of the attached agreement to the above-mentioned letter are made: -

Para 1, Line 7	Sched. No. 19	to read Sched. No. 18
" 2, " 7	Slipway " 18	" " Slipway " 26
" 3, " 2	Moat " 29	" " Moat " 30.

M. H. Hagan
 M. H. Hagan, Lt., A.C.
 FOR AIR VICE MARSHAL,
 DIRECTOR,
 AIR FORCE S/O.

Copies to:

M.A.A.C. Secretariat, A.C., Italy,
 British Embassy - Rome,
 American Embassy - Rome,
 Italian Ministry of Marine, Rome,
 A.P.S.C. - Toronto,
 Naval Sub-Commission, A.C. Rome.

0673

785020

2/8045

CONFIDENTIAL

001.33

FEB 23 1946

ALLIED FORCE HEADQUARTERS

MOV & TR

Nov 1/6 D/12B

19 Feb 46

SUBJECT : Port of NAPLES.

Minutes of a Meeting held on 11 Feb 46 to consider the future operation of the port.

TO : Distribution below.

Present -

- Brig A. T. de RHE PHILIPS
- Col G. W. WALLACE
- Capt H. T. STEWART, RMC
- Col S. P. COBLENTZ
- Col I. L. W. D. LAURIE
- Col H. G. POTTER
- Cdr C. J. DAVIS, RMA
- Cdr S. ... NUTTALL, RMC
- Lt Col H. H. BROOKS
- Lt Col J. H. REDDOW
- Lt Col A. B. SPRAY
- Lt Col V. KING
- Lt Col M. C. PHILLIPS
- Lt Col C. BENS
- Lt Col J. KNOWLES
- Lt Cdr I. F. MACKEY, USN
- Maj W. E. DONOVAN
- Maj W. W. JENNIS

Maj L. V. CORNISH

- Maj MACLAREN
- Maj A. GREGORY
- Capt DOOLE
- Lt (Jr) Le McALISTER
- Capt T. E. TANSLEY
- Mr N. CHILFORD

- Capt L. R. SMITH
- Mr HART
- Mr W. H. FERRIS
- Capt E. R. DUNGATE
- Mr P. F. HARRIS
- Col SARGENT

- DAR (M) AMIQ } Joint
- CO US PORT NAPLES } Chairmen
- NOIC NAPLES
- CO PBS Southern District
- DA & QM HQ 3 District
- Th, CHQ CME
- SSTO NAPLES
- CSO to PSTO (In Branch)
- G-4 MCOUSA
- G-4 MCOUSA
- AME, HQ 3 District
- G (Mov) CHQ CME
- Q (Mov) CHQ CME
- Port Comd (Brit) NAPLES
- AA & JET NAPLES Area
- rep COMNAVED
- Exec No 1 Det, 10th Port
- Supt Water Div, No 1 Det 10th Port
- Docks Superintendent (Brit), NAPLES
- DAR, NAPLES Area
- HQ Movements, NAPLES
- Engra, NAPLES Area
- US Navy, NAPLES
- Allied Commission, ITALY
- Allied Commission, ITALY
- (In Sub-Commission)
- WSA
- WSA
- WSA Port Rep
- UNRA, AMHQ
- IMT
- Italian Port Commandant, NAPLES

1369

Present

Brig A.C. de RHE PHILIPS
 Col C.W. WALLACE
 Capt H.T. STRANBRIDGE, RN
 Col S.P. COBLENTZ
 Col I.L.W.D. LAURIE
 Col H.G. FORTLE
 Cmdr C.J. DAVIS, RNR
 Cmdr S.A. KETTEL, RNR
 Lt Col H.M. BROOKS
 Lt Col J.H. BADDOW
 Lt Col R.H. SPURRI
 Lt Col V. KING
 Lt Col N.C. PHILLIPS
 Lt Col C. MYERS
 Lt Col J. KNOWLES
 Lt Cmdr I.F. MACET, USN
 Maj W.F. DONOVAN
 Maj W.W. JENNES

