

ACC 10000/148/269

651/TN/1

GENERAL P.S.W. (NORTH WEST ITALY)

MAR. 1945 - AUG. 1946

AC Tm File No.			
INDEX	TO OR FROM	SUBJECT OF LETTER	REFERENCE DATED
1	Trans. S/c.	Inland Water Transport	654/1/Tu 1 24 Mar. 45
2	Mar. D.W.	AC Port Gear for Northern Ports.	654/2/Tu 1 24 Mar. 45
3	G-4 (Mar & W)	Inland Water Transport	654/1/Tu 1 24 Mar. 45
4	Trans. S/c.	Port. Gear - Northern Italy	447/M/Tu 2 24 Mar. 45
5	Trans. S/c.	Storage accommodations at Tientsin	651/5/Tu 1

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65I/Tn 1

Gen. P.S.&W. (North West Italy)

~~SECRET~~

Opened: 21 March 45
Closed: 22 Aug. 46

Opened: 21 March 45
Closed: 22 Aug. 46

10000

148

269

THIS FOLDER

CONTAINS PAPERS

FROM

MAR. 1945

AUG. 1946

CATALOGUE.

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AMS/Am

AC/651/In.1

22 August 46

Subject : Italian Merchant Shipping

To : XIII Corps
HQ. AME.

1. Reference your 13Q/AME/HQ q-72/8-29 769 of 9th August.
2. Herewith copy of instructions received from British Ministry of Transport.

A. H. STEWART
Lt. Colonel.
Director.1 - Encl.
Copy of instructions

2977

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AHS/fm

AO/654/Tn.1

22 August 46

Subject : Ship Demurrage.

To : British Ministry of Transport.
Attn : Mr. Bell.

My letter 130/AMC/EC 28 of 30th July sent with our AO/654/Tn.1
of 19th August be returned please.

A. H. STREET
Lt. Colonel
Director.

2976

BRITISH MINISTRY OF TRANSPORT
A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.
Tel. 843041 Ext. 37

Ref: GAB/792/46/R.100.

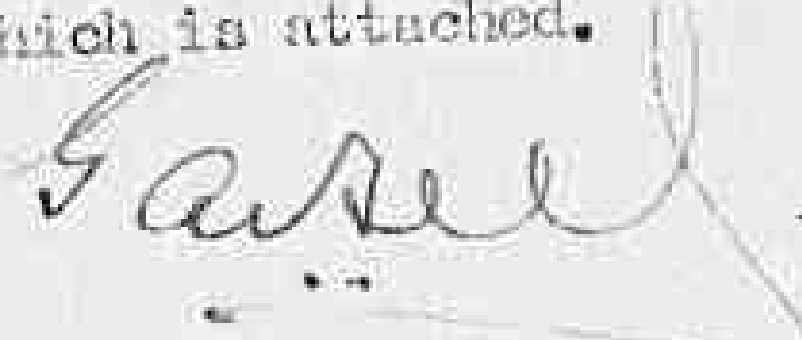
21st August, 1946.

TO : Transportation and Shipping Branch.,
H.Q. Allied Commission

SUBJECT : Italian merchant Shipping.

Reference your letter 19th August 1946 (AC/651/Tn.1).

It is assumed the regulations of which A.M.G. XIII Corps
refer are those mentioned in FAN 658 copy of which is attached.


G.A. BELL
MINISTRY OF TRANSPORT REPR.
(Italian Area)

2975

SECRET

COPY OF SIGNAL FROM AGHAR, UNDER DATE OF 12 APRIL, REF W84095

This is FAN 658.

1. The Combined Chiefs of Staff desire you to transfer control of Italian Mediterranean merchant shipping from Mediterranean Shipping Board (MDSB) to Italian Government's Comitato Marittimo Armamenti (COMEMA), subject to over-all control of an Italian Shipping Board which should be created for this purpose and composed of representatives of yourself, War Shipping Administration (WSA), Ministry of War Transport (MWT), and Italian Minister of Marine. This board will receive its instructions from the Combined Shipping Adjustment Board (CSAB).
2. The Italian Shipping Board will
 - (A) Assign to COMEMA operation, operating and planning control of the following classes of vessels:
 - Class I - small coasters and harbour craft.
 - Class II - Ships capable of Mediterranean or other voyages outside ITALY.
 - Class III - Tankers.
 - (B) Limit the employment of shipping to meeting civil requirements of ITALY including UNRRA cargoes and prohibit employment in cross trades as long as there is a shortage of tonnage for meeting aforementioned civil requirements.
3. Charters proposed in FAN 312 dated 17 November 1943, on Class II and Class III vessels are suspended as from the date of change of control.
4. The Allies retain all rights and authority for eventual settlement of reparations and terms of Peace Treaty with ITALY.
5. Ships capable of making voyages outside the Mediterranean which have hitherto been under allocation by CSAB to MWT and WSA and which it is desired to retain on this service should be taken on charter, and control continued at the option of MWT and WSA. In the case of ships retained by the MWT and WSA for direct military service such as troopships, naval auxiliaries and hospital ships, nominal hire should be paid to the Italian Government, and for other ships retained in direct service, charter hire should be paid at fair and reasonable rates in relation to their service.
6. The Allies shall retain the right in the case of any vessel which is returned to Italian operating control, to resume service on nominal charter if for military use or on commercial terms if required for commercial or semi-service use.
7. Italian vessels afloat or readily repairable will be employed under the direction of the Italian Shipping Board. They may NOT trade free.
8. Italian vessels under construction and 50 per cent completed may be completed. With Allied concurrence, wrecks which are salvageable may be repaired and brought into the category of paragraph 7 above, or otherwise disposed of.

following classes of vessels:

- Class I - small coasters and harbour craft.
- Class II - Ships capable of Mediterranean or other voyages outside ITALY.
- Class III - Tankers.

(3) Limit the employment of shipping to meeting civil requirements of ITALY including UNRRA cargoes and prohibit employment in cross trades as long as there is a shortage of tonnage for meeting aforementioned civil requirements.

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8. Italian vessels under construction and 50 per cent completed may be completed. With Allied concurrence, wrecks which are salvageable may be repaired and brought into the category of paragraph 7 above, or otherwise disposed of.
9. Italian wrecks on the Italian coast which are NOT salvageable may be disposed of as the Italian Government may direct.

10. Vessels may NOT be chartered by COCEMA except with permission of the Italian Shipping Board. 2974

11. In the case of vessels retained for military service expenses in lire for charterer's account, in so far as they relate to vessels' service on behalf of the occupying forces or to reconversion or reconditioning liabilities, will be borne by the Italian Government. Any advance required for owners' account (e.g. Italian crews' wages) in currencies other than Lire will be provided, where necessary, by the managers or operators appointed by MWT or WSA, and recovered from the Italian Government either in dollars sterling or the currency advanced. Total loss risks and insurances of Italian crews will be borne by the Italian Government.

/Contd... over... para 12...

- 2 -

12. The managers or operators appointed by MIT and NSI for vessels retained for semi-service or commercial use and chartered will, if necessary, advance owners' expenses in currencies other than Lira, in accordance with the charter party, and recover from the Italian Government.
13. The Italian Government and its agents must be entirely responsible for the financial arrangements on vessels returned to COGEMA for operation.
14. All other provisions of the CUNNINGHAM-DE COUPTEN agreement, PLAN 312, and other enlargements or amendments of these papers remain in effect.

BRITISH MINISTRY OF TRANSPORT

A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.

Tel. 843041 Ext. 37

Ref: GAB/793/46/R.8

21st August, 1946.

