

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ports General

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/1213

Nov 44

USN/AN

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission

Ref : AC/1/Tn/S

21 December 1944

SUBJECT : Port Rail Yard.

TO : Capt. J.N. Bowen
Port Liaison Officer
Allied Commission
Civitavecchia

Reference your letter of the 14th Dec. addressed to Rail Section, please be informed that Col. Woss is requesting the services of 1 Sgt. be retained at Civitavecchia and one OR man to be sent to the Port on 15th Dec.

4/11/1945
J.O.C. CROOKS
Chief,
Port, Shipment &
Warehouse Div.

Mr. Tolson
Mr. Boardman
Mr. Nichols
Mr. Belmont
Mr. Mohr
Mr. DeLoach
Mr. Casper
Mr. Callahan
Mr. Conrad
Mr. Felt
Mr. Gale
Mr. Rosen
Mr. Sullivan
Mr. Tavel
Mr. Trotter
Mr. Tele. Room
Mr. Holmes
Miss Gandy

May 4/40

20 May 45

100A

TO: DIRECTOR, FBI
FROM: SAC, NEW YORK
SUBJECT: [illegible]

Re New York letter to Bureau dated 4/28/45, captioned as above. The Bureau is requested to advise the New York Office of the results of its investigation of the above-captioned matter.

Very truly yours,
[Signature]

- Mr. Tolson
- Mr. Boardman
- Mr. Nichols
- Mr. Belmont
- Mr. Mohr
- Mr. DeLoach
- Mr. Casper
- Mr. Callahan
- Mr. Conrad
- Mr. Felt
- Mr. Gale
- Mr. Rosen
- Mr. Sullivan
- Mr. Tavel
- Mr. Trotter
- Mr. Tele. Room
- Mr. Holmes
- Miss Gandy

Enclosed for the Bureau are two copies of a letterhead memorandum (LHM) dated and captioned as above. The LHM contains information received from [illegible] regarding the above-captioned matter.

The LHM is being furnished to the Bureau for its information and for its use in the conduct of its investigation of the above-captioned matter.

Very truly yours,
[Signature]

Enclosed for the Bureau are two copies of a letterhead memorandum (LHM) dated and captioned as above. The LHM contains information received from [illegible] regarding the above-captioned matter.

Chairman - Lt Col H. V. Philip,
 Capt Frederick R. H.
 Lt Col A. A. Pritchard
 Lt Col L. J. B. Ingham
 Lt Col E. S. Crompton
 Major M. J. Henson
 Major R. J. L. Portman
 Mr Stoker
 Mr J. J. H. H. H.
 Mr J. J. H. H. H.
 Mr J. J. H. H. H.

Nov 13 Corps
 1010 P.M.
 2 PM Op Gp
 1 Port Op Gp
 Area Commander A. C. F. O. L. A. S.
 Supply Officer, A. C. F. O. L. A. S.
 Port Superintendent, A. C. F. O. L. A. S.
 T. J. H. H. H.
 Japanese Delegation on
 the operation
 Joint American Committee

2. The Chairman introduced the British representatives then stated that the meeting was held to try and find a way to enable the Japanese delegation to be able to get the goods in to the port in a way that would be acceptable to the Japanese delegation. The Japanese delegation then stated that they would be able to get the goods in to the port in a way that would be acceptable to the Japanese delegation.

The Japanese delegation was then invited to ask questions.

3. SHIPPING

The delegation asked a number of questions on the town plan showing the port and the area around it. The delegation then asked the Japanese delegation to state what they would like to see in the port. The Japanese delegation then stated that they would like to see a port that would be able to handle a large number of ships. The delegation then asked the Japanese delegation to state what they would like to see in the port. The Japanese delegation then stated that they would like to see a port that would be able to handle a large number of ships.

4. With reference to the outer harbor only available, there were only two possible discharge quays;

- (a) The outermost quay which has an alongside draft of only 15 ft. The railway line is very congested but little work would be required to put this line in order. It is considered that this work could be undertaken with expert rail advice.
- (b) The Main Cantonment take which alongside up to 27 ft. There is a railway track by this Main but extensive drainage has been laid and considerable work would be required to clear this line.

Contd.....5.

6.

12

[illegible]

1053

by J. Edgar Hoover, A.S.C. Officer and Inspector General.
 Priority would have to be given to Allied Military matters and to
 A.S.C. matters of a technical nature.
 The Director and General Counsel advised that two terms they would see
 for action by the staff that two and one-half sessions could be arranged.

7. Status of the information received on Yugoslav delegation stated
 they would put up recommendations at the next Joint Board meeting early in
 September.

8. Remarks

The Yugoslav delegation brought up the question of the position
 of the nation in 1944.

They pointed out that as it was under the P.O.L. employee in the
 Allied since it technically was the position of the military extremely difficult.
 They stated to us that under a. in relation, only two relations were possible.

(1) The working of the statute should be turned over to the
 Yugoslavs.

(2) That a certain number of cases should be allowed to be
 determined in P.O.L.

The position stated with this question was beyond the terms of
 reference of the meeting and it could be determined by the Joint Operating
 Committee before being submitted to the Joint Committee. The
 Joint Committee agreed to put up the proposal at the next meeting.

It was reported that the law from the P.O.L. was now open
 and that a service was to be started from DIVISION to P.O.L. A.S.C. P.O.L.
 stated that they had no objection to the service so long as they got a proper
 title structure.

Col. Williams stated to sell a number of the Joint Operating
 Committee at a very early date to examine the proposed service into a view to
 making a proper statement to A.S.C. P.O.L.

Handwritten signatures and initials:
 (A.S.C. member) Lt Col.
 A.S.C. (A.S.C.)
 Lt Col.

DISPOSITION :-

Chairman of Transportation Sub-Committee.

A.S.C. P.O.L. 13 cases

14 & 15 " "

16 " " "

17 14v

18 14v

19 14v

20 14v

21 present at conference

22 present at conference

23 present at conference

(3) - For record transmission to
 J. Edgar Hoover.

Torre of munnawata

Draft at Bussina munnawata - 15 to 18 feet
 ships discharging wheel are kept a few feet
 away from pier by means of wooden rafts
 where a draft of 21 feet is available

Moh. de' Lomanda : 12 to 21 feet

Moh. de' Benedit : 9 feet
 21 " at the end - good only
 for show on mooring

Amurari

20th Aug 1945

1945

For munnawata

541

2376

Declassified E.O. 12356 Section 3.3/NNN No. 785021

AC/54

T.B.D. INTRA AND EXTRA MED.

PORT	WHEAT	FOOD INCL CASED	FERTILIZER	SULPHUR PYRITES PHOSPHATES	CASED ELEC GOODS	MISC GEN	FRUIT AND WINE	SAL
NAPLES MAIN		250	230			100		
NAPLES SATELLITE	1250			60		60	40	60
CIVITAVECCHIA	350	77		50		30	225	130
PIONBINO)								
)		71		470	10	90	175	65
LEGHORN)								
GENOA)	165	285		1030	550	675	540	330
SAVONA)								
REGGIO		265						330
CROTONE		265		900				
HEEL GP.	600	192	115	270		10	40	
ANCONA		431	281	160		50	200	670
VENICE		73	670	775		154	120	
TRIESTE		40		31		270	120	330
	2365	1949	1296	3786	75	1449	1560	1915
SICILY	600	161	63	293		163		
SARDINIA	233	250	71			66	120	
	1198	1360	1430	4079	75	1675	1680	1915

AC/54/166/74/3

T.P.D. INTRA AND EXTRA MSD.

WHEAT	FOOD INCL CASED	FERTILIZER	SULPHUR PYRITES PHOSPHATES	CASED ELEC GOODS	MISC GEN	FRUIT AND WINE	SALT	TOTAL
					100			580
	250	230			60	40	60	1470
1250			60		30	225	130	902
350	77		90					
	71		170	10	90	175	65	881
165	285		1030	660	575	540	330	3190
							330	595
	265							1165
	265		900		10	40		1227
600	192	115	270		50	200	670	1788
	431	281	160		154	120		1802
	73	670	775		270	120	330	791
	40		31					
2165	1949	1286	3786	75	1449	1560	1915	14395
					163			1280
600	161	63	293		65	120		740
233	250	71						
3198	2360	1430	4079	75	1678	1680	1915	16115

1680

1500

1529

RECEIVED
JAN 10 1965
U.S. AIR FORCE
WASHINGTON, D.C.

TO: SAC, NEW YORK
FROM: SAC, NEW YORK

DATE: 1/10/65
BY: [Signature]

SUBJECT: [Illegible]

1. [Illegible]
2. [Illegible]

3. [Illegible]
4. [Illegible]

[Signature]

[Illegible]
[Illegible]

Attachments:
[Illegible]

1681

INTERS OFFICE MEMO

MRB/ea

Our Ref :- AC/541/166/Tn.3.

13 August 1945

SUBJECT :- Port Projects.

TO :- Ports & Warehouse Division.

1. Ref your AC/24/39/Tn.6. of 10 August.

2. Below is given an estimate of tpd for Italian ports covering civil supplies. These figures do not include coal and the expected arrivals of coal will need to be obtained from AFHQ by Ia(B). The supplies include cereals, miscellaneous food-stuffs & clothes.

Port	TPD
Naples Main	174
Naples Satellite	1325
Civitavecchia	746
Piombino	117
Leghorn	784
Genoa	2131
Savona	286
Reggio	200
Crotone	273
Reel Sp.	996
Ancona	915
Genoa	1092
Trieste	385
Sicily	914
Sardinia	341

For the Director :-

181

need to be obtained from AFHQ by IN(3). The supplies include cereals, miscellaneous food-stuffs & clothes.

Port

Naples Main
Naples Satellite
Civitatevechia
Piomano
Leghorn
Genoa
Savona
Reggio
Crotone
Keele Sp.
Ancona
Venice
Trieste
Sicily
Sardinia

TID

174
1323
746
117
734
2133
286
200
273
996
915
1092
335
914
341

For the Director :-

H. P. Lahman
H. P. LAHMAN
Major E. S.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF MARITIME SERVICE

TO: SAC, NEW YORK

13 AUGUST 1969

FROM: SAC, NEW YORK
(Info. Bureau, New York)

154

1. Attached for information is a copy of a letterhead memorandum (LHM) dated 11/10/68, from the New York Office to the Bureau, New York, regarding the above captioned matter.
2. Bureau has been advised that the above captioned matter is being handled by the New York Office and that the Bureau is being kept advised of the progress of the investigation.

A. G. Smith

FOR
S. E. Smith, Chief
Bureau of Maritime Service

RECEIVED
AUGUST 14 1969

154

Capt. Smith - pl pass to
Pt W/Ho. These tonnage
figures (average tpd) do
not include anticipated
tonnage of coal, which
could be obtained from a 7000.
LH

2382

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMMUNICATIONS DIVISION
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 240
Ref. AC/2-123/Tnb

18 July 1945

SUBJECT: Port of Mazara del Vallo

TO : Movements Division
(Att. Col. M. J. Steff)

1. For your information and retention, attached is copy of report on Port of Mazara del Vallo.

John R. ...
J. R. ... Chief
Ports & Warehouse Division

Attachment:
As stated above.