Maj L.V. CORNISH

Maj MACLAREN
 Maj A. GREGORY
 Capt DOBLE
 Lt(JG) Le MOLLISTER
 Capt T.E. RANNEY
 Mr H. GILLARDI

Capt L.R. SMITH
 Mr HART
 Mr W.N. FRANCH
 Capt E.R. DUNCAN
 Mr P.F. HARRIS
 Col-SATI

Dottore GAMBINO
 Lt Col T.L. REAGIN

DGMR(10) AFHQ } Joint
 CO US PORT NAPLES } Chairmen
 NOIC NAPLES
 CO PAS Southern District
 DA & GMR HQ 3 District
 Tn, GHQ CMT
 SSO NAPLES
 CSO to PSTO MED
 C-4 MCOUSA (In Branch)
 C-4 MCOUSA
 AGO, HQ 3 District
 G(Mov) GHQ CMT
 G(Mov) GHQ CMT
 Port Comd (Brit) NAPLES
 At & MF NAPLES Area
 ren COMNAVED
 Exec No 1 Det, 10th Port
 Supt Water Div, No 1 Det 10th
 Port

Docks Superintendent (Brit),
 NAPLES

DGMR, NAPLES Area
 HQ Movements, NAPLES
 Engrs, NAPLES Area
 US Navy, NAPLES
 Allied Commission, ITALY
 Allied Commission, ITALY
 (In Sub-Commission)

WSA
 WSA
 WSA Port Rep
 UNRGA, AFHQ
 LWT

Italian Port Commandant,
 NAPLES
 Italian Ministry of Marine
 G(Mov) GHQ CMT - Secretary

1369

Continued/...1. A meeting was held

(36)

11/1

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1. A meeting was held at 1500 hrs on Monday, 11 Feb 46 in the Conference Room, HQ PMS Southern District, to discuss the future operation of NAPLES port as a result of the planned US withdrawal. The following is a record of the major points stated and the decisions agreed at the meeting.

2. Future Commitments through the port

- (a) US Military

Col WALLACE stated the main US requirement was to ship out 32,000 tons of lumber; it was estimated that the overall US throughput would not exceed 36,000 tons per month. The requirement for personnel movement would not be more than one ship every two weeks.

- (b) Brit Military

Lt Col KING stated that estimated Brit throughput requirements were as follows:

	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>
Personnel	27,000	17,000	10,000	5,500
Vols	1,500	1,200	1,100	1,100
Stores	36,000	54,000	45,000	42,000

Personnel estimate includes Italian PWs being repatriated in See Transport ships.

- (c) Civil

Capt LUNGATE stated that the UNRRA Import programme through NAPLES and satellites amounted to 70,000 tons per month; there were also some outlandings on UNRRA account to the Balkans.

Col SATCI stated that apart from the UNRRA programme, civil requirements were for the import of 40,000 tons per month of coal, of which about 15,000 tons could be handled through BANGOLI; also for the disembarkation of Italian repatriates and the handling of small craft working locally between the island and NAPLES.

- (d) Summary

Brig PHILLIPS summarized that the total requirement only amounted to the equivalent of 6000 - 7000 tons, which was well within the capacity of the port.

3. Control of the port

Brig PHILLIPS explained that at present the port was under overall US military control on the landward side.

Col WALLACE said that the US Army did not wish to continue this control but only to retain control of the area which they wished to

ment for personnel movement would not be more than once every two weeks.

(b) Brit Military

Lt Col KING stated that estimated Brit throughput requirements were as follows:

	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>
Personnel	27,000	17,000	10,000	3,500
Vehs	1,500	1,200	1,150	1,100
Stores	36,000	54,000	45,000	42,000

Personnel estimate includes Italian PWs being repatriated in Sea Transport ships.

(c) Civil

Capt DUNGATE stated that the UNRRA Import programme through NAPLES and satellites amounted to 70,000 tons per month; there were also some outloadings on UNRRA account to the BALKANS. Col SARTI stated that apart from the UNRRA programme, civil requirements were for the import of 40,000 tons per month of coal, of which about 15,000 tons could be handled through BARIOLI; also for the disembarkation of Italian repatriates and the handling of small craft working locally between the island and NAPLES.

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Brig PHILLIPS summarized that the total requirement only amounted to the equivalent of 6000 - 7000 tpd, which was well within the capacity of the port.

3. Control of the port

Brig PHILLIPS explained that at present the port was under overall US military control on the landward side.

Col WALLACE said that the US Army did not wish to continue this overall control but only to retain control of the area which they wished to use and to have representation on the Port Control Committee. 1368

Capt STEAMBRIDGE stated that practically all his staff on the naval side will be Italians, but that C-in-C MED had ruled that he should retain his present position as NOIC NAPLES area until further orders and therefore should continue as Chairman of the Port Control Committee; his view was that NAPLES for the present should remain a military controlled port.