TO : Transportation and Shipping Branch.,
R.A. Allied Commission

SUBJECT : Demurrage Charges.

Reference your letter 19th August (AC/651/2n.1).

1. No information is available in this office as to terms and conditions of commercial charters to which reference is made in the letter to you from XIII Corps dated 30th July (13c/AMT/2323).

2. The question raised in paragraph 3 of XIII Corps letter as to demurrage should be referred to Ships Managers and Charterers.



G.A. BELL
MINISTRY OF TRANSPORT REPR.
(Italian Area)

2973

BRITISH MINISTRY OF TRANSPORT

A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.

Tel. 843041 Ext. 37

Ref: GAB/792/46/R.8

21st August, 1946.

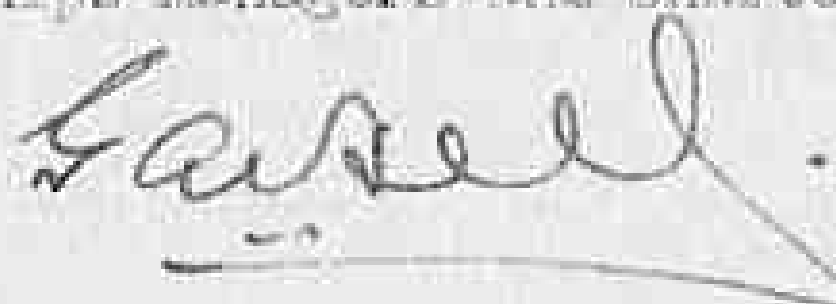
TO : Transportation and Shipping Branch.,
H.Q. Allied Commission

SUBJECT : Demurrage Charges.

Reference your letter 19th August (AG/651/Tn.1).

1. No information is available in this office as to terms and conditions of commercial charters to which reference is made in the letter to you from XIII Corps dated 30th July (13c/AMG/EC28).

2. The question raised in paragraph 3 of XIII Corps letter as to demurrage should be referred to Ships Managers and Charterers.



G.A. BELL
MINISTRY OF TRANSPORT REPR.
(Italian Area)

2973

Brt. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AHB/En

AG/651/Tn.1

19 August 1946

Subject : Shipping Rights.

To : Ministry of Transport
Attention Mr. Bell.

1. A.M.C. III Corps are requesting a copy of the regulations governing Italian shipping in the Mediterranean.

2. I should be grateful if you could let us have a copy for forwarding.

A.M. SERIES
Lt. Colonel
Director.

2972

Ltr. 470

HEADQUARTERS ALIEN COMMISSION
APO 794
Transportation and Shipping Branch

RIS/In

AG/654/In.1

19 August 1946

Subject : Ship Damage Charges.

To : Ministry of Transport
Attention : Mr. Bell.

1. Reference attached letter from XIII Corps 130/AMC/EC 23 of 30 th July.
2. May this office be advised if the assumption repayment of charges is correct.

A.H. BERNIE
Lt. Colonel
Director.

1 - Encl.
Letter 130/AMC/EC 23 of 30th July 46.

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AMS/dm

CONFIDENTIAL

19 August 1946

Subject : Trieste - Pola Coastal Line.

To : Regional Commissioner AMB
XIII Corps.

1. At the request of the Executive Commissioner on his return from the North I was instructed to investigate above shipping line and advise you.

2. The name of the firm is:

Societa' di Navigazione Istria - Trieste, Subsidized Italian Co.

Representative in Rome :

Mr. Gardini, 95 Viale Africa, Rome.

3. Present service is run by Diesel craft Pola. Tonnage 460, capacity 750 passengers.

4. This ship is never loaded to capacity a total of 500 passengers only having been carried on two occasions.

5. The company is studying the possibility of putting a second ship on the run, and will advise result.

6. The service cannot be increased without government approval as this is a subsidized line.

7. You will be kept advised of further developments.

A.H. STREET
Lt. Colonel
Director.

Copy to : Act. Vice President
Economic Section.

2970

COPY:

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

TELEPHONE No.: 29794 ext. 45
 REFERENCE No.: 13 C/AMG/EC. 9-78/8-29/769
 SUBJECT: Shipping Rights
 TO: Headquarters Allied Commission,
 A.P.O. 794 * Rome.

DATE: 9 August 1946.

1. Reference copies of attached letters, GAB/713/46/R. 100 of 2 Aug. (encl. No. 1), No. 1813 of 30 July (encl. No. 2), and GAB 551/46/R. SN of 14 June, all on above subjects, and each self-explanatory.

2. This Section takes a most serious view of the instructions issued from the Ministry of Transport Representative (Italian Army). Certainly if the policy laid down by his instructions are carried out the main source of existence for Trieste will be greatly cut off. The comments made in enclosure 2 (No. 1813) deserve close study for it presents the case in a fair manner.

3. It is recognized that there may be treaties in force which prevent Italian ships from hauling cargo of other nations. If that is the case, then the ruling by the British Ministry of Transport must prevail. However, it is felt that such a ruling from a body other than said organization would be more appropriate.

4. May this matter be given further investigation by your Headquarters. And may this Section be given all references pertaining to regulation governing Italian shipping in the Mediterranean.

For the SENIOR CIVIL AFFAIRS OFFICER,

(sgd) KENNETH COOPER,
 MAJOR F.A.
 DEPUTY CHIEF, ECONOMICS.

3 encls: Ltr. GAB/713/46/R. 100
 " " No. 1813
 " " GAB/551/46/R. SN

Copies to:

of Transport Requirements are carried out the same in enclosure 2

existence for Trieste which has been in force since 1947) deserve close study for it presents

4. May this matter be given all relevant section be given all relevant

... SENATOR CIVIL AFFAIRS OFFICER,

(62) KENNETH COOPER,

3 encls: CAB/713/46/P.100

Copies to: C. E. AFHQ.

2999

 $\frac{I_A}{I_B} = \frac{V_A}{V_B}$

COPY

BRITISH MINISTRY OF TRANSPORT
APO S.551 C.M.F.

Rome 14th June 1946

Ref : GRAB.551/46/r.381

TO : Presidenza COCENIA.

FROM : Ministry of Transport Representative (Italian Area)

SUBJECT : Italian Merchant Ship "LANCANO"

With reference to your letter of 13th June 1946 No 637/UP.

Provided the conditions set forth below are observed there will be no objection on the part of the Shipping Authorities to the voyage proposed for the steamer under reference and for the purposes stated in your letter.

1. It is assumed you have cleared the matter with the British, Egyptian and Syrian Authorities.
2. The rates of freight charged for the carriage of cargo to and from Italy will conform to the tariff approved by you.
3. Cargo carried will be limited strictly to Italian products (exports) and imports for Italian industry.
4. Passengers will not be carried to and from Italy.
5. Neither passenger nor cargo will be carried between non Italian ports unless at the request or under instructions of the competent Allied authority.
6. The crew signed on will be strictly controlled and not exceed the usual complement. No one will be signed on who is not a seaman and properly registered with the Italian Authorities.
7. The Master is to be furnished with a letter which she can produce if required to Foreign Authorities at ports abroad to uphold his refusal to carry cargo or passengers between non Italian ports.
8. Calls may be necessary as Italian Ports will be strictly controlled.

(Signed) G.A. BELL
Ministry of Transport
Rome, Italian Area.

2968

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

TELEPHONE No: 29794 ext. 45
Date: 30 July 1946
REFERENCE No: 13C/AMG/EC.28/
SUBJECT: Ship Demurrage Charges.
TO: HQ. ALLIED COMMISSION - Economic Section.