187

501

HEADQUARTERS ALLIED COMMISSION
APG 394
TRANSPORTATION SUB COMMISSION

Tel. 290

23 June 1945

SUBJECT: Port of Mazara del Vallo (Province of Trapani, Sicily)

1. The port of Mazara del Vallo was one of the two principal fishing ports in Italy before the war. It is the nearest port to Pantelleria Island, and the produce of the latter, especially grapes, passed through Mazara. Each grape season about 1,000 railway refrigerated cars loaded grapes in the port. The principal exports from Mazara del Vallo are: wine, and for the manufacture of glass, preserved and canned fish.

2. The port is divided into two sections: the outer port and the port-channel. The outer port is exposed to the weather and has a depth of 15 feet today; the one loading wharf is destroyed. Before, vessels could load or discharge there in the summer season - May to October. There is a channel from the sea to the inner port. The opening to the inner port is nearly 600 ft. wide but owing to the pressure of banks, it was necessary to make a channel about 200 ft. wide at the entrance and for the first 330 ft., and then narrows to just under 100 ft. It is used for schooners and boats today.

3. The depth of water in the channel before the war was 16 ft., and schooners of 500 tons loaded or discharged there, while steamers of 1,000 tons called regularly at the port, loading down to 15 ft.

4. However, the small river Mazara opens into the channel, and there has been considerable silting (mud). The depth at this point is now only about 11 feet, and requires dredging by a small dredger. The length of time required for this work is estimated at only one month since the bottom is mud.

5. The port is served by a railroad connected with the main line. Now it is rumored that the railroad authorities want to take away the line, saying that owing to lack of refrigerated cars for the carriage of grapes, there is no reason to keep the line. However, it is pointed out that, if not this season, in future seasons this traffic will certainly be resumed, as the rolling stock will be gradually replaced.

6. The large dredger "SARDEGNA" is reported to be sunk in the port of MARSALA and can still be salvaged, but nothing has been done about it. It is rumored that this is because it is feared the dredger might be requisitioned and taken to Malta or elsewhere out of Italy.

The above information received by Mr. McDonnell of Operations Branch

400/bjs

TRANSPORTATION SUB-COMMISSION
TRANSPORTATION SUB-COMMISSION

[Handwritten signature]

5th July 1945

Ref. 100 115

501/1408/100.

SUBJECT: slow discharge of ... ships in Italian port area, Naples.

TO: Ministry of Marine, Rome (Attention Lieut. Gen. Astorini)

1. A meeting was held on 5th June in the port office in Naples to investigate the slow discharge of ... vessels in the civil area of Naples port. Colonel Garbi represented the Italian authorities.

General agreement was reached that there is no lack of labour in the port, but there is a very definite lack of adequate supervision, both of loading and unloading of transport, and general quay and warehouse work. Colonel Garbi said that he has requested more assistance, but so far this assistance has not been given him.

It was also agreed that there is inadequate water transport for port clearance, in addition this position was further aggravated by absence of such water transport as is available for port clearance in the civil section of the port. It was stated that trucks, which are supplied by the U.S. Army, are being used for the carriage of mail and other unauthorized purposes, and that there is no proper despatch system, etc.

11/11

port area, Naples.

Ministry of Marine, Rome
(attention Lieut. Gen. Bottani)

1. A meeting was held on 15th June in the port office in Naples to investigate the slow discharge of U.S. vessels in the civil area of Naples port. Colonel Gardi represented the Italian authorities.

2. General agreement was reached that there is no lack of labour in the port, but there is a very definite lack of adequate supervision, both of loading and unloading of transport, and general quay and warehouse work. Colonel Gardi said that he has requested more assistance, but so far this assistance has not been given him.

3. It was also agreed that there is inadequate motor transport for port clearance; in addition this position was further aggravated by absence of such motor transport as is available for port clearance in the civil section of the port. It was stated that trucks, which are supplied by the U.S. Army, are being used for the carriage of mail and other unauthorized purposes, and that there is no proper despatch system, etc.

4. In view of the importance of ensuring the maximum possible efficiency in port working, will you please inform this sub-committee what steps you can take to bring about -

- (a) more efficient supervision both of quay and warehouse operations and motor transport control
- (b) an increased allocation of motor transport for dock working, when necessary.

Increased numbers of motor transport are now being turned over to the Italian Government for priority work, so it should be possible for you adequately to meet the demands which will fall on you in Naples.

For the Director,

W. S. G. G.

A.J. 01177, Colonel

Copy to A.J. 01177, Rome
A.J. 01177, Rome

Port & Warehouse Division, Transportation Officer, Naples

QUARTIER GENERALE DELLA COMMISSIONE ALIATA
APO 304
Sottocommissione Trasporti

ELLG

MJS/bja

9 Luglio 1945

Tel. : Interno 318
Prot. : 541/143/Tr.3

OCCORRENZA : Lento scarico di piroscafi della "U.S.A."
nella zona portuale italiana di Napoli.

AL : Ministero della Marina - Roma
(per il Gen.Gen. Matteini)

1. Il 29 Giugno nell'ufficio portuale della "U.S.A." a Napoli fu tenuta una riunione per investigare sul lento scarico del naviglio della "U.S.A." nella zona civile del porto di Napoli. Il Colonnello Sardi rappresentava le autorità italiane.

2. Fu pienamente convenuto che non vi era mancanza di lavoro nel porto, ma che vi era una assoluta scarsità di sorveglianza adeguata, sia nel carico che nello scarico dei trasporti, come pure nelle operazioni sulla banchina e nei magazzini. Il Colonnello Sardi disse che egli aveva richiesto maggiore assistenza ma che fino adesso questa assistenza non gli era stata data.

3. Fu anche convenuto che vi è insufficienza di motoveicoli per sgombrare il porto; inoltre questa situazione si è aggravata ulteriormente col cattivo uso dei motoveicoli disponibili per lo sgombero del porto stesso nella zona civile. Fu constatato che gli autocarri, che sono stati forniti dall'Esercito Americano, vengono usati per il trasporto di posta e per altri motivi non autorizzati e. che non esiste un buon servizio di trasporto, etc.

4. Considerando l'importanza di assicurare la massima efficienza possibile ai lavori del porto, vogliono per favore informare questa Sottocommissione dei provvedimenti

- 2 -

che adotterete in riguardo:

- (a) a una più efficiente sorveglianza sia delle operazioni di banchina e di magazzino, sia di controllo dei motoveicoli.
- (b) a una aumentata assegnazione di motoveicoli per lavori di banchina, quando sia necessario.

Un maggior numero di autoveicoli vengono trasferiti attualmente al Governo Italiano per lavori di precedenza, ciò vi renderà possibile di proporre le richieste che vi sono necessarie per Napoli.

Per il Direttore:

A. J. SIEFF

A. J. SIEFF, Colonnello
AG.

UNITED COMMISSION
TRANSPORTATION DIVISION FOR TOSCANA
PALAZZO DEL S. I. S.
FIRENZE

17-15

(147A)

17-15/15/15

7 July '45

SUBJECT: TOSCA.

TO : Transportation Sub-Commission,
E.O. Allied Commission.

- 140
1. Your letter of 1/10 dated 26 June '45.
 2. Roads are suitable for road movement from Massa to Marina di Massa or Marina di Carrara.
 3. We are informed that Marina di Massa cannot function for six months, and Marina di Carrara until a month or less. Work, which has not yet been started.
 4. Supply Office advises inform us that in one month there will be 1000 tons coal available.
 5. For further information please apply Liguria Section.

PAGE 11.

File
E.A.M. GREEN,
Lt. Col. WRC,
Chief Transportation Officer.

Mr. Roads

Noted. Will Mr. Green
Gardner please advise
Mr. Shipping to take no
further action until Coal
Shipment make another descent
Agree Col. Evans. Lt. Col. Foster

652

2389

Declassified E.O. 12356 Section 3.3/NNQ No. 185021

WAR SHIPPING ADMINISTRATION

Rome, Italy
July 7th, 1945TO : Transportation Sub-Commission
Attention: Maj. Godfrey

FROM : W.S.A., Rome

SUBJECT : Slow discharge of W.S.A. ships
in Italian port area, Naples.

In Friday morning, June 29th, a meeting was held in the W.S.A. port office in Naples for the purpose of ascertaining the reasons for slow discharge of W.S.A. vessels in the Italian controlled portion of the port. To cite one case, the S.S. Normadark discharged only 713 tons in a seven day period and on the night of June 28 was working only two anchors.

Inasmuch as both Allied Commission and UNRRA cargo is received in this port, Capt. Ramsey and Mr. Crooks of the Allied Commission were invited to attend as well as Mr. Smith of UNRRA. Also attending were Col. Gardi and his interpreter, an Italian major, Mr. Brocks, the W.S.A. agent in charge of stowage; Mr. Harlick W.S.A. port representative and myself. A Sergeant Oswald of A.C. and Mr. Hansen of W.S.A. also were present.

The meeting took up several specific items which it was thought might be holding up discharge namely: trucks, warehousing, labor and rail facilities.

Regarding the trucks, which are furnished by the U.S. Army, it was brought out that these are not always used for the purpose of ship discharge but had been used by the Italians for carrying mail and doing other unauthorized work. It appeared that there was no proper dispatch system and therefore no accurate check on the trips made by the trucks which resulted in trucks making only one or two short trips in an eight hour day, trucks arriving late on the job and drivers parking the trucks in out of the way spots and not working. Apparently the trucks are not properly checked or supervised and this seemed to be agreed upon by all the Allied authorities present.

In the matter of the warehouses it was brought out that trucks are often delayed for a considerable time due to lack of supervision over the loading and dispatching. It also appeared that stock piles in the warehouses were not being moved sufficiently fast which resulted in a lack of warehousing space at times. However, additional warehouse space is expected to be made available which may remedy this condition.

There was no indication of any lack of labor in the port but all seemed to agree that there was a definite lack of supervision of labor which resulted in much lost time by the laborers now working in the port. This was more or less confirmed by Col. Sardi who said that he had requested more officers but that they had not been supplied. It was also brought out that there is a definite lack of rail cars which is impeding the clearance of cargo brought into the port.

In a later conversation with Maj. Cliffe of the American Army, who was unable to attend the meeting, he stated that there was a definite shortage of trucks in the whole port area and that only 25 or 30 trucks could be allocated to the Italians at the present time. He also believed that the trucks being furnished to the Italian port at present are badly managed and are definitely not working to full capacity. He felt that additional trucks should not be furnished the Italian port area as it would only slow up operations in the Allied port area and additional trucks would not be used to full advantage.

Taking the opinion of Maj. Cliffe together with those of the Allied authorities, it appears that all agree that the main factor causing slow discharge in the Italian port area is lack of supervision on the part of the Italian port officer. However, there is also a lack of supervision and planning at the warehouse as agreed by Mr. Crooks of A.C. after two visits were made there by Mr. Crooks and myself.

From the position of A.S.A. and in view of the findings at the meeting, Col. Sardi was asked to establish some system at once to facilitate clearance of the port area. The A.C. and UNRRA representatives were also asked to look into the warehouse situation and see if better supervision could not be supplied with a view to obtaining better clearance of cargo and faster turnaround of trucks.