Major CORNISH considered that the military commitment was still too large for the port to revert to civil control.

Capt SMITH said there was a change in the type of cargo being handled by NSA and he considered that in view of the importance of commercial cargoes, the port should revert to civil control.

Continued/... Brig PHILLIPS

Brig PHILLIPS considered that in view of the large military tonnages NAPLES should remain a Category C port at present, ie, an Allied military port containing a civil operated area - but this should be subject to review in two or three months.

It was agreed that NAPLES should continue for the present as a Category C port, but that the British military authorities should replace the US authorities in overall control of the port: the date for this change should be agreed in the Port Control Committee and confirmed by AFIB.

4. Sub-division of the Port

Brig PHILLIPS queried whether in future the port should be treated as a single unit and ships berthed as most suitable or whether separate areas should be allocated to users on the present basis.

Mr HART said as regards USA ships he preferred that separate areas should be allocated to civil and military users.

Brig PHILLIPS said though he considered the present system rigid, it was the most convenient way of handling the military commitment.

It was agreed that the port should continue to be sub-divided into separate areas for civil and military users.

5. Reallocation of areas in the Port

(a) US area

Col WALLACE stated that the US requirement was for the unrestricted use of Berths 5, 6 and 7, on pier A and adjacent rail track; the use of the WEST tunnel, adjacent storage space and No 1 Gate; and the use of the basin at pier B for the CAPRI ferry and small craft. These berths could be allotted to other users if not required for US commitments.

It was agreed that subject to detailed examination by the Port Control Committee, berths 5, 6 and 7 should be allocated as the US area.

(b) British area

Lt Col ALFRED stated that the Brit requirement was for the present Brit area (Berths between 37 and 55) plus the use of three berths on pier A for personnel ships, berth 23 for hospital ships and berth 72 (in the Italian area) for small personnel ships.

Col SAHILL requested that pier F be allocated to civil use, because it contained warehouses, which were urgently required for civil cargoes and also that there were damaged warehouses not fully utilized which should be repaired as soon as possible. Mr HART supported this request. Maj GRACEY and Cmdr DAVIS stated that pier F was the only site in the British area for military and Sea Transport offices and stores. Col LAFFIE said that it was not possible to erect new British military installations and that the best use would have to be made of existing buildings and works.

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Mr HART said as regards WSA ships he preferred that separate areas should be allocated to civil and military users.

Brig PHILLIPS said though he considered the present system rigid, it was the most convenient way of handling the military commitment.

It was agreed that the port should continue to be sub-divided into separate areas for civil and military users.

5. Re-allocation of area in the Port

(a) US area

Col WALLACE stated that the US requirement was for the unrestricted use of Berths 5, 6 and 7, on pier A and adjacent rail track; the use of the WEST tunnel, adjacent storage space and No 1 Gate; and the use of the basin at pier B for the CAPRI Ferry and small craft. These berths could be allotted to other users if not required for US commitments.

It was agreed that subject to detailed examination by the Port Control Committee, berths 5, 6 and 7 should be allocated to the US area.

(b) British area

Lt Col ARIES stated that the Brit requirement was for the present Brit area (Berths between 37 and 55) plus the use of three berths on pier A for personnel ships, berth 25 for hospital ships and berth 72 (in the Italian area) for small personnel ships.

Col SATTI requested that pier F be allocated to civil use, because it contained warehouses, which were urgently required for civil cargoes and also that there were damaged warehouses not fully utilised which should be repaired as soon as possible. Mr HART supported this request. Maj GREGORY and Colr DAVIS stated that pier F was the only site in the British area for military and Sea Transport offices and stores. Col LAURIE said that it was not possible to erect new British military installations and that the best use would have to be made of existing buildings and works.

1367

It was agreed that pier F would remain in the British area and that the British would continue to occupy the buildings there now have, but that they would make every effort to vacate them on this pier as soon as possible. It was also agreed that the Italian authorities should be allowed to undertake immediately repairs at berths 57 and 58 and on the damaged buildings of the pier, subject to the projects being agreed through the Port Control Committee.