1. Ships have begun to arrive in Trieste on normal peacetime charters.
In view of:
 - (a) the damaged condition of the harbour;
 - (b) the present restrictions for the use of berths for various commodities (only two berths are available for coal and coke), and
 - (c) the scarcity of rail trucks,
 very heavy demurrage charges are anticipated.
2. This is a typical example:

S/S "Sandee" arrived on 11 July 1946 at 14.00 hours. Lay-time commenced on 13 July 1946 at 00.00 hours and expired on 23 July 1946 at 19.00 hours. Demurrage rate is about 240 £ sterling per working day.

Under instruction from the Port Commandant the vessel had to wait at anchor until the S/S "Newbery" was shifted to ILVA's wharf, and was finally berthed on 16 July 1946. Discharging started at 15.00 hours the same day and was further delayed by lack of rail trucks. Night work was ordered and done whenever availability of rail trucks allowed it.

Ship completed discharge on 28 July, and demurrage will be about 1000 £ sterling.
3. As the ship is on CCS account our understanding is that demurrage will be charged to CCS.
4. May we please have confirmation of this.

For the SENIOR CIVIL AFFAIRS OFFICER,

0.021

1. Ships have begun to arrive in Trieste on normal peacetime charters.

In view of:

- (a) the damaged condition of the harbour;
- (b) the present restrictions for the use of berths for various commodities (only two berths are available for coal and coke), and
- (c) the scarcity of rail trucks,

very heavy demurrage charges are anticipated.

2. This is a typical example:

S/S "Samdee" arrived on 11 July 1946 at 14.00 hours. Lay-time commenced on 13 July 1946 at 00.00 hours and expired on 23 July 1946 at 19.00 hours. Demurrage rate is about 240 £ sterling per working day.

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Ship completed discharge on 28 July, and demurrage will be about 1000 £ sterling.

3. As the ship is on CCS account our understanding is that demurrage will be charged to CCS.

4. May we please have confirmation of this.

For the SENIOR CIVIL AFFAIRS OFFICER,

James F. Richardson

D.S. RICKERSTERN,
LIEUT COLONEL,
CHIEF, ECONOMIC SECTION 2957

DSB/EL

Copy to:

Commerce Division, this HQ.
Transportation Division, this HQ.
Supply Division, this HQ.

BRITISH MINISTRY OF TRANSPORT
A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.
Tel. 843041 Ext. 37

Ref: GAT/806/46/R.100.

23rd August, 1946.

To : Transportation and Shipping Branch,
H.Q. Allied Commission

Subject: Ship Demurrage.

Reference your letter 22nd August, 1946 (AC/651/Tn.1).

Letter to you from A.M.C. of 30th July 1946 (153/AMC/89) is
returned as requested.



G.A. Bell
Ministry of Transport Representative
(Italian Area)

1 enclosure.

2966

C O P Y :

BRITISH MINISTRY OF TRANSPORT
A.P.O.S. 551 C.M.F.

TELEGRAMS : Shipminder, Rome
TELEPHONE : 243041 EXT. 57
REFERENCE : GAE/713/46/R.100

DATE: 2 August 1946 .

TO : HQ Allied Military Government, 13 Corps. (Copies to F.O.L.I., HQ AC).
FROM : Ministry of Transport Representative (Italian Area).

Reference HQ AMF 13 Corps' Letter to Allied Commission Rome dated 13th July (13 G/AMF/Ro 78/656) and Letter from the Office of F.O.L.I. to British Ministry of Transport, Rome dated 1st August (1110/98).

The request contained in the letter to HQ AMF 13 Corps from the Adriatica Società, An. di Navigazione dated 5th July 1946 (No. 186/47) for permission for vessels of the Adriatica to carry cargo destined for Central European countries through Trieste was submitted to the Italian Shipping Board at its meeting on 1st August 1946. The Board requested the Chairman to point out that COGEMA (Comitato Italiano Gestione Navi) to which they the planning and operating control of Italian Mediterranean merchant shipping was transferred under authority of signal from AGWAR dated 12th April 1945 - TAN. 658 - had not authorized the Adriatica Co. to put forward the proposal mentioned in their letter referred to in paragraph 1 above.

The Board also wish to point out that consent has neither been sought nor given to the establishment of a line off Italian steamers from Venice, Egypt, Palestine and Syria. Furthermore, Italian vessels cannot be diverted at the present time from the essential needs of the carriage of Italian products and manufactured goods on outward voyages and of raw material for Italian industry on homeward voyages.

(sgd) G.A. BELL,

Chairman of Meeting 1st August, 46
of Italian Shipping Board.

FROM : Ministry of Transport Representative (Italian Area).

Reference HQ AMF 13 Corps' Letter to Allied Commission Rome dated 13th July (13 C/AMF/No 78/656) and letter from the Office of F.O.L.I. to British Ministry of Transport, Rome dated 1st August (1119/98).

The request contained in the letter to HQ AMF 13 Corps from the Adriatica Società, An. di Navigazione dated 5th July 1946 (No. 186/47) for permission for vessels of the Adriatica to carry cargo destined for Central European countries through Trieste was submitted to the Italian Shipping Board at its meeting on 1st August 1946. The Board requested the Chairman to point out that COSEA (Comitato Italiano Gestione Navi) to whichbody the planning and operating control of Italian Mediterranean merchant shipping was transferred under Authority of signal from AGWAR dated 12th April 1946 - PAN. 658 - had not authorized the Adriatica Co. to put forward the proposal mentioned in their letter referred to in paragraph 1 above.

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(sgd) G. A. BELL,

Chairman of Meeting 1st August, 46
of Italian Shipping Board.

2965

C O P Y :

ASSOCIAZIONE DELL'ARMAMENTO

30 July 46

No. 1813

SUBJECT: Italian Merchant Ships bound to the Near East.

To the

ALLIED MILITARY GOVERNMENT
Commerce Division

TRIESTE.

Attn. Col. C. A. W. STEPHENS

1. Some of our members have been granted by the Ministry of Transport (Br.) Representative in Rome the permit for carrying out voyages between Italy and Near East (Alexandria, Beyrouth, Istanbul) for the purpose of supplying commodities to Italy and raw material for manufacturing in that country.

You will find attached a copy of such a permit, issued to the ADRIATICA S.N. Co. a member of ours, on the 14/6/46.

As to the cargo, these permits contain, however, a very restrictive clause, i.e. only Italian products (exports) and only commodities for the Italian industries (import) may be carried.

2. Local shipowners emphasize that the a/m clause has as a logical consequence the sure perishment of the trade through Trieste which port essentially works as a transit port for Central Europe.

As we are at a loss to understand why the Italian cargo could not be completed with foreign goods, you are kindly requested, on behalf of the local shipowners interested in the trade with the Near East, to take the necessary measures in order to have the transport of commodities in transit granted, i.e. local shipowners should be allowed to carry and handle freely cargo for Central European Importers and Exporters without restrictions of any kind, thus filling up the space available on Italian vessels not completely utilized by Italian cargo. This is the more necessary as otherwise almost the whole traditional trade through Trieste would not only be stopped but also ventured to be lost for ever.

3. Moreover, local shipowners cannot ignore any longer the frequent requests and bids of importers and exporters of our "hinterland" (Austria, Czechoslovakia, Switzerland etc.) for the carrying of a commodity through Trieste and they wish to secure at least a share of the available cargo thus showing their goodwill in the rehabilitation of traditional trade through Trieste.