It is realized that the port has been overtaxed by the large amount of cargo coming in much of which has to be transhipped. At the time of the meeting there were about 5,000 tons of bagged wheat back-piled in the dock area with no covering as well as a large quantity of other cargo which had been back-piled there to expedite the turnaround of the ships entering the port. However, it is believed that this condition could be relieved to a great extent if the port and warehousing were properly organized and supervised. The matter is therefore called to the attention of A.C. and UNRRA with the view that additional supervisory personnel and assistance may be supplied to expedite port and warehouse clearance.

Stephen A. Crooks
Stephen A. Crooks, Port Supr.,
War Shipping Administration

1874

Handwritten notes:
H.B.
P.H.
W.C.
F.M.

Feb. 1944
Transportation Sub-Committee

our ref to 10/14/43/20.4

- 1. - interesting.
- 2. - Navy Sub-Committee, 10/14/43.

10/14/43

1. It is considered that engineering along the coast between Cayman and Ventimiglia should be given a very low priority.

2. The railway from Cayman to Ventimiglia was opened on 10 Sept.

3. The port of Cayman is badly blocked with rocks, ships and the port facilities are antiquated; the port is therefore of little value. The port was previously used as a harbor for private boats and, although it might be used for commerce, it is of no real economic importance.

1670

Handwritten signature: Lora

10.10.43
10.10.43

10.10.43 :- Executive Committee L.C.
10.10.43 :- 10.10.43
10.10.43 :- 10.10.43

1. Laurel - Laurel consists of two parts: Laurel and
Porto Rico.

a. Laurel - is of 10-15 and would not be given any
consideration. The entrance is really blocked with swamps
vessels and landing facilities destroyed, decommissioned.
Some debris work to port the port itself, where is no
equipment of any sort available at this port.

b. Porto Rico - where the rest of the Port Captain
for both parts is located, which would be to mine
and beach obstacles. There is no equipment at all
available at this port.

2. San Juan - It was believed that some vessels might be
able to work at this port, which is really not used in
pre-war days. Being well suited for pleasure craft. In view of
this information, it is recommended that we consider making a
survey of the port.

Declassified E.O. 12356 Section 3.3/NNN No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Candidate's Reference

Date/Time of Origin SEPT 091515

Message Centre No. 8/7112

Date/Time Recd SEPT 101010

Precedence ROUTINE

FROM HIS LEGATION

TO MEXICO RPO NOIC LEGATION, WISA LEGATION, INT CIVITAVECCHIA, AISCN, WSA ROMA

UNCLASSIFIED.

Investigation of water supply to ships in LEGATION reveals that supply is now adequate with present facilities. It is agreed by Mr. MACFARLANE, War Shipping Administration, LEGATION, and Lt Commander MORTON, Chief Staff Officer, Royal Navy, LEGATION that no change in present facilities at CIVITAVECCHIA is necessary or desirable and no action is being taken pending receipt of further instructions.

DIST

INFO ACTION TW SC 2
 INFO CHIEF COMMISSIONER
 SCOP SEC 2
 NAVY SC
 MITH
 WSA
 FILE 2
 FICAT

1048

548

Declassified E.O. 12356 Section 3.3/NNN No. 785021

Subject : Daily Port Situation Report.

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN) 5/228-GDM

To : HQ Allied Commission,
Tn Sub Commission,

5 Sep 45

Tel: FREEDOM 832

1. Copies of Daily Port Working Reports received from you in respect of Italian Ports are no longer required by this Section.
2. Please forward future reports to :

Shipping Intelligence Room,
Navy House,
NAPLES.

Ministry of Economic Affairs

H.W. HARRIS, Capt.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

TMM/DWC

38/5

1027

541

541/TN 1

Lle

169

To : To the Commandant - Remondone - Shipping / Att. Major Landon L.
Subject : TIRIT 7. 1000-37 LA SPANIA - VENONA - SAVONA.

Following your instruction I have left Rome on 28th November by car and, after visiting the above mentioned Port - have travelled to Milan where I have been delayed on account of weather conditions which prevented departure of planes.

PART ONE - PORT OF LA SPANIA

27/11/1945. - The Flag Officer Major L. R. L. and the Captain of the Port have been contacted and the following information obtained:

1. EXTENSIVE AND SHARP CHANNELS - At this date, vessels bound to La Spazia are compelled to enter through a narrow passage (100 feet wide) between which vessels. This passage is expected to be soon over 200 feet wide, that means, as soon as the barge freighter "Ravello" will be refloated and this is expected to take place within a few days.

At present two 2500 HP tugs are available to help through, if requested, and if any vessel - another tug 250 HP, is expected soon from Savona.

From La Spazia, passage leading a swept channel, marked with buoys, 500 feet wide which leads into the Navy Dockyard. Before reaching the Dockyard another dredged channel, 360 feet wide, leads to the commercial harbour.

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

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

We also said that at this date over 3500 vessels' passengers took place in the channels. Vessels include: e.g. "Sania" 2500 Tons - German liner "Carabinieri" 2000 Tons - Tugboat "Palmasia" 4000 Tons DM. - The Italian S.N. Transport "Chero" is due within a week.

2. COMMERCIAL HARBOUR - minimum draft in the port area, except close to the wharves as hereafter specified, 29' 6".
The following berths are available:

1) LA SPAZIA CANAL - 513 feet long (of which 153' partly damaged, now being repaired), - draft 33' close to the wharf falling gradually to 27' 6" at 15' away from the Pier.
The local track rail lines are running on the Pier and can serve Liberty's hatches. Inside protection in rail sidings allows trucks to come alongside ships as well. The mounting engine is available in the port. This Pier has no cranes.

Discharges can also take place into barges on the other side of the ship. These barges can be quickly discharged on rail cars at Calata. Barges will be moved by means of two gantry cranes.

Backfilling space from 10 to 12,000 Tons.
Coal is discharged from ships at this pier by means of Japanese cranes of a capacity ranging between 200 and 500 kilos according to the

coal size. - maximum output for coal barges 750 tons per 8 hours.
2000/2200 tons per 24 hours.
Bulk wheat loaded in ship. - bulk grain discharging output 750
tons per 8 hours, discharging 1 barge on shore and 200 barge on barges.
Leaves for railway cars and tracks are available in the port area
and are in working condition.

(13) ALATA BAGA BAGA BAGA - now being cleared of bricks.
will be available for operation within approximately two months time.
It is now used for discharge from barges by means of grab cranes as
mentioned in (1).

It is rail served - grabs can discharge directly into rail cars.
The barge warehouse is now under repair.

(14) ALATA BAGA BAGA - The approximate size of the
12'0" high.
Stacking space available for several thousands tons of bulk
cargoes.
One of the cranes in working condition.

3. Fully loaded barges can also move in port with anchors and
stern ropes on a buoy recently placed for this purpose. This might
therefore discharge into barges with sufficient lightening.

4. STEVEDERING LIGHT - Plenty of skilled stevedores who are in
available.

5. BARGE - sufficient barges are available for discharging by
cranes.

6. Cargoes destined to Thailand and Southern India can be dis-
charged at 12 barge and they could also contribute to relieve cargo
laydown in this war torn zone.

7. By discharging cargoes at 12 barge delivery of coal by barge
on tow from Suez could be avoided during in this way time and barge
which could be better used in Suez.

PART TWO - PORT OF PANAMA

22 and 24/11/1945 - The following information have been collected from the Captain of the Port, the President of Consorcio Antioqueño del Puerto, the Jefe Departamento de Muelle I. I. M. Genua, and other parties interested in port operations, contacted during a meeting called at the Capitaneria del Puerto, Genua and during visits to the Port:

Considerable progress took place in the last few months in re to re-habilitation of the port and in particular to ship sweeping, repair to wharves, cranes, pilon, salvage ~~works, etc.~~

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

i) PORT ACCEPTANCE - Attached herewith (see enclosure # 1) please find and up to date schedule of berth available in the port. Looking to that schedule it will appear right away that port acceptance is far superior to any possibility of clearance, to day and in the near future. ~~Some ships which are expected to be ready at the beginning of December will help considerably to obtain a quick ship clearance.~~

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

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

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

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

Storage capacity ~~XXXXXX~~ 20,000 tons on December 1st and 40,000 tons in January.

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

a. It must be taken in consideration that approximately four

fifth of cargoes discharged in the Port of Genoa are destined to the Lombardy Region and in particular, ^{to the} ~~the~~ Milan.

b. Rail clearance from the port of Genoa is considered between 10 and 12,000 tons per day. Marshalling yards and rail lines and lines repairs are progressing favourably so that this clearance will be increased during the next few months.

c. Presently there are two railway lines reaching Milan from Genoa the other being unpracticable on account of damages caused to bridges by war action and floods occurred at the beginning of this month. Of these lines, one is running ^{by electric power} via Voghera-Pavia and another, via Casale-Vercelli-Novara, operated in great part with steam engines. According to a Capo Compartimento's statement, the Allied authorities are forbidding freight movements ex Genoa to Milan by the second route (probably in order to save coal).

d. Even if all rail cars requested could be supplied there would be still a bottleneck at the 10 bridge near Pavia. This bridge can presently accept a maximum of 44 to 50 trains a day (half in one direction and half in the other one) including 18 passenger trains. There remains therefore, an average of 15 trains north bound with a capacity of approximately 10,000 tons per day.

The remaining 2,000 tons which can be cleared from the port of Genoa could be directed via Casale-Vercelli-Novara.

e. By the end of the year the situation is expected to improve ~~xxxx~~ by using the Torrazzette Bridge on the Alps andria - Milan road, now under repair.

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

g. There has been an acute shortage of covers for high sides. For this reason sides have been delayed considerably. Montecatini refused to ship ~~xxxx~~ salt loaded cars ~~dispatched~~ without covers. In agreement with Mr. Brooks (Port & Warehouse Div.) Montecatini

XXXXXXXXXXXXXXXXXXXX and Customs representatives, who also objected, have been instructed through I.L.O. to discontinue immediately said cars without covers in order to avoid further delay. It has been pointed out that in North Italy there are thousands of rail cars registered in countries other than Italy which cannot be used on account of their state of repair, or are used only for non-perishable goods. I.L.O. allegedly does not take any action for repairing said cars due to the fact that it is uncertain if the foreign cars will remain in Italy or will be returned to the countries of origin.

1. So far the port of imminent discharge for colliers has been decided by Agenzia Carboni Genova, that is why during the month of October Genova has discharged less coal than Genoa although better equipped.

Agenzia Carboni has made several objections but has finally accepted to send to Savona as many ships as that port can accept and "Sena" class vessels in particular (see report on Savona).

CONCLUSION:

XXXXXXXXXXXX Summarizing, hereunder are conclusions and suggestion for improvements XXXXX for speeding up discharge in the port of Genoa.

1. Allocate to the port of Genoa not less than 5000 cars per week (i.e. an average of 800 cars per day).
2. Allocate to the I.L.O. Genova Compartimento's from 2500 to 3000 covers for high side wagons.
3. Remove the existing prohibition to use the route Casale-Vercelli-Novara for cargoes ex Genoa, until the route Alessandria-Mortara-Milano be available.
4. ~~By~~ route part of axis cargoes via Casale-Vercelli-Novara-Isoille instead of Voghera-Milano-Minaso. (Swiss Authorities would agree). This route ~~will~~ be shortened to Alessandria-Mortara-Nov-Isoille as soon as the Mr Torregaretto bridge will be repaired.
5. Allocate to Savona as many ships as are quickly discharge (see report on Savona).

hinto
my name

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

Reference to the visit to Cagliari (1/3 November 1945) A/G/A3
~~XXXXXXXXXX~~ P.L.O. has confirmed that ship coasters leaving Genoa for
 Sardinia ~~xxxx~~ leave often empty on account of objections raised by
 A.G. Liguria (Economic & Supplies) even when outbound cargo has already
 Part 2 bis ~~TEXT~~ CARGOES DESTINED TO SWITZERLAND (++)

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

i) There exist in Switzerland a shortage of rail ^{cars} cargo for move-
 ments of goods from Foreign Countries into Switzerland.