Col SATTI also requested that berths 54 and 55 on pier H should be allotted to civil use, as there was no other quay in the port for bunkering coal. Maj GREGORY said that the berths on pier H were the best in the British area and their use would be almost

Continued/...precluded if the

precluded if the Italians were discharging coal at berths 54 and 55. The possibilities of using pier C for discharging coal were discussed.

It was agreed that the British military should retain their present area, with the exception as regards pier A quoted above: also that personnel ships should be allotted to most suitable berths on arrival by the Port Control Committee.

(c) Italian Area

Col SARTI requested that pier C should be allotted for civil use and also 100 metres on the Mole of SIVAMULO for a small personnel ship from the islands.

It was agreed that pier C (Berths 20 - 26) should be provisionally allocated to the Italians and that the Port Control Committee would examine the allocation of berths 9 - 14 to the Italian authorities.

(d) British Royal Navy

Capt STRAUBIDGE stated that he will hold the right to berth Royal Naval vessels as convenient when they arrive at NAPLES, subject to the consideration of priority merchant shipping requirements.

(e) US Navy

US Navy rep requested the use of both sides of berth 16 and the occasional use of berth 19 for naval craft. Brig PHILLIPS said this detailed allocation was a subject for the Port Control Committee.

(f) General

Brig PHILLIPS stressed that in the light of the policy decisions agreed above, the Port Control Committee would have to make a detailed allocation of areas in the port.

6. Transfer of Port Equipment

Capt SMITH proposed that after US withdrawal the Italian Government should take over the necessary equipment for operating the port with the assistance of UNMIL, who might be able to provide dollars.

Lt Col BEDDOW said that it was not permissible to loan this equipment and that its disposal would have to be arranged through the Foreign Liquidation Commission.

Maj CORNISH said that a floating crane, 8 barges and 2 gantries were essential for the working of British military ships. Lt Col NIMO confirmed that this requirement had been referred to G-4 HQUS.

Col WALLACE stated that no personnel had yet been trained in handling of US port equipment to replace US personnel on withdrawal.

It was agreed that HQUS should be asked to expedite the disposal of these stores in order to prevent rendering the port inoperative by their withdrawal from service and in order to allow opportunity for the training of

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Col WALLACE stated that no personnel had yet been trained in handling of US port equipment to replace US personnel on withdrawal. **1366**

It was agreed that AMOUSA should be asked to expedite the disposal of these stores in order to prevent rendering the port inoperative by their withdrawal from service and in order to allow opportunity for the training of Italian personnel in the handling of this equipment.

7. Reclassification of the port of BAYMOLI

Col WALLACE stated that the only one coal pier was reserved for US traffic at BAYMOLI and that otherwise the port had been returned to the jurisdiction of the Italian authorities.

8. Slipways for Harbour Craft

Col LORTIE asked what arrangements there would be after the JS

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withdrawal for maintaining British Harbour craft at the slipways on pier D, which are now under the control of the US authorities.

Col SARTI confirmed that the Italian authorities would make available such facilities as required.

It was agreed that when the reorganization had taken place, the British should approach the Italian authorities for the use of slipways as required.

2. Warehousing

Capt SMITH stressed the importance of making available warehouses for commercial cargoes and requested the military authorities to bear this in mind continually so that none not required might be vacated as early as possible.

C. M. Wallace, Colonel,
Commanding Officer,
Det No 1, 10th Port of Embarkation,
for Peninsular Base Section.

T. L. BELCHER,
Lt Col,
for DPM(M).

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Internal

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CaO
G-3
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G-4 MIOUSA (2)
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Nov 2/5
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8/19
SENIOR U. S. NAVAL LIAISON OFFICER, ITALY.
ROME, ITALY.

FROM: COMNAVMEC (ADMIN)

ACTION: SENALUSLO ITALY

CLASSIFICATION: U/C
PRECEDENCE: PRIORITY

INFO: USS FISKE, USS NEW.

DATE: 10 December 1946.

091830Z/December/1946.

ADVISE ITALIAN AUTHORITIES USS FISKE AND USS NEW WILL ARRIVE
TARANTO 110600A FOR FUELING X. BTD TARANTO 111400A FOR NAPLES BT

*** Received by telephone from CWO, GRAND CANYON, NAPLES,
at 1445 December 10, 1946.
L.S.R.

DISTRIBUTION:

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EXTERNAL:

NAVSUBCOM (2)

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ACTION:

INFO: (FILE)

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INCOMING - OUTGOING D/T GR:
DISPATCH

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