4. We trust the present application will be taken in due consideration

Attn. Col. C.A.W. STEPHENS

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3. Moreover, local shipowners cannot ignore any longer the frequent requests and bids of importers and exporters of our "hinterland" (Austria, Czechoslovakia, Switzerland etc.) for the carrying of a commodity through Trieste and they wish to secure at least a share of the available cargo thus showing their goodwill in the rehabilitation of traditional trade through Trieste.

4. We trust the present application will be taken in due consideration with regard to the special position of our port, now under Allied Administration, and suggest that the permit for carrying of transit-cargo should be in any case allowed through Trieste, with regard to item (5) of the attached letter.

Yours faithfully

(Sgd)

(The President)

2967

COPY

COPY OF SIGNAL FROM ADMAR, UNDER DATE OF 12 APRIL 1946, REF 024092.

This is ADM 635.

1. The Combined Chiefs of Staff desire you to transfer control of Italian Mediterranean merchant shipping from Mediterranean Shipping Board (MDSB) to Italian Government's Comitato Marittimo Italiano (COMMI), subject to over-all control of an Italian Shipping Board which should be created for this purpose and composed of representatives of yourself, the Shipping Administration (MSA), Ministry of War Transport (MWT), and Italian Ministry of Marine. This Board will receive its instructions from the Combined Shipping & Adjustment Board (CSAB).

2. The Italian Shipping Board will

(A) Assign to COMMI operations, operating and planning control of the following classes of vessels:

Class I - small coasters and harbor craft.

Class II - Ships capable of Mediterranean or other voyages outside Italy.

Class III - Tankers.

(B) Limit the employment of shipping to meeting civil requirements of Italy including UMR cargo and prohibit employment in cross trades as long as there is a shortage of tonnage for meeting aforementioned civil requirements.

3. Charters proposed in ADM 342 dated 17 November 1943, on Class II and Class III vessels are suspended as from the date of change of control.

4. The Allies retain all rights and authority for eventual settlement of reparations and terms of Peace Treaty with Italy.

5. Ships capable of making voyages outside the Mediterranean which have hitherto been a der allocation by CSAB to MWT and MSA and which it is desired to retain on this service should be taken on charter, and control contained at the option of MWT and MSA. In the case of ships retained by the MWT and MSA for direct military service such as troopships, Naval auxiliaries and hospital ships, minimal hire should be paid to the Italian Government, and for other ships retained in direct service, charter hire should be paid at fair and reasonable rates in relation to their service.

6. The Allies shall retain the right in the case of any vessel which is returned to Italian operating control, to resume service on normal chartered military use or on commercial terms if required for commercial or subordinate use.

(A) Assign to COMNAV operations, operating and maintaining the following classes of vessels:

Class I - small coasters and harbor craft.

Class II - ships capable of Mediterranean or other voyages outside Italy.

Class III - Tankers.

(a) Limit the employment of shipping to meeting civil requirements of Italy including, inter alia, employment in cross trades as long as there is a shortage of tonnage for meeting aforementioned civil requirements.

3. Charterers proposed in NAV 342 dated 17 November 1943, on Class II and Class III vessels are suspended as from the date of change of control.

4. The Allies retain all rights and authority for eventual settlement of reparations and terms of Peace Treaty with Italy.

5. Ships capable of making voyages outside the Mediterranean which have hitherto been under allocation by COMNAV to NAV and USA and which it is desired to retain in this service should be taken on charter, and control continued at the option of NAV and USA. In the case of ships retained by NAV and USA for direct military service such as troopships, naval auxiliaries and hospital ships, minimal hire should be paid to the Italian Government, and for other ships retained in direct services, charter hire should be paid at fair and reasonable rates in relation to the their service.

6. The Allies shall retain the right in the case of any vessel of which is returned to Italian operating control, to resume service on naval or military use or on commercial service if required for national or non-commercial use.

7. Italian vessels subject to readily repairable will be employed under the direction of the Italian Shipping Board. They may not trade with.

8. Italian vessels under construction and not completed may be completed, with Allied concurrence, under which are individuals may be repaired and brought into the category of paragraph 7 above, or otherwise disposed of.

9. Italian vessels on the Italian coast which are not salvable may be disposed of as the Italian Government may direct.

10. Vessels may not be chartered by COMNAV except with permission of the Italian Shipping Board.

11. In the case of vessels retained for military service expenses in hire for charterer's account, in so far as they relate to vessels' services on behalf of the occupying forces or to reconstruction or reconstruction liabilities, will be borne by the Italian Government. Any advance required for charter account (e.g. Italian crew's wages) in currencies other than lire will be provided, where necessary, by the managers or operators appointed by NAV or USA, and recovered from the Italian Government either in dollars sterling or the currency advanced. Total loss

- 2 -

risks and insurances of Italian crews will be borne by the Italian Government.

12. The managers or operators appointed by MIT and NSA for vessels retained for semi-service or commercial use and chartered will, if necessary, advance owners' expenses in currencies other than Lire, in accordance with the charter party, and recover from the Italian Government.

13. The Italian Government and its agents must be entirely responsible for the financial arrangements on vessels returned to COMNAV for operation.

14. All other provisions of the CHARTER - IN COMNAV agreement, FAM 342, and other enlargements or amendments of these papers remain in effect.

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474
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

TELEPHONE NO.: 29794 ext. 45
REFERENCE NO.: 130/AGC/EC.9-73/8-29/269
SUBJECT : Shipping Rights
TO : Headquarters Allied Commission
A.E.C. 794 - Rome

DATE, 9 August 1946

1. Reference copies of attached letters, GAB 713/45/R.100 of 2 Aug. (encl. N.1), N.O. 1815 of 30 July (encl. n.2), and GAB 351/46/R. SH of 14 June, all on above subjects, and each self-explanatory.

2. This section takes a most serious view of the instructions issued from the Ministry of Transport Representative (Italian Area). Certainly if the policy laid down by his instructions are carried out the main source of existence for Trieste will be greatly cut off. The comments made in enclosure n. 2, (No. 1315) deserve close study for it presents the case in a fair manner.

3. It is recognized that there may be treaties in force which prevent Italian ships from hauling cargo of other nations. If that is the case then the ruling by the British Ministry of Transport must prevail. However, it is felt that such a ruling from a body other than said organization would be more appropriate.

4. May this matter be given further investigation by your headquarters. And may this Section be given all references pertaining to regulation governing Italian shipping in the Mediterranean.

FOR THE SENIOR CIVIL AFFAIRS OFFICER,

2961

1. Reference copies of attached letters, CAB/713/46/R.100 of 2 AUG. (encl. K.1), No. 1315 of 30 July (encl. n.2), and CAB 551/46/R. SH of 14 June, all on above subjects, and each self-explanatory.

2. This section takes a most serious view of the instructions issued from the Ministry of Transport representative (Italian Area). Certainly if the policy laid down by his instructions are carried out the main source of existence for Trieste will be greatly cut off. The comments made in enclosure n. 2, (No. 1315) deserve close study for it presents the case in a fair manner.

3. It is recognized that there may be treaties in force which prevent Italian ships from hauling cargo of other nations. If that is the case then the ruling by the British Ministry of Transport must prevail. However, it is felt that such a ruling from a body other than said organization would be more appropriate.

4. May this matter be given further investigation by your headquarters. And may this Section be given all references pertaining to regulation governing Italian shipping in the Mediterranean.