As Mr. Bach explained, Switzerland which imports much more than
 it exports (previous figures approximate figures: imports 5,000,000
 Tons, exports 300,000 Tons) used, before the war, to carry imported
 goods by means of cars belonging to the country in which port cargoes
 were discharged. All these countries are now suffering from an acute
 rail cars shortage which has repercussions on Swiss imports.

ii) Movements of Swiss cars is also hampered by known difficul-
 ties on Italian rail lines.

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

iv) Under the circumstances where there were ^{at best} ~~more~~ ^{4 or 5} ~~than~~ one ship in port,
 cars are allocated in order to discharge as quick as possible one
 ship rather than two ships slower.

v) Discharge ^{from} ~~on~~ bulk wheat ships is slow because of ~~the~~ ^{the} ~~big~~ ^{big} and
 checking which are done with particular accuracy.

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

(+) been put on hold by AAM. 1. Lombardie Region.

134-

④ 2008年12月1日

Porto Al Mestizi = P. cu. castro.

Route: 3196102045

[illegible]

La zinghera del carcere gestisce 16.000 lire
tornate ad evadendo la sarda città di prode-
tatu per la partecipa. In questo modo
congelamento ovvio di un'azienda
con tutto il resto del mondo.

IT 0028987-13 Page 44

264

Adams

2407

Declassified E.O. 12356 Section 3.3/NNN No. 485021

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
PUBLIC WORKS & UTILITIES DIVISION

SVIII/100/VIR/5

27 April 1945

SUBJECT : Electric Power for Portigliane

TO : Industry and Transportation
Sub-Commission, HQ Allied Commission APO 394

1. Confirming the telephone conversation between Major Godfrey of your Headquarters and the undersigned, it is desired to forward the following information as furnished by P.B.S... in connection with electric power at Portigliane: -

"The use of electric power has been authorized for the Port of Portigliane continuously in the amount necessary to operate ship-loading equipment."

For the Regional Engineer

C. F. Hamilton

C. F. HAMILTON
Major, Corps of Engineers
Regional Electrical Officer

1853

Declassified E.O. 12356 Section 3.3/NND No. 785621

INTER OFFICE MEMO

(131)

Ref. : AC/541/130/Tn 3

27 April 1945

SUBJECT : Coal into Russia.

TO : Coal Division;
Industry Sub-Commission.

1. Reference your memo to I of 17 April 1945 enclosing translation of a letter from the Under-Secretary for Industry and Commerce asking for more coal to be put into Russia.

2. The matter has been taken up with Rail Division and it is in a letter dated 21 April that it will be possible to export one half of the coal required for the West Coast of Russia to America. This will amount to approximately 1500 tons per month, and a similar amount will be required to be put into Russia prior to the war of approximately 10,000 tons of coal were unloaded monthly at Leningrad, and that as conditions improve, Russia will benefit by any increased allotment of coal assigned to daily.

For the Director :

Arthur C. Brown
Major R.A.

Major R.A.

1654

130

SECRET-Office Memorandum

REF: HQ/SEC/22/20/10 4

SUBJECT: Cost for Section.

TO : Revenue Division, Ship, 105 11 Nov.
ATTN: Mr. A. L. Mc Jure

1. Reference is made HQ/SEC/22/20/10 4 dated 18 April 1954 above subject.

2. It will be possible to accept one-half of the cost required for the cost of the ship. This will amount to approximately 1000 tons per month. A total of 1000 tons will be required to be built.

3. There is also a possibility of 10,000 tons of cost being required for the ship. This will amount to approximately 1000 tons per month. A total of 1000 tons will be required to be built.

C. M. May CE
for [unclear]
11 May 1954

1653

14 May, HQ/SEC/22/20/10 4 (11 May 1954)
10 May 1954
10 May 1954

20 May 1954

10/03/00

ADMINISTRATIVE DIVISION
Group: General Sub-Commission

775
126

Our Ref: 10/03/00/In 1

10 April 1977

ATTN: Coal and Iron

Re: Supply branch, Coal Division,
Industrialization 1/2.

100-131

1. Reference is made to this morning (Major Tong/Major Tura),
herewith copy of translation of a letter dated 14 March of the
Ministry of Industry and Commerce and Labor to the Coal Division
Industrialization, together with copy of the letters visited
to us dated 17th April.

2. Will you please let us have your opinion, stating what
amount of coal you could accept as desired.

For the Director:

27
J. S. de Clave
Major, S.A.

2411

Declassified E.O. 12356 Section 3.3/8N No. 7850 31

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

(124)

Originator's Reference: FA 49100
Date/Time of Origin: MAR 28 1759Z

Message Center No: D/5947
Date/Time Recd: MAR 28 1144
Priority: PRIORITY

FROM: SIGNED CG MOUNTAIN OF THE MATH
TO: ACTION PRIORITY: REBASE SOUTHERN DISTRICT INFO TO FORMER ALCON ROVER: ALCON
RECOLO

SECRET

SECRET.

Tow QVD barge loaded with 40 ton LIMA crane to RECOLO, by tug MTS 1874, desired
earliest date.

Crane to be securely lashed and lugged down and made entirely seaworthy.

Weather conditions to govern all sailings.

Tug and barge to return NAPLES upon discharge of crane. Request Lieutenant
WILLIAM A GILSON, San Francisco, to supervise loading procedures and gear.

INFO - ACTION

DIST

INFO - ACTION: To: SAC 2
INFO: A/President 1654
Chief Commissioner
Exec Sec
File

SECRET

541/fd/s

Declassified E.O. 12356 Section 3.3/NN. No. 485021

(122)

2927

HEADQUARTERS, U.S. MARINE CORPS, 10N
APO 964
TR. H. MARINE SUB-COMMISSION, 10N.
(Marine Division)

MJS/ro

Tel. Ext. 318

9th March 1945

541/213/Ts. 0

FROM : Port & Warehouses Division.

TO : Industry Sub-Commission.

1. You are aware that it is intended to commence operations at Port & Warehouses at the end of March or early in April.

2. Will you please confirm that power is available for operating the equipment necessary for loading ships.

3. Will you please also confirm the weight rating for which the power is available so the rate at which ships can be loaded depends on this factor. The amount made available should be sufficient to enable operations to continue uninterrupted whenever a ship is put in for loading.

WILLIAM H. TAYLOR,
Director,
Industry Sub-Commission.

cc. Port & Warehouses Division, Tr. S/C.
Shipping Sub-Commission.
M.V.T.
S.C.A.

167

2413

Declassified E.O. 12356 Section 3.3/NNQ No. 1785031

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JAE/tm

AC/541/TBI/TK.3

12 March 45

SUBJECT : Report on Ports Ortona/Eastwards.

TO : Chief, Movements Division. ✓

Herewith details of ports from Ortona Eastwards,
received from A.P.H.Q. by telephone on 11 March 1945.

J.A. BALFOUR

Lt. Col. R.E.
Movements (Shipping).

1619

RR/DM
(12)REPORT ON PORTS FROM ORTUSA EASTWARDS

Received from AFHQ - 11 March 1945.

Cettolice - 835 ft of quays average depth 0 ft.

Cervia - Depth is ft no port or facilities.

Cesenatico - Depth 0 ft no data available re equipment or facilities.

Cupra Marittima - (Marino) including Grottemare and Petasso. No harbours and not considered as port.

Falconara Marina - No data available but believed only small boats accommodated.

Gallarate - Port confined to short sections of Uso river. Mouth protected by two mounds. Depth between two mounds 5 ft.

San Benedetto - Important fishing port, accommodates 50 motor fishing vessels. Depth entrance 20 ft. Average 12 ft. No rail connection.

Numano di Sirolo - Accessible for small coastal and fishing boats. Depth not known. 5 fathom line 1/4 mile from shore.

Cattolano - Frequented by small steamers and fishing vessels. Depth not stated.

Fano - Depth at entrance 12/15 ft. Vessels to 10 ft draft can berth in east basin. West of harbour 4/5 ft.

Riccione - Port silted badly depth 2 ft over harbour. No pier or harbour facilities.

Porto Civitanova - Large fishing flat is used on this port. No

harbours and not considered as port.

Falconara Marina - No data available but believed only small boats accommodated.

Bellarbia - Port confined to short sections of Uso river. Mouth protected by two mounds. Depth between two mounds 5 ft.
San Benedetto - Important fishing port, accommodates 50 motor fishing vessels. Depth entrance 20 ft. Average 12 ft.
No rail connection.

Numano di Sirolo - Accessible for small coastal and fishing boats. Depth not known. 5 fathom line 1/4 mile from shore.

Giulienova - Frequented by small steamers and fishing vessels. Depth not stated.

Fano - Depth at entrance 12/15 ft. Vessels to 10 ft draft can berth in East basin. West of harbour 4/5 ft.

Riccione - Port silted badly depth 2 ft over harbour. ^{13/18} No pier or harbour facilities.

Porto Civitanova - Large fishing flat is based on this port. No information re depth or facilities.

Pesaro - Depth entrance 10 ft. Alongside 7/10 ft. Extensive quays.

Senigallia - Depth entrance 11 ft. Alongside 8 ft. Subject to change through silting.

Pescara - Depth entrance 10 ft. Alongside 7/10 fms.

Rimini - Canal Port. Depth entrance 13 ft. Known to silt to 5 ft. Not an important commercial port. Navy report that area has not been swept for mines and they have no intention of doing so on account of shallow draft and silting.

R. H. L. G. V.
Movements Division
- Shipping.

RESTRICTED

9781
JUN 15 1545B

145A
E/5243
JUN 16 0930B
PRIORITY

AMG LIVORNO

ALLIED COMMISSION TRANSPORTATION SUB COMMISSION

RESTRICTED.

Have contacted Major SHIRK APUANIA Province. Information available follows.

Port of MARINA DI CARRARA has 2 piers. 1 is 920 feet long 30 feet wide 10 feet above water. 1 is 800 feet long 30 feet wide 12 feet above water. Depth of water at piers runs from 11 to 18 feet. Some improvements have been made. Port now being used by very small fishing craft only as sunken barge in harbor prevents entrance of larger ships. Raising of barge must be approved by collector of ports who was appointed by Italian Government some time ago but who has not yet arrived. When barge is removed 1 ship 500 feet long drawing 18 feet of water can be docked. If vessels are smaller more can be accommodated. A few mines remain around the port. Port of MARINA DI MASSA has 1 pier 12 feet above water but is badly damaged and must be repaired before use. When repaired it can accommodate 1 ship 250 feet long drawing 8 feet of water. Port extensively mined and very dangerous. Italian mine clearance companies are expected to start work on both ports soon.

PIST

ACTION: Tn S/C 2
INFO: Chief Commissioner
Econ Sec
File 2
Float

RESTRICTED

2417

Declassified E.O. 12356 Section 3.3/NND No. 785621

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference

Date/Time of Origin

Message Centre No.