FOR THE SENIOR CIVIL AFFAIRS OFFICER,

2961

Kenneth Cooper
KENNETH COOPER,
MAJOR F.A.
DEPUTY CHIEF, ECONOMICS

3 encls:

Ltr. CAB/713/46/R.100

Ltr. No. 12/3

Ltr. CAB 551/46/R. SH

Copies to: C-5, AFHQ
Transportation Division
Commerce

KC/vf

C O P YBRITISH MINISTRY OF TRANSPORT
A.P.O. 3. 551 C.M.F.

Telegrams : Shipminder, Rome

2 August 46

Tel. 8430/1 Ext. 37

Ref.: GAB/713/46/R.100

To HQ Allied Military Government, 13th Corps. (Cries to F.O.L.I.
HQ Allied Commission)
From Ministry of Transport Representative (Italian Area)

Reference HQ AMG 13 Corps' letter to Allied Commission Rome dated 13th July (13C/AMG/EC.78/656) and letter from the Office of F.O.L.I. to British Ministry of Transport, Rome, dated 1st August (1110/98) :

The request contained in the letter to HQ AMG 13 Corps from the Adriatica Societa' An. di Navigazione dated 5th July, 1946 (No. 136/47) for permission for vessels of the Adriatica to carry cargo destined for central European countries through Trieste was submitted to the Italian Shipping Board at its meeting on 1st August 1946. The Board requested the Chairman to point out that COGENA, (Comitato Italiano Gestione Navi) to which body the planning and operating control of Italian Mediterranean merchant shipping was transferred under Authority of signal from AGWAR dated 12th April 1946 - FAN.658 - had not authorized the Adriatic Co. to put forward the proposal mentioned in their letter referred to in paragraph 1 above.

The Board also wish to point out that consent has neither been sought nor given to the establishment of a Line of Italian steamers from Venice, Egypt, Palestine and Syria. Furthermore, Italian vessels cannot be diverted at the present time from the essential needs of the carriage of Italian products and manufactured goods on outward voyages and of raw materials for Italian industry on homeward voyages.

G.A. BELL
Chairman of Meeting 1st August, 1946 of Italian Shipping Board

2960

COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
MILITARY CORPS

Tel. No 29794 Ext. 45
Ref. No 130/ALG/Tc. 28/727
Subject : Ship Demurrage Charges.
To : HQ. Allied Commission - Economic Section.

30 July 1946

1. Ships have begun to arrive in Trieste on normal peacetime charters.
In view of:

- (a) the damaged condition of the harbour;
- (b) the present restrictions for the use of berths for various commodities (only two berths are available for coal and coke), and
- (c) the scarcity of rail trucks,

very heavy demurrage charges are anticipated.

2. This is a typical example:

S/S "Samdee" arrived on 11 July 1946 at 1100 hours. Lay time commenced on 13 July 46 at 0000 hours and expired on 23 July 46 at 1900 hours. Demurrage rate is about 240 £ Sterling per working day.

Under instruction from the Port Commandant the vessel had to wait at anchor until the S/S "Newbury" was shifted to IIV's wharf, and was finally berthed on 16 July 1946. Discharging started at 1500 hours the same day and was further delayed by lack of rail trucks. Night work was ordered and done whenever availability of rail trucks allowed it.

Ship completed discharge on 28 July, and demurrage will be about 1000 £ Sterling.

3. As the ship is on OCS account our understanding is that demurrage will be charged to OCS.

4. May we please have confirmation on this.

FOR THE SENIOR CIVIL AFFAIRS OFFICER,

In view of:

- (a) the damaged condition of the harbour;
- (b) the present restrictions for the use of berths for various commodities (only two berths are available for coal and coke), and
- (c) the scarcity of rail trucks,

very heavy demurrage charges are anticipated.

2. This is a typical example:

S/S "Bamdee" arrived on 11 July 1946 at 1400 hours. Lay time commenced on 13 July 46 at 0000 hours and expired on 23 July 46 at 1900 hours. Demurrage rate is about 240 £ Sterling per working day.

Under instruction from the Port Commandant the vessel had to wait at anchor until the S/S "Newbury" was shifted to ILVA's wharf, and was finally berthed on 16 July 1946. Discharging started at 1500 hours the same day and was further delayed by lack of rail trucks. Night work was ordered and done whenever availability of rail trucks allowed it.

Ship completed discharge on 28 July, and demurrage will be about 1000 £ Sterling.

3. As the ship is on CCS account our understanding is that demurrage will be charged to CCS.

4. May we please have confirmation on this.

FOR THE SENIOR CIVIL AFFAIRS OFFICER,

D.S. BICKERSTEDT
2959
LIEUT COLONEL,
CHIEF, ECONOMIC SECTION.

DSE/EL

Copy to : Commerce Division, this HQ.
Transportation Division, this HQ.
Supply Division, this HQ.

COPY

ASSOCIAZIONE DELL'ARMAMENTO

No. 1813

30 July 46

SUBJECT : Italian Merchant Ships bound to the Near East.

To the

ALLIED MILITARY GOVERNMENT
Commerce DivisionTRIESTEAttn. Col. C.A.W. Stephens

1. Some of our Members have been granted by the Ministry of Transport (Br.) Representative in Rome the permit for carrying out voyages between Italy and the Near East (Alexandria, Beyrouth, Istanbul) for the purpose of supplying commodities to Italy and raw material for manufacturing in that country.

You will find attached a copy of such a permit, issued to the ADRIATICA S.N. Coy. a member of ours, on the 14/6/46.

As to the cargo, these permits contain, however, a very restrictive clause, i.e. only Italian products (exports) and only commodities for the Italian industries (import) may be carried.

2. Local shipowners emphasize that the a/m clause has as a logical consequence the sure perishment of the trade through Trieste which port essentially works as a transit port for Central Europe.

As we are at a loss to understand why the Italian cargo could not be completed with foreign one, you are kindly requested, on behalf of the local shipowners interested in the trade with the Near East, to take the necessary measures in order to have the transport of commodities in transit granted, i.e. local shipowners should be allowed to carry and handle freely cargo for Central European Importers and Exporters without restrictions of any kind, thus filling up the space available on Italian vessels not completely utilized by Italian cargo. This is the more necessary as otherwise almost the whole traditional trade through Trieste would not only be stopped but also venture to be lost for ever.

3. Moreover, local shipowners cannot ignore any longer the frequent requests and bids of importers and exporters of our "hinterland" (Austria, Czechoslovakia, Switzerland etc.) for the carrying of a commodities through Trieste and they wish to secure at least a share of the available cargo thus showing their goodwill in the rehabilitation of traditional trade through Trieste.

4. We trust that the present application will be taken in due consideration with regard to the special position of our port, now under Allied Administration, and suggest that the permit for the carrying of transit-cargo should be in any case allowed through Trieste, with regard to item (5) of the attached letter.

yours faithfully

signed

(The President)

2958

C O P Y

BRITISH MINISTRY OF TRANSPORT
A.E.O. - S.551. C.M.F.

Rome, 14th June 1946

Ref. GAB.551/46/R.SI.

To Presidenza CO.CE.NA.
From Ministry of Transport Representative (Italian Area)
Subject: Italian Merchant Ship "LANGANO"

With reference to your letter of 13th June 1946 No.637/UP.

provided the conditions set forth below are observed there will be no objection on the part of the shipping Authorities to the voyage proposed for the steamer under reference and for the purposes stated in your letter.