Date/Time Rec'd

Precedence

FROM

TO

CONFIDENTIAL

ATTENTION.

Reference to the above.

Subject: ...

Due to ...

1037

1654

CONFIDENTIAL

2418

Declassified E.O. 12356 Section 3.3/NN No. 785031

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator: Reference

Date-Time of Origin

MAY 271225

Message Number

E/2556

Date-Time Rec'd

MAY 271630

Procedure

ROUTINE

FROM

DIRECTOR OF HARBOR CRAFT

TO

HQ ALLIED COMMISSION CITE ACTPT

RESTRICTED.

Your 121227 May.

Temporary allocation is confirmed provided you can make satisfactory arrangements for repair and operation. Para 2 your letter 15 May tug HERMES. Tug towed to NAPLES May but repairs not yet commenced.

DIST

ACTION
INFO

TN SC (2)
CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

RESTRICTED

MEMORANDUM FOR THE DIRECTOR
 SUBJECT: Proposed Line Line Out
Proposed Water Supply
West of Napier

TO: CDR

RU/1

650/12/31

FROM: Proposed Line Line Out
Proposed Water Supply
West of Napier

20 Aug. 1945

TO: Director,
 Office of the Chief of Staff, Joint Commission

1. Following our telephone conversation of this morning, at the JWC meeting, 21 August, Colonel J.F. Buncher, 4th, (Sgt. 1st), AFM, stated that the water supply in Naples generally and for ships' supply has become definitely acute.

2. He referred the matter to Allied Commission and suggested that a pipe line could be run from a spring source on the mountains down to the port of Naples, a run of about 36 miles. He also suggested as an alternative, a shorter run, carrying water from the same source down to Torre as a pick-up point.

3. According to the Colonel, the military have the material on hand, both pipe and booster pump equipment that might be necessary. It was suggested this could be acquired on requisition to the military. It was also suggested that a surplus of labor existing or prisoners of war could be used.

4. I agreed to submit the matter immediately upon my return to you to your attention. Would you be kind enough to let Colonel Buncher hear from you re this or other arrangements you may have under consideration?

1644

JOHN WISE, Jr.
 Director.

cc: Col. J.F. Buncher, 4th (Sgt. 1st), AFM
 Mr. Oliver-Parker, Chairman, JWC

ms for file

INCOMING MESSAGE

HEADQUARTERS - ALLIED COMMISSION

Classification
Date Recd. of Origin

MAY 22 1943

Attn: Chief of
Date Recd. of Origin
Reference

D/5921
MAY 22 1943
PRIORITY

FROM

SIC 100

TO

HC 1000

INFO: HEAD HQ COMBATA - PRIORITY 1000000

IN CLIP.

On May 22, 1943, the following was received from the Japanese. The report states that the Japanese works are located in the vicinity of the site for the proposed SIC-100. The Japanese stated as of May 10, 1943, that the site is still active.

ACTION

NOTE

- ATTN: CH 10 (1)
- INFO: A/STRENGTH
CHIEF COMMISSIONER
SCON SEC
PW & U SC
FILE (2)
FIOMT



1643

Enclosure No 21

PORT OF SAVONA ACCEPTANCE

Berth	Length	Draft	ships	clearance	Cranes	Tarpoons	Remarks
22	420'	30'	1- L.	CONVEYOR HOPPERS		coal	
8)	600'	25'	1-L.L. or 2-Ca.	Rail Serv.	4 - 5T cranes	General	damage
9)				double track			now be for re
10	300'	24'	1- C		Rail Serv.	no cranes	
11	220'	24'	1- C			no "	
12)	700'	29	1-L or 2 Cs		Rail Serv.	1 -5T gantry crane	draft
13)					(four tracks)	2- 3T cranes	wharf
							maxxwllto 29
						one collier	from
2)	450'	25'	1-C or 1.L.L.		Rail served	1- 5 Ton gantry crane	
3)					double track	2- 3 Ton cranes	bul
18		14'	2 schooners		Rail served	no cranes	
21		13'	4 "			no cranes	

C. = coaster

L. = Liberty

L.L.= Lightened Liberty

November 23rd 1945.

PORT OF SAVONA ACCEPTANCE

Ships	clearance	Cranes	Cargoes	Remarks
L.	CONVEYOR HOPPERS		coal	
L. or 2-Cs.	Rail Serv. double track	4 - 5T cranes	General	damaged warehouse now being demolished for rebuilding.
C		Rail Serv. no cranes		
C		no "		
L or 2 Cs	Rail Serv. (four tracks)	1 - 5T gantry crane 2- 3T cranes		draft close to the wharf is 25' falling to 29', 10 feet away from the wharf.
C or 1.L.L.	Rail served double track	1- 5 Ton gantry crane 2- 3 Ton cranes		bulk cargoes
schoners	Rail served	no cranes		
"		no cranes		

ty

141.1.4

HEADQUARTERS ALLIED COMMISSION

MPD/80

A20 394

Transportation and Shipping Sub-Commission

Our Ref :- AG/541/163/Tn.3.

17 December 1945

SUBJECT :- Christmas Holidays in Italian civilian ports.

TO :- See Distribution

1. Please note it was agreed at a meeting in Rome with representatives of the Ministry of Marine that ports would work on Sunday 23 December. Christmas Eve and Christmas Day, 24 and 25 December will be holidays.

By Command of Rear Admiral STONE :-

John A. Stone
R.E. STONE
Major R.E.

DISTRIBUTION

- Economic Section - Requisition Branch
- Food and Agriculture Sub-Comm.
- Industry & Utilities Sub-Comm.
- Chief Movements Division
- Movements Division (Rail-Needs Branch)
- Rail Division
- Port and Warehouse Division
- National Commission, Milan (Super Transportation Division)
- P.A.R.S. - Min of Comm. Bldg (Major London)
- Transportation British Main (Tn5) (Major Schulte)
- UNRRA Rome
- Istituto Nazionale per il Commercio Estero (ICE)
- ICE Rep (Conte Rey) (Building)

1641

1641

1. Please note it was agreed at a Meeting in Rome with representatives of the Ministry of Marine that ports would work on Sunday 23 December. Christmas Eve and Christmas Day, 24 and 25 December will be holidays.

By Command of Rear Admiral STONE :-

Inf. Sec. + Man
R.P. LAMARCA
Major R.E.

DISTRIBUTION

Economic Section - Requisition Branch	
Food and Agriculture Sub-Comm.	
Industry & Utilities Sub-Comm.	
Chief Movements Division	
Movements Division (Rail-Roads Branch)	
Rail Division	
Port and Warehouse Division	
Economic Commissioner, Milan (Senior Transportation Officer)	
P.M.R.S. - Min of Comm. Bldg (Major Landen)	
Transportation British main (TNS) (Major Schuler)	
UNRRA Rome	
Istituto Nazionale per il Commercio Estero (ICE)	
ICE Rep (Conte Rey) (Building)	
+ Federazione Italiana dei Consorzi Agrari - Rome	
Regional Commissioner Venezia Region	
" " Liguria	
Transportation Officer Venezia Region	
" " Liguria	
Senior Transportation Officer Naples c/o AMG Naples Commune.	
+ AC Port Liaison Officer Naples	
Senior Transportation Officer AC Bari c/o Movement Bari	
Capitaneria di Porto Piombino	
+ AC Port Liaison Officer Leghorn	
+ " " Ancona	
" " Civitavecchia (Attn Major Moretti)	
" " Genoa (Attn. Lt. Ferrara)	
+ " " Venice c/o 86 Area	
+ " " Brindisi	

A67

18

- 1) e' possibile, per navi di pescaggio fino a 12 piedi che affondino all'appoggio banchine, avere una zona di discarica corallo fino a 100 fmg.
- 2) La potenzialità va migliorando man mano che si rendono utilizzabili al traffico nuove banchine e nuovi moli.
- 3) e' da tener conto che in alcuni posti si ormeggio al largo attualmente zone dei moli più centrali del molo.

2427

Declassified E.O. 12356 Section 3.3/NN No. 785031

166

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

WFL/ga

Our Ref 1- AG/541/156/Tn.1.

9 November 1945

TO 1- Chief, Movements Division
Transportation Sub-Commission.

1. Reference your AG/541/156/Tn.1. of 7 November.
2. The attached Civil Affairs Guide on Italian Port Administration, prepared by Research and Analysis Branch of Office of Strategic Services, should provide useful information to assist UNRRA in forward planning. Pages 3-5 give statistics of tonnages which passed through Italian ports in pre-war period.

For the Director :-

L.H. Laraman
S.F. LARAMAN
Major R.E.

1870

EXTRACT /lar
FROM
TRANSFORMATION NEWS LETTER
OF
15 October, 1945

Facilities for the dry docking of merchant vessels are available to the Mediterranean Shipping Board in 14 ports in the Mediterranean area, providing ample repair space for present needs. All facilities are controlled by the CINC, Mediterranean.

Bids for the use of repair facilities are submitted to the Mediterranean Shipping Board and compiled and studied by the board's Repair Committee for recommendation. The committee schedules the vessels for repairs taking into consideration the availability of docks, routing of the vessels, their positions at the time they will be ready to go into drydock, and estimated length of time in drydock.

During the war the limited number of docks in the Mediterranean and the great number of emergencies which occurred created a problem in dry docking. Warships were given first priority. At present, however, warships compete with personnel, hospital and merchant ships on a basis of urgency.

Vessels operating between the Mediterranean and United States or the Mediterranean and Great Britain generally are returned to the home ports for drydocking. In event of an emergency, however, they are drydocked in the Mediterranean.

Docking facilities (all measurements are "on keel blocks" dimensions) :

Casablanca---Controlled by the French Nav. Has

16
1/2/45

two docks, one of 367 feet and the second, a small dock suitable for trawlers etc.

Gibraltar---Controlled by the British Navy. Has four docks, 659, 530, 430 and 221 feet.

Oran---Controlled by the French Navy. Has two docks, 578 and 390 feet. The docks are used mainly by the French but may be used by others' vessels if necessary.

Algiers---Controlled by the French Navy. Has two docks, 368 and 191 feet.

Berbyville---Controlled by the French Navy. Has four docks, 541, 500, 250 and 510 feet. The scarcity of labor, however, limits the use of this port.

Naples---Controlled by the British Navy. Has five docks, 360, 370, 240, 320 and 238 feet. The 320-foot dock is a floating dock. The 370-foot dock is limited to vessels with beams of 45 feet or less.

Pelorus---Controlled by the U.S. Navy. Has two docks 515 and 337 feet long. The port is used principally by the U.S. Navy, but a recent drop in commitments has increased the number of merchant ships being docked there.

Leghorn---Controlled by the British Navy. Has one dock 434 feet, but because of its irregular shape can accept only vessels smaller than Liberties.

Genoa---Controlled by the British Navy. Has four docks, two of which are in operation at present. One of these docks is 918 feet long and can take two vessels simultaneously. The other dock is 683 feet, but its whole length is not being worked at present. Genoa is used for the repair of merchant ships only.

Paranto---Controlled by the British Navy. This port has a large number of repair docks, four of which are used by merchant ships.

These are 834, 397, 584 and 460 feet in length. The 460-foot dock is a floating dock.

Brindisi---In the process of being returned to Italian authorities for operation. Has two docks: 358 and 348 feet.