1. It is assumed you have cleared the matter with the British, Egyptian and Syrian Authorities.
2. The rates of freight charged for the carriage of cargo to and from Italy will conform to the tariff approved by you.
3. Cargo carried will be limited strictly to Italian products (exports) and imports for Italian Industry.
4. Passengers will not be carried to and from Italy.
5. Neither passengers nor cargo will be carried between non Italian ports unless at the request or under instructions of the competent Allied Authority.
6. The crew signed on will be strictly controlled and not exceed the usual complement. No one will be signed on who is not a seaman and properly registered with the Italian Authorities.
7. The Master is to be furnished with a letter which he can produce if required to Foreign Authorities at ports abroad to uphold his refusal to carry cargo or passengers between non Italian ports.
8. Calls as may be necessary at Italian ports will be strictly controlled.

(Signed) G.A. BELL
Ministry of Transport
Representative It.Area

2957

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

28 December 1945

Tel. 376

TO: Acting Vice President
Economic Section

SUBJECT: Use of North Italian Ports By UNRRA.

1. Reference attached papers, I do not see how we can avoid being involved in this question in either case as follows:

(a) As AC (during the remainder of its life). We must ensure that the present import programme into North Italy is not prejudiced by the allocation of Northern Italian ports to UNRRA cargoes destined for other countries, and must watch the interests of Italian economy in general as opposed to the interests of UNRRA in other countries. In fact, we must hold a watching brief on behalf of the Italian government.

(b) As UNRRA. Similarly, it is necessary to watch the interests of UNRRA (Italy) as against the interests of UNRRA for other countries, to ensure that UNRRA Italian cargoes are not squeezed out of Venice (or other North Italian ports) in preference to those of UNRRA other countries. In fact, we must hold a watching brief on behalf of UNRRA, Italy.

2. The important point is that cargoes for Italy should have the priority use of Italian ports. Even if foreign wagons are promised for port clearance, they are not always forthcoming at the right time, and, when they fail to arrive, the local warehouse accommodation becomes congested and the port is not currently cleared. Hence there is a risk of -

(a) Cargoes destined for Italy being shut out in favour of cargoes intended for other countries.

(b) Precious warehouse accommodation in Italian ports being sacrificed for the use of other countries if foreign wagons are not available in the port at the right time, since Italian wagons can not be spared out of Italy.

P.D.G.

P.D.G. Buchanan
Colonel
Director

CC: Movements Division

Note to Col. Buchanan
Transportation S/c 22/12/45

Ref. our conversation with Brigadier Philipe. To what extent and in what respect do you think that we should get involved in the attached problem? - i.e., either with our AC or our UNRRA hat?

Harlan Cleveland.

2956

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

SECRET

MJS/h1

Tel: 318

651/5/TN1

MEMORANDUM

SUBJECT: Storage Accommodations at Trieste

TO : Port & Warehouse Division

1. It is proposed to provide sufficient covered storage accommodations at Trieste for a peak tonnage of 13,000 tons for civil supplies and 15,000 tons for UNRRA supplies. These civil supplies are to meet likely demands for Venezia Giulia and Venezia Propria, but not for any other areas, which it is anticipated will be supplied thru other channels.

2. Will you confirm that you consider this amount sufficient to meet likely demands on you, both for civil supplies and UNRRA?

M.J. SIEFF, Colonel,
Chief, Movements Division

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HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

117/M/TM2

24th. March 1945

Memo to Chief
Movements Division.

Subject: Port Gear - Northern Italy.

1. In reply to your 651/2/TM1 dated 21st. March, investigation of the present status of this matter discloses that at least three sections of this Sub-Commission has handled or is handling this subject. After interviewing all concerned the following plan of procedure is submitted for your approval.
2. Inasmuch as AFHQ has not produced a plan for occupation of Eastern Italy, no attempt to amass gear for the Adriatic will be attempted at this time.
3. Gear for the four main ports of Liguria Region will be amassed at Civitavecchia insofar as is possible. Inasmuch as Genoa will be the first port to be cleared, sufficient gear for all four ports will eventually be transferred to a dump there and then distributed as need arises.
4. Present plans indicate that Army is obligated to discharge 1,000 tons daily of Army stores and 1,000 tons daily of AC stores at Genoa for which they will be supplied by AC.
5. A partial list of equipment and gear to handle this tonnage has been prepared by Col. Balfour and will be completed very shortly. The original list was prepared for all ports in liberated Italy plus the port of Genoa. At our suggestion, the requirements for Genoa will be eliminated from the proposed requisition now being prepared for submission to AFHQ and a separate request made up for N.W. Italy ports so as to differentiate between the requirements for liberated ports and for those still in the hand of the enemy. A copy of this requisition will first be submitted to the Italian Ministry of Marine in order to ascertain if they are able to furnish any portion of our requirements. So much for requisitioning of materials.
6. Our plan for actually making or acquiring gear will be to investigate the facilities at Civitavecchia which we have been informed are capable of handling some of our immediate needs. We will attempt to obtain rope, metals, etc., through AC and commercial channels and manufacture slings, nets, clamp, etc., and store this gear ready for move-in at Civitavecchia. It is suggested that a tentative plan be immediately effected between Transportation Sub-Commission and Finance Sub-Commission.

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1. In reply to your 651/2/TM dated 21st. March, investigation of the present status of this matter discloses that at least three sections of this Sub-Commission has handled or is handling this subject. After interviewing all concerned the following plan of procedure is submitted for your approval.

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3. Gear for the four main ports of Liguria Region will be amassed at Civitavecchia insofar as is possible. Inasmuch as Genoa will be the first port to be cleared, sufficient gear for all four ports will eventually be transferred to a dump there and then distributed as need arises.

4. Present plans indicate that Army is obligated to discharge 1,000 tons daily of Army stores and 1,000 tons daily of AC stores at Genoa for which they will supply tackle. That leaves a target figure of 6,000 tons daily for which gear must be supplied by AC.

5. A partial list of equipment and gear to handle this tonnage has been prepared by Col. Balfour and will be completed very shortly. The original list was prepared for all ports in liberated Italy plus the port of Genoa. At our suggestion, the requirements for Genoa will be eliminated from the proposed requisition now being prepared for submission to AFHQ and a separate request made up for N.W. Italy ports so as to differentiate between the requirements for liberated ports and for those still in the hand of the enemy. A copy of this requisition will first be submitted to the Italian Ministry of Marine in order to ascertain if they are able to furnish any portion of our requirements. So much for requisitioning of materials.

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7. Major E.J.W. Wickens, port Officer of Genoa, has been designated as procurement Officer to activate the above plan.

Copy to: Port & Warehouse Division
Shipping Section, Movements Division
Chief Transp. Officer - Liguria Region
Major Wickens

M. Harris
M. HARRIS
Lt. Col. C.E.

MTW/go.

651/2 (4)

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ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN)

G-4 (MOV 1) D/5a

Tele FREEDOM 395

28 Mar 45

SUBJECT : Inland Water Transport

TO : Headquarters Allied Commission
APO 394,
Transportation Sub-Commission. (Five copies - one with trace).

Reference 651/1/TN 1 of 21 Mar 45.

1. It is not planned at this stage to use the IWT system of NORTH ITALY to carry military tonnages. As the system will be used principally for civil purposes, its development will be the responsibility of HQ Allied Commission. Plans should therefore be made by you to make the maximum use of this means of transportation.

2. The system has generally fallen into a state of disrepair since it is not suited to the main flow of enemy supply from NORTH to SOUTH. The majority of servicable craft have been withdrawn either for coastwise traffic or for use as pontoon crossings of the PO in lieu of major bridges destroyed by Allied air attacks. Fallen bridge spans block navigable channels at a number of points. Dredgers and tugs have been withdrawn to operational ports. Further damage may occur as the results of enemy intentions to flood the PO valley and destroy locks and dams. It is also possible that stretches of the river may be mined.