Venice---Operated by Italian authorities. Has two docks, 810 and 493 feet. The 810-foot dock is not yet in operation.

Trieste---Has three docks, two of which are used primarily for minesweepers and other small craft. The third is large enough to accept vessels slightly smaller than Liberties.

Toulon---Controlled by the French Navy. Has four docks 231, 243, 646 and 646 feet.

LaCiotat---Controlled by the French Navy. Has one dock large enough to accept a Liberty.

Marseille---Controlled by the French Navy. There are no dry docking facilities in this port but certain types of repairs may be undertaken here.

UNITED STATES ALLIED COMMISSION
FOR THE
Transportation Sub-Commission
(Movements Division)

121A
AIS/46

Tel: Tel. 110

9th March, 1945.

341/110/Tel.

SUBJECT: Port of Fortification.

I : Industry Sub-Commission.

1. You are aware that it is intended to commence operations at Fortification at the end of March or early in April.

2. Will you please confirm that power is available for operating the equipment necessary for loading ships.

3. Will you please also confirm the period daily for which the power is available as the rate at which ships can be loaded depends on this factor. The amount made available should be sufficient to enable operations to continue uninterrupted whenever a ship is put in for loading.

1635
W. H. TAYLOR,
Director,
Transportation Sub-Commission.

cc. Port & Warehouse Division, Tn. S/C.
Shipping Sub-Commission.
W. H. T.
W. H. T.

120

118

3. HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

2 Mar. '45.

RVIII/15/64/1.

SUBJECT: Information on Ports.

TO : Transportation Sub-Commission, E.A., Allied Commission. ✓

1. Reference your AG/1/98/Tn.3 dated 20 Jan. '45.
2. Attached hereto are reports in Italian on the Ports of Porto S. Stefano, Porto Ercole, Castiglion della Pescaia, with an English translation of each.

George P. Sowers
GEORGE P. SOWERS,
Major, AUS.,
Chief Transportation Officer

HLC/PO.

1639

RVIII/15/64/1
RVIII/15/64/3
RVIII/15/64/102

San Stefano
Castiglion della Pescaia
Porto Ercole

Handwritten:
Kane Shipping
2nd Avenue
S. 2nd

(115)

FOIA (b)(7)

RE-DISTRIBUTION

(H) FOIA
C IN G ED
TRANSMITTATION
FOR COMMISSION

MOIC BAYLES

DESCRIPTION AT FTR 676 73 PROVED DEPTH OF WATER 9 FEET. UGR
141284 10/10/1.

NOT RECORDED - 251757A 10/10

REF: PROVED DEPTH 10/10

FOIA
T/L
DIST: 4 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 620 630 640 650 660 670 680 690 700 710 720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870 880 890 900 910 920 930 940 950 960 970 980 990 1000
ACTION: GET DAMAGE ESTIMATE...

25/2/45

FOIA DIST: 1-50 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 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 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

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2435

Declassified E.O. 12356 Section 3.3/NNN No. 785021

SECRET

ASK/ma
In S/c (115)

MEDITERRANEAN HEADQUARTERS
~~NORTH AFRICA~~ THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

SECRET

In reply
refer to:

AD LPO/120 TPA-O

100/120 TPA-O
Date 18 February 1945

SUBJECT: Floating Equipment Operating Report.
TO : Deputy President, Allied Commission, APO 394.
FROM: Transportation Section.

Attached for your information are two (2) copies of floating equipment operating report, dated 31 January 1945.

FOR THE THEATER COMMANDER:

(Signature)
Captain, AGO,
Asst Adjutant General.

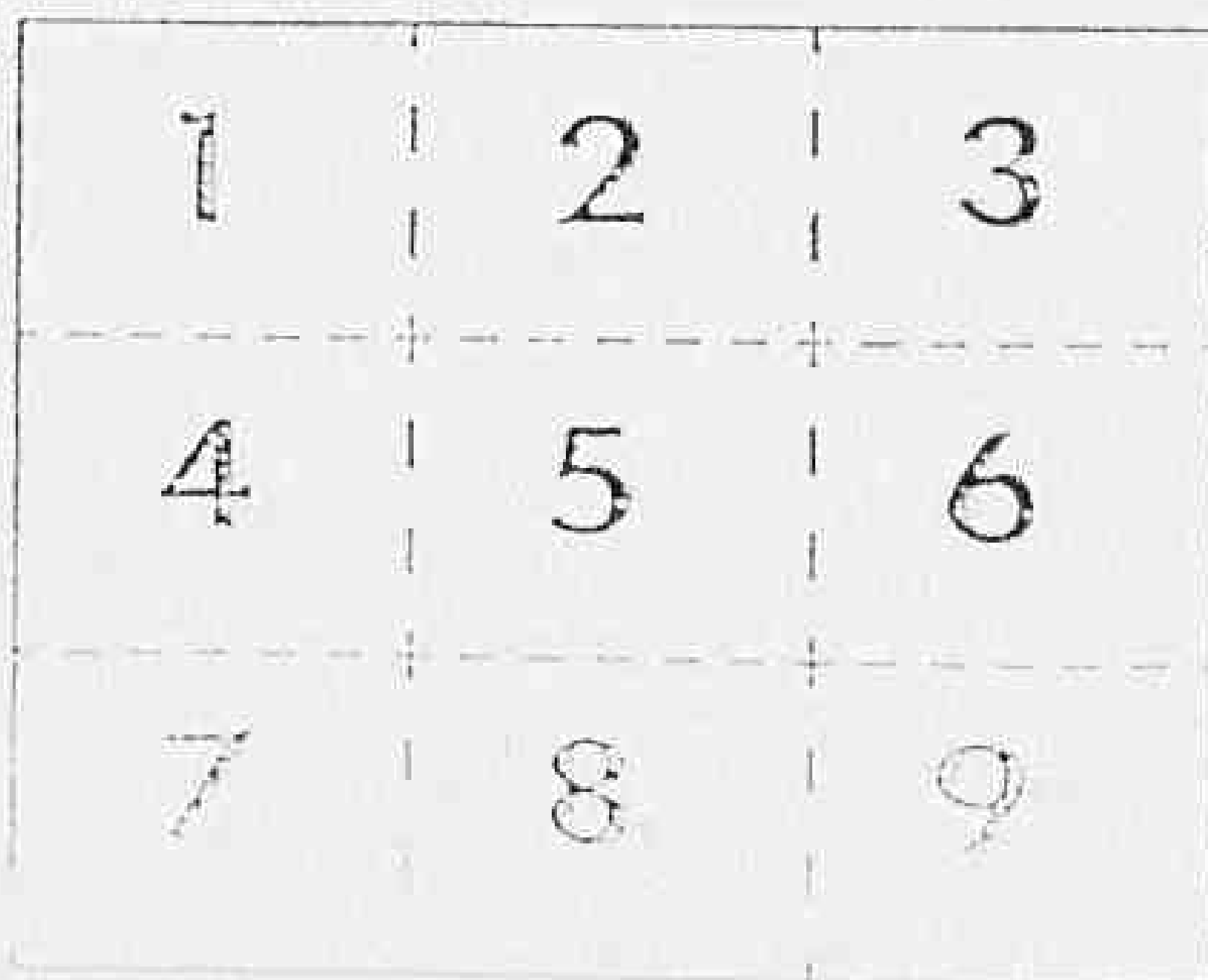
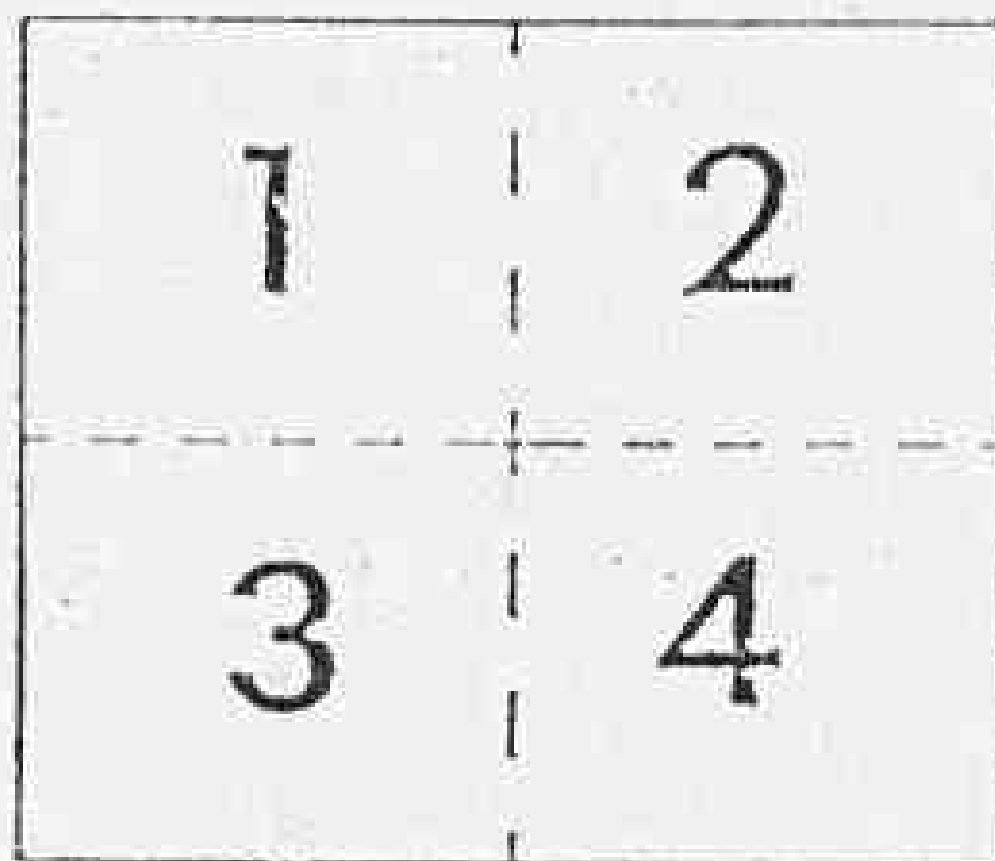
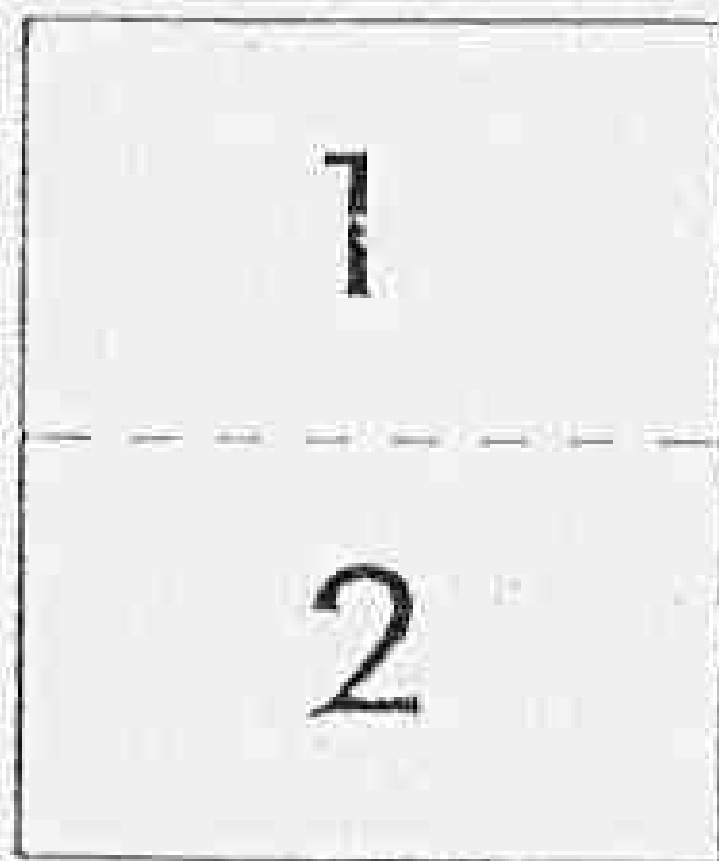
1 Incl
Floating Equipment
Operating Report (dup)