3. It is considered that sections of the IWT system might best be used for distribution of local produce where servicable craft are found in short navigable stretches of waterway. It would not be safe to plan on the use of inland waterways for movement of large tonnages of civil supplies over long distances.

4. It is unlikely that military craft can be introduced into the PO and VENETIAN systems until after VENICE is opened. Few military craft are in any case suitable to negotiate the interconnecting canals and locks. No military IWT units will be available.

5. At Appendix 'A' are listed details of waterways in the Provinces of PIEMONTE and LOMBARDIA. These details have been compiled from such information as is available at this HQ and should be read in the light of paras 1 and 2 above.

1. It is not planned at this stage to use the IWT system of NORTH ITALY to carry military tonnages. As the system will be used principally for civil purposes, its development will be the responsibility of Hq Allied Commission. Plans should therefore be made by you to make the maximum use of this means of transportation.
2. The system has generally fallen into a state of disrepair since it is not suited to the main flow of enemy supply from NORTH to SOUTH. The majority of servicable craft have been withdrawn either for coastwise traffic or for use as pontoon crossings of the PO in lieu of major bridges destroyed by Allied air attacks. Fallen bridge spans block navigable channels at a number of points. Dredgers and tugs have been withdrawn to operational ports. Further damage may occur as the results of enemy intentions to flood the PO valley and destroy locks and dams. It is also possible that stretches of the river may be mined.
3. It is considered that sections of the IWT system might best be used for distribution of local produce where servicable craft are found in short navigable stretches of waterway. It would not be safe to plan on the use of inland waterways for movement of large tonnages of civil supplies over long distances.
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5. At Appendix 'A' are listed details of waterways in the Provinces of PIEMONTE and LOMBARDIA. These details have been compiled from such information as is available at this Hq and should be read in the light of paras 1 and 2 above.

Mov 1
RM/dsr

Copies to :- Log Plans
Tn (Brit).

L. M. Cooper 2953

L. M. COOPER, Lt Col,
for Brigadier,
DQMG (Mov & Tn).

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APPENDIX 'A'
to G-4 (Mov 1) D/5a dated 28 Mar.

Inland Waterways in Provinces of PIEMONTE and LOMBARDIA

- (1) River PO: This river is classified as a first class waterway from CASALE MONFERRATO (45 miles EAST of TURIN) to its mouth, a distance of 336 miles.

Between CASALE MONFERRATO and the confluence of the TICINO the depth varies from a minimum of 1 - 9 to a maximum of 16 - 20 ft. Navigation is limited to local traffic for vessels of small capacity. Between TURIN and CASALE MONFERRATO the minimum depth is still lower since the river almost is completely diverted at the CHIVASSO and CASALE locks to serve the CAVOUR and LANZA canals.
- (2) CAVOUR CANAL: This canal commences at the lock at CHIVASSO (15 miles NE of TURIN) and joins the R TICINO at a point NW of GALLIATE. It has a width of 98.4 ft, a depth of 10 ft and is available for boats of up to 600 tons.
- (3) LANZA CANAL: This canal connects CASALE MONFERRATO and ALESSANDRIA (to the SOUTH). No details are available regarding depths or availability to craft.
- (4) NAVIGLIO CANAL (SHIP CANAL): Runs from the TICINO at TORNAVENTE to MILAN via BOFFALORA and ABBIEFFE GRASSO. It is divided into 2 sections viz TURBIGO Industrial Canal to TURBIGO and the actual ship canal from TURBIGO to MILAN.

Details: TURBIGO CANAL - Width on bottom = 49 ft.
Width on surface = 112 ft.
Draught not stated.

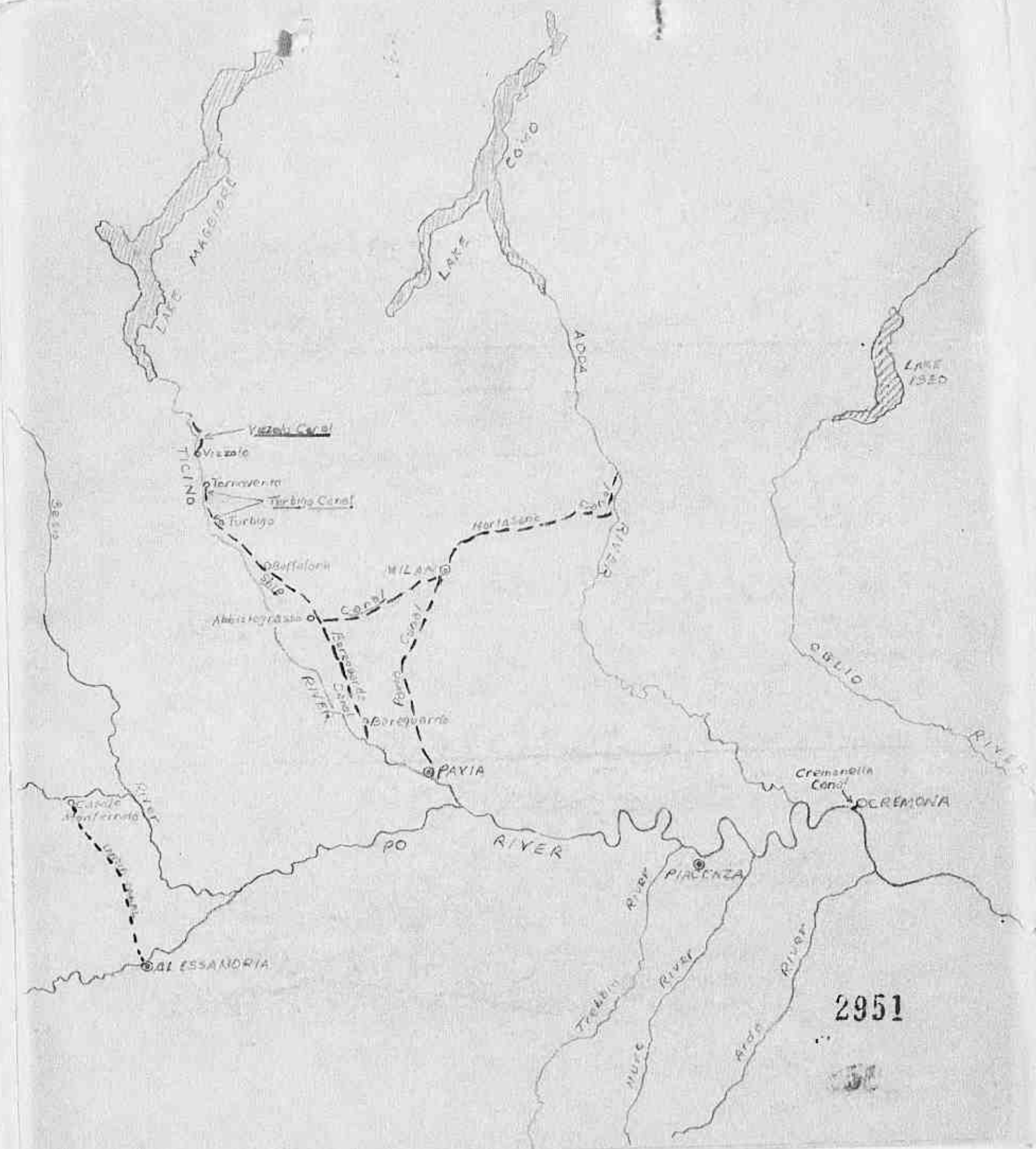
SHIP CANAL - First 5 miles = 72/164 ft,
(below TURBIGO) next 15 miles = 59/78 ft,
remaining 9 miles = 40/60 ft.
Draught = 3.2 ft to 12.4 ft.
- (5) BEREGUARDO CANAL: This canal branches from the SHIP CANAL at ABBIEFFE GRASSO and runs to PAVIA (11.8 miles) and is now used only for irrigation purposes. having been superceded by the PAVIA CANAL (from PAVIA to MILAN).
- (6) PAVIA CANAL: From PAVIA to MILAN (22 miles).