1620

SECRET

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



40, 122, 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, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 94

15
B

Declassified E.O. 12356 Section 3.3/NND No. 185021

REPORT

31 JANUARY 1945

LIGHTS AND BARRELS

BARRELS	100 TON ITALIAN	100 TON AMERICAN	100 TON JAPANESE	100 TON RUSSIAN	100 TON OTHER	100 TON TOTAL	100 TON ITALIAN	100 TON AMERICAN	100 TON JAPANESE	100 TON RUSSIAN	100 TON OTHER	100 TON TOTAL	100 TON ITALIAN	100 TON AMERICAN	100 TON JAPANESE	100 TON RUSSIAN	100 TON OTHER	100 TON TOTAL
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24	5	1	1	1	6	3	1	11	2	2	103	6	1	3	10	5	2	142

1028

4711

Aug 18

20 Feb. 1943

Transmittal letter from the
NAVY SUBCOMMISSION

Page 1 of 4

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

Subject: Dredging in the

TO : 1-4 (for 1/11) 1.1.1.

In order to increase the port capacity of the
dredging operation in the area.

There is a bar with a draft which could be dredged
to 20'. A dredge system also could be located in the area,
which would be sufficient to allow a ship to pass. It is estimated
that it would take six weeks to give an overall depth of 14'.

The port has a draft of 20', and with a dredging
operation would obviate the need to 20' at the entrance.

It is therefore requested that the dredger "Iron",
now in the area be sent to the area to carry out this work.

Handwritten signature and date
18 Feb 1943

TO : 3-4 (Nov & Dec) A.F.B.C.

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

There is a bar with 10' draft which could be dredged
to 20'. A dredger 8 meters wide could be cleared in 10 days,
which would be sufficient to admit a Liberty. It is estimated
that it would take six weeks to give an overall depth of 16'.

The port may have a draft of 20', and such a dredging
operation would obviate the need for a draft of 20' at Castellammare.

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

Handwritten signature
Walter D. ...
Director

Copy to : S-4 A.F.B.C. (2)
Navy Sub-Commission
Port & Anchorage Div. Div. 2/2.

(113)

18/14

17 February 1946

Mr. Albert J. Allen, Jr.
1704 4th
Washington, D.C.

Dear Sir:

Our report 10/23/45/11/1/16 is

being sent to you at once.

Very truly yours,

Walter Dill Scott

1. And your report 10/23/45/11/1/16 is

2. The matter of this report is the same as the report which
is being sent you and will be submitted to the Bureau.

Walter Dill Scott

16/14

10 February 1949

Page 1 of 4

Our ref. 10/342/113/10 2

SUBJECT: 2074 of 10049 STEPHEN

TO : NAVY WASHINGTON.

Adm. by Mr. Cook.

1. Re: your memo dated 10 Jan 49.
2. The matter of the letter to the US Navy are being investigated, and you will be advised in due course.

Robert W. Cook

10 FEB 1949 1628

Copy to: Chief of Staff, USN.
 USN. Liaison-Outside Agency
 Shipping 4/3.4.4.
 Port & Fisheries Div.

Robert W. Cook

2447

Declassified E.O. 12356 Section 3.3/NSD No. 185021

(112)

12002 NY 200

2011

23 FEB 49

ADD:INS

RECEIVED NO

FOR ON 23 FEB 49 10 10 AM 1949 TO DIRECTOR OF THE ARMY AIR FORCE

FROM AS TO 10 10 AM 1949 TO DIRECTOR OF THE ARMY AIR FORCE

FOR TO 23 FEB 49 10 10 AM 1949 TO DIRECTOR OF THE ARMY AIR FORCE

FOR TO 23 FEB 49 10 10 AM 1949 TO DIRECTOR OF THE ARMY AIR FORCE

1620

UNRECORDED 10

P. H. QNL PP SUBJ OF A. DECHYU. JONOR O. ONITE HAN HOUSE LIA GIVEN SDA PD
P. H. QNL PP SUBJ OF A. DECHYU. JONOR O. ONITE HAN HOUSE LIA GIVEN SDA PD
 PAR TIO PP. REQUEST LATEST INFO AS TO APPOINTMENT OF PERSONAL PD
 P. H. QNL PP. WEL. MICHIGAN PD SET UP THIS LINE PD

1625

RECORDED 10

190

RECORDED 10
 U.S. S. S.
 Post. Adjutant

5011183

Mr. [unclear]
(11)

Change Request

Change 1000

Personnel

Personnel

Personnel

Personnel

2.5 meters

1.5

1.5

Personnel

Personnel

Personnel

Personnel

Personnel

Personnel

Personnel

Personnel

Personnel

Personnel

Personnel

Length 2.9 meters
 Beam 8 "
 Draught 1.5 "
 Type Section

Draught capacity 12.5 cubic meters per hour
 Maximum draught 22 meters

Submersible for use in the field and was used to
 design 13.5 meters with 5-10 meters per hour to make a submersible

18/12/54
 - Helicopter Service engaged in work in the port of Naples
 under Allied supervision (Capt. Johnson, R.N.A.S.)

- Orders have been directed by Capt. Johnson to make a contract with the Italian Navy for further use of the design in other parts.
- Contacts between owners and the Navy already in progress.
- 36 military stores checked as to be exposed.
- According to owners' statement, storage could be used anywhere in any other part, however, release by the Italian Navy is necessary.
- Financial matters will be taken care of by the owners' representative with Italian Navy.

- Provisions for towing dredges have to be made by S.C.
- Also barges for disposal of material are necessary if dredges have to work in bays where port line could not be used.
- Floater and/or other means of arrangements are necessary for in order to sustain port line.

25 January 1955
 At 10.00 hours
 - Italian Navy

Submersible

AMC/110

110

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

8 February 1945.

Ref: 434
Our Ref: AC/541/110/Tn.3.

SUBJECT: Removal of derelict-Haplos

TO : Naval Sub-Commission

1. Several requests have been made both by phone and letter to the 8th Port Engineers, requesting that the sunken ship off the end of the pier at Warehouse 676 (Cirio Khari) be removed. (Warehouse 676 is outside the Port Area about a quarter mile south of Gate No.7.)

2. The first request was made in November last by letter, but apparently no action has been taken other than a preliminary survey.

3. The use of the pier could be greatly enhanced by the removal of this sunken ship which was dumped into its present location almost a year ago by a salvaging crew.

4. Can this matter be taken up by you please?

1123
Herbert H. Taylor
HERBERT H. TAYLOR
Director

107

CONFIDENTIAL

JAB/abt

HEADQUARTERS ALLIED COMMISSION
APO 394.
Transportation Sub-Commission

Tel.: 478701

Our Ref.: AC/541/108/EN3

29 January 1945

SUBJECT: Italian Controlled Ports.

TO : Navy Sub-Commission

107

1. Reference your N30/1350 of 24th January 1945, para 1. you are referred to:-

- (a) Minutes of meeting held CIVITAVECCHIA on 7th January 1945, by Transportation Sub-Committee.
- (b) Instruction on Rehabilitation and Reconstruction of Port of Civitavecchia issued by Order of Staff 18th January 1945.
- (c) Minutes of meeting held to discuss reopening of Port of Piombino on 11th January 1945 by Transportation Sub-Commission.
- (d) Reconnaissance Report of Piombino 17th January 1945.

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

2. The contents of your enclosure A are not understood. 107

- A) Civitavecchia is already averaging approximately 1200 T.P.D. of the target figure of 3000 T.P.D. Six ships per month could not accomplish this.
- B) Piombino has had available 1 Liberty and 1 Conster alongside berth since Port Control passed from Army.

C) It is proposed to open Piombino to the extent of a

SUBJECT: Italian Controlled Ports.

TO : Navy Sub-Commission

(107)

1. Reference your R33/1562 of 24th January 1945, para 1. you are referred to:-

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

(b) Instruction on Rehabilitation and Reconstruction of Port of Civitavecchia issued by Chief of Staff 18th January 1945.

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

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

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

2. The contents of your enclosure A are not understood. 1629

A) Civitavecchia is already averaging approximately

1200 T.P.D. of the target figure of 3000 T.P.D.

Six ships per month could not accomplish this.

B) Piombino has had available 1 Liberty and 1 Conster alongside berth since Port Control passed from Army.

C) It is proposed to open Piombino to the extent of a approx. 1000 T.P.D. on civil supplies.

(J.A. BALFOUR)

Lt. Colonel R.E.

Ph. S/C (Shipping)

Movements Division.

Copy made for Economic Sect. 30 Jan.

Declassified E.O. 12356 Section 3.3/NND No. 185021

NAVY OFFICE, UNITED STATES
Navy Sub-Commission AGC 304

107

2-4-4-7-1-7-2-4-7-1-4-6

100/100
12 January 1945

From: Navy Sub-Commission, AGC 304-1 Commission.
To: Transportation Sub-Commission, AGC 304.

Subject: Italian Controlled Ports.

Reference: (a) Navy Sub-Com. Ltr 100/100 dated 27 November 1944: Subject - Italian Ports Organization Com.
(b) Navy Sub-Com. Ltr 100/100 of 12 December 1944: Subject - Operation of Port of PUGLIA.
Enclosures: (A) Ltr to AGC 304-1 of 12 January 1945.
(B) Ltr to AGC 304-1 of 12 January 1945.

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

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

Approved at 108

H. W. Eubank
Lieutenant, U.S. Navy
For Chief, Navy Sub-Commission, AGC.

Copy to:
Chief of Staff, AGC.
Adm. Section, AGC.

1021

241/20

1074

2017

Office of the Liaison,
Northern Area,
Washington, D.C.

1074 January 1942

CONFIDENTIAL

Re: 1074-100-01.
The 1074-100-01, 1074-100-01,
ALL OF WHICH ARE:

CONTINUATION FOR 1074-100-01.

With reference to paragraph 2 of your letter of 20/10/41 of 20th November, 1941, the following is a rough estimate of the number of personnel expected to use the port facilities:

1074-100-01.

See above for month - 10/10/41, 1 large oiler, 2 Grain Ships, also Schooners. Ministry of War Transport and War Shipping Administration have arranged joint reception facility for reception of victuals of vessels and are in an efficient way to be authorized concerned with the provision of labour. The number of facilities is likely to increase to 2 per month in the near future.

1074-100-01.

Schooners only. Such Schooners as are used for port (H) only civil supplies only on half of the Allied Commission.

1074-100-01.