Width on surface = 39 ft (66 - 100 ft in basins).
Depth = 3.3 ft to 8.8 ft

- (2) **CAVOUR CANAL:** This canal commences at the lock at CHIVASSO (15 miles NE of TURIN) and joins the R TICINO at a point NW of GALLIATE. It has a width of 98.4 ft, a depth of 10 ft and is available for boats of up to 600 tons.
- (3) **LANZIA CANAL:** This canal connects CASALE MONFERRATO and ALESSANDRIA (to the SOUTH). No details are available regarding depths or availability to craft.
- (4) **NAVIGLIO CANAL (SHIP CANAL):** Runs from the TICINO at TORNAVENTE to MILAN via BOFFALORA and ABBIEGTE GRASSO. It is divided into 2 sections viz TURBIGO Industrial Canal to TURBIGO and the actual ship canal from TURBIGO to MILAN.
- Details: TURBIGO CANAL - Width on bottom = 49 ft.
Width on surface = 112 ft.
Draught not stated.
- SHIP CANAL - First 5 miles = 72/164 ft,
(below TURBIGO) next 15 miles = 59/78 ft,
remaining 9 miles = 40/60 ft.
Draught = 3.2 ft to 12.4 ft.
- (5) **BEREGUARDO CANAL:** This canal branches from the SHIP CANAL at ABBIEGGRASSO and runs to PAVIA (11.8 miles) and is now used only for irrigation purposes having been superseded by the PAVIA CANAL (from PAVIA to MILAN).
- (6) **PAVIA CANAL:** From PAVIA to MILAN (22 miles).
- Width on surface = 39 ft (66 - 100 ft in basins).
Depth = 3.3 ft to 8.8 ft

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APPENDIX 'A'
to E-4 (Nov 1954) dated 28 Mar.

Inland Waterways in Provinces of PIEMONTE and LOMBARDIA

(1) River PO: This river is classified as a first class waterway from CASALE MONFERRATO (45 miles east of TURIN) to its mouth, a distance of 336 miles.

Between CASALE MONFERRATO and the confluence of the TIGRINO the depth varies from a minimum of 1 - 9 to a maximum of 16 - 20 ft. Navigation is limited to local traffic for vessels of small capacity. Between TURIN and CASALE MONFERRATO the minimum depth is still lower since the river almost is completely diverted at the CHIVASSO and CASALE locks to serve the CAVOUR and LANZA canals.

(2) CAVOUR CANAL: This canal commences at the lock at CHIVASSO (15 miles NE of TURIN) and joins the R TIGRINO at a point NW of GALLIATE. It has a width of 98.4 ft, a depth of 10 ft and is available for boats of up to 600 tons.

(3) LANZA CANAL: This canal connects CASALE MONFERRATO and ALESSANDRIA (to the SOUTH). No details are available regarding depths or availability to draft.

(4) NAVIGLIO CANAL (SHIP CANAL): Runs from the TIGRINO at TORNAVATE to MILAN via BOFFALORA and ARBONATE GRASSO. It is divided into 2 sections via TURBIGO Industrial Canal to TURBIGO and the actual ship canal from TURBIGO to MILAN.

Details: TURBIGO CANAL - Width on bottom = 49 ft.
Width on surface = 112 ft.
Draught not stated.

SHIP CANAL - First 5 miles = 72/164 ft,
(below TURBIGO) next 15 miles = 59/78 ft,
remaining 9 miles = 40/60 ft.
Draught = 3.2 ft to 12.4 ft.

(5) BERNARDINO CANAL: This canal branches from the SHIP CANAL at ARBONATE GRASSO and runs to PAVIA (11.8 miles) and is now used only for irrigation purposes having been superseded by the PAVIA CANAL (from PAVIA to MILAN).

(6) PAVIA CANAL: From PAVIA to MILAN (22 miles).

Width on surface = 39 ft (66 ft in basins)
Depth = 3.3 ft to 8.8 ft

- (2) **CAVOUR CANAL:** This canal commences at the lock at CHIVASSO (15 miles NE of TURIN) and joins the R TIGLIO at a point NW of GALLIATE. It has a width of 98.4 ft, a depth of 10 ft and is available for boats of up to 600 tons.
- (3) **LAMEIA CANAL:** This canal connects CASALE MONFERRATO and ALESSANDRIA (to the SOUTH). No details are available regarding depths or availability to craft.
- (4) **NAVIGLIO CANAL (SHIP CANAL):** Runs from the TIGLIO at FORMIGLIETTO to MILAN via BOFFALORA and ABBIGLIONE GRASSO. It is divided into 2 sections viz TURBIGO Industrial Canal to TURBIGO and the actual ship canal from TURBIGO to MILAN.
 Details: **TURBIGO CANAL** - Width on bottom = 49 ft.
 Width on surface = 112 ft.
 Draught not stated.
SHIP CANAL - First 5 miles = 72/160 ft,
 next 15 miles = 59/78 ft,
 remaining 9 miles = 40/60 ft.
 Draught = 3.2 ft to 12.4 ft.
- (5) **BRESCUARDO CANAL:** This canal branches from the SHIP CANAL at ABBIGLIONE GRASSO and runs to PAVIA (11.8 miles) and is now used only for irrigation purposes having been superseded by the PAVIA CANAL (from PAVIA to MILAN).
- (6) **PAVIA CANAL:** From PAVIA to MILAN (22 miles).
 Width on surface = 39 ft (66 ft 100 ft in basins)
 Depth = 3.3 ft to 8.8 ft
 2950

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INTER-OFFICE MEMORANDUM

SECRET

MJS/hl

Tel: 318

651/2/TH 2

21 Mar. '45

SUBJECT: AC Port Gear for Northern PortsTO : Lt.Col. Harris,
North West Planning Staff

1. Can you please inform me what action has been taken to provide dock handling gear for northern ports for the working of AC cargoes? Are arrangements in hand to make central dump for such gear, and to employ local facilities on the production of such gear?

2. If no action has been taken so far in this respect, and in view of the considerable responsibilities which AC are allocated for port working in Northern Italy, it is suggested that you work out a policy immediately in conjunction with Port & Warehouse Division and the Shipping Section, Movements Division.

M.J. SIFF, Colonel,
Chief, Movements Div.

copy to: Port & Warehouse Division
Shipping Section, Movements Division

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SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

SECRET

HJ3/MI

Tel: 918

651/1/TH 1

21 Mar. '45

SUBJECT: Inland Water Transport

TO : AFHQ, G-4 (Mov & Tr)

1. Could you please inform us whether any plans have been made for the development of the inland water transport systems of Northern Italy?

2. Apart from such facilities as may exist in the Po Valley, it is understood from Intelligence Reports that there are facilities in the Turin area, which would enable stores to be moved by I.W.T.

MJS
M.J. DUFF, Colonel,
for HERRITT H. TAYLOR,
Director, Transp. S/C.

copy to: Lt.Col. Harris,
North West Planning Staff
Port & Warehouse Division
Shipping Section, Movements Division

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