United States Maritime Section maintain their own and Transatlantic as handle some lines and ports, and it is assumed that they recruit much local labour as they require. No civil supplies of victuals can be given for this port, but it is assumed that it will probably handle and receive some Transatlantic goods.

1074-100-01.

During November 1941 the port was used by 103 vessels, namely:

Personnel	1
Ships	1
Merchant Vessels	12
Schooners	3
Schooners and Miscellaneous	86

It was noted in the use of the port of Freetown, your letter of 20/10/41 dated 14th December, 1941, also refers. In this connection, it is observed that all persons handled by this port are civil supplies carried on behalf of the Allied Commission, and that therefore the United States, Northern Area Maritime, has no direct interest in the operation of the port, except in so far as it concerns the point of departure.

1074-100-01
for 1074-100-01.
(Absent on Duty).

107B

Office of the Naval Officer in Charge
LUSK

11th January, 1961.

SUB:

Mr. C. H. L.
Secretary,
British Consulate, No.
New Sub-Consulate

THE LOSS OF THE TITANIC.

With reference to your letter of the 12th December,
1960, it is indicated that the Naval Officer, Northern Area Headquarters
will cover the interests of the Naval Officer in Charge, Lusk in
the Port of Vancouver.

J. J. G. G. G.
CAPTAIN

185021

"SIAMAR"

STAZIONI SUL MARE

SOCIETA' ANONIMA CAPITALE L. 100.000.000 INTERAMENTE VERSATO

Office Telephone: SCOTTISH & BENTLEY
NEW BOE
STAMARE ROMA
GENOVA
CATANIA

100

AGENTI MARITIMI
RIFORMISTI CARSONE E. NATTA
NOIEGGI

Sede Sociale in ROMA - Piazza Salimone 3
Filiali: GENOVA - Via Mare 1 CATANIA - Via Principe 12
Rivenditori: Via Principe 12

Telex:
ROMA N. 44289 481287
GENOVA N. 52939 52411
CATANIA N. 52211

Rome, 22nd January 1945

To A. C.
TRANSPORTATION SUB COMMISSION
R O M E

5. The Hemp Rope for Civitavecchia

With reference to above we beg to enclose herewith cheque for Lit. 47.736.- to the order of Consorzio Nazionale Canape.

We kindly request to hasten as much as possible this consignment which is badly needed in Civitavecchia.

Yours Faithfully

18/1/45

18/1/45
18/1/45
18/1/45

APC CC/hl

(98)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC/1/98/Tn.3

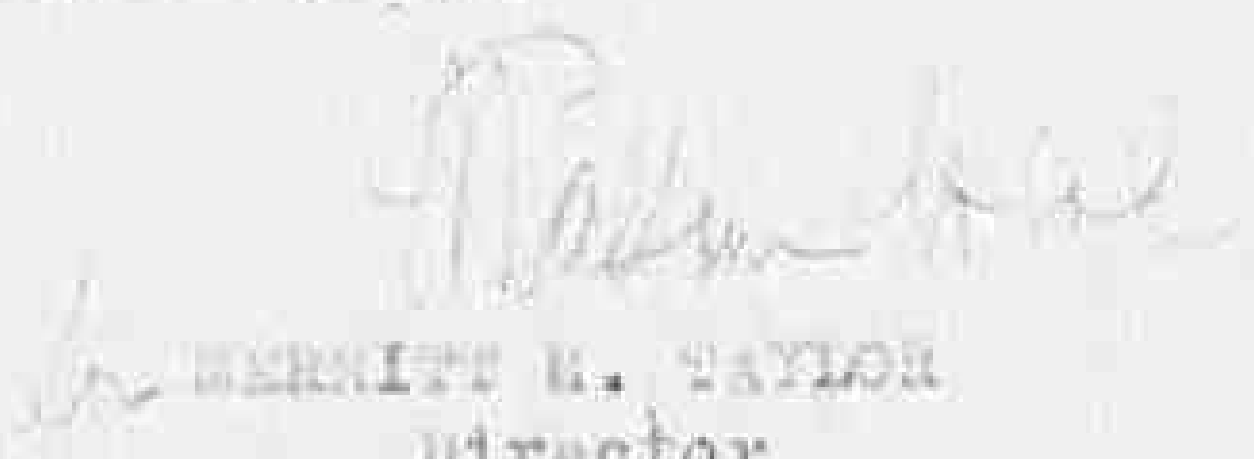
20 January 1945.

SUBJECT: Information on Ports

TO : See Distribution

In order to set up complete records of facilities and capacities of all Ports not operated by the Military Authorities, pro formas are enclosed for completion and return by you as soon as possible.

By Command of Rear Admiral Stone:


BENNETT H. TAYLOR
Director

Distribution: Regional Commissioners:
Sicily Region
Southern Region
Lazio-Umbria Region
Abruzzi-Marche Region
Toscana Region
Sardinia Region

Enclosure: Pro-formas

Ministry of Public Works

Culture Radio del Valle Civilia

Special Office
for the Labor and the Negro Movement

Ref: 213

TO: Allien Commission
Transmission Sub-Commission
Via Radio

Roma

SUBJECT: Characteristics of the maritime light of
the port channel of Anzio.

Reference is made to your request in your phone conversation on 10/11/54, for
the characteristics of the maritime light necessary for the port chan-
nel of Anzio.

Light of the port channel:

red intermittent light, with 3 red lights of 3, red lights of 7 period 20 -
lantern "testa de mola" with unsolved systems of 1000 power (electric
and of 200 m of 1 meter) luminous source at 100 m above sea level.
Lamp by 10 liters per hour.
Luminous capacity with medium atmospheric transparency about 6 miles.

Light on the beach:

green intermittent light with green light on 3 red lights 20, 7 period 20.
lantern "testa de mola" with unsolved systems of 512 power (electric
and of 200 m of 1 meter) luminous source at 100 m above sea level.
Lamp by 10 liters per hour. Luminous capacity with medium atmospheric transparency about 6 miles.

Light on the beach:

white intermittent light with light on 3 red lights 20, 7 period 20.
lantern "testa de mola" with unsolved systems of 512 power (electric
and of 200 m of 1 meter) luminous source at 100 m above sea level.

17

SUBJECT : Characteristics of the maritime lights of
the port channel of Piumicino.

Reference is that you requested in your phone conversation we send you the characteristics of the maritime lights necessary for the port-channel of Piumicino.

Light on the north quay:

red intermittent light, with red light Os 3, eclipse 2s 7 period 3s - lantern "testa di meda" with dissolved acetylene of 6th order (dioptric drum of 300 mm of internal diameter) luminous source at dissolved acetylene by 20 litres per hour.

Luminous capacity with medium atmospheric transparency about 5 miles.

Light on the south quay:

green intermittent light with green light Os 3 eclipse 2s 7 period 3s. Lantern "testa di meda" with dissolved acetylene of 6th order (dioptric drum of internal diameter of 300 mm.) Luminous source at dissolved acetylene by 20 litres per hour. Luminous capacity with medium atmospheric transparency about 5 miles.

Light on the south quay:

white intermittent light with light Os 3 eclipse 2s 7 period 3s. Lantern "testa di meda" with dissolved acetylene of 6th order (dioptric drum of an internal diameter of 300 mm) luminous source with dissolved acetylene by 20 litres per hour. Luminous capacity with medium atmospheric transparency about 10 miles.

The above mentioned lights ought to be equipped of a suitable number of awers and automatic apparatuses for the lighting and the extinction.

The Chief Engineer.
(sgd. Guido Bellomo)

1/5

2462

Declassified E.O. 12356 Section 3.3/NNB No. 985021



MINISTERO DELL'INTERNO

CORPO REALE DEL GENIO CIVILE

UFFICIO SPECIALE
PER IL SERVIZIO PER L'ASSEGNAZIONE

La sede è in Roma

Palazzo della Giustizia

del

CORRISPONDENTE

c

13 GEN 1940

475

AL DIRETTORE GENERALE

DEL CORPO REALE DEL GENIO CIVILE

13 GEN 1940

13 GEN 1940

13 GEN 1940

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1617

Declassified E.O. 12356 Section 3.3/NND No. 785021

BEST COPY POSSIBLE

2464

Declassified E.O. 12356 Section 3.3/NND No. 185021

[Faint, mostly illegible handwritten notes and markings, possibly including a signature or initials.]

2465

Declassified E.O. 12356 Section 3.3/NN No. 785621

SWP/sg

96

HRA QUARTERS ALLIED COMMISSION
APO 304
Transportation Sub-Commission

16 January 1949

Ref: 47874 ✓
Our ref: AC/I/96/Tn.3

SUBJECT: Port Equipment

TO : Head Division
Industry Sub-Commission

Enclosed please find MAT. 10 for the release of material
necessary for making Japanese flags.

W. H. Taylor
WILLIAM H. TAYLOR
Director

1613

ENCLOSURE MAT. 10.

GVEN/EL

(95)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478704 ✓
Our Ref: AC/1/95/Tn.3

18 January 1945.

SUBJECT: Port Equipment

TO : Allied Commission,
Catania

We are obtaining the release for a quantity of canvas suitable for making tarpaulins. It is proposed to allocate to your Port sufficient material to make 20 Tarpaulins 8 X 5 metres.

Please advise this Sub-Commission by return the name of the Stevedore Contractor who will take delivery, advising them that they must be prepared to send a remittance to cover cash and freight before the Canvas can be released.

The price is controlled, but we are not yet in a position to advise you of the total cost.

By Command of Rear Admiral Stone:

Merritt H. Taylor
MERRITT H. TAYLOR
Director

2467

Declassified E.O. 12356 Section 3.3/NND No. 785031

3053/21

96

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 January 1945.

Ref: 478704
Our Ref: AG/1/94/Tn.5

SUBJECT: Port Equipment

TO : The Transportation Officer
Allied Commission
Batavia

1. We are applying for the release of Heavy Canvas, Towing Twine and Hemp Rope.
2. It is proposed to distribute this material to Stevedores Contractors, in order that they can make Japanese slings which are considered most effective for the discharge of soldiers.
3. Please consult your Stevedores, advising them that we will endeavour to meet their requirements, providing they are prepared to send remittance to cover cost and freight.
4. The price will be notified as soon as possible.

By Command of Rear Admiral Stone:

611

[Signature]
JAMES H. TAYLOR,
Director

[Handwritten mark]

2468

Declassified E.O. 12356 Section 3.3/NN No. 785631

INCOMING MESSAGE

HEADQUARTERS UNITED COMMISSION

93

ORIGINATOR'S REFERENCE: 2468
DATE TIME OF ORIGIN: 1945 17

Message Center No. 2468
Date Time Recd: 17 17 00 20
Precedence: 17 17 15

FROM: AIRCOM BICENTRE WEST-2 (SABO)
TO: COMBATANT FOR FINCH REPORT FOR INFO: RE AIRCOM NOV 20 204 1211 17 17 15
DRAFT CANADA.

CONFIDENTIAL

RECEIVED:

- Please pass following message to AIRCOM for INFO for action.
1. When SA 2468 is received by AIRCOM, please inform the responsible person to give definite date when they will be received and required. This is a considerable time.
 2. DRAFT STATE REPORT 2468 available for further assignment. Official since 1945 -- Bureau, Division of 1945 and 1946 of Canada to 1946.
 3. This message also sent for INFO to 1945 and 1946.
- DRAFT CANADA.

ACTION

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HEADQUARTERS
17 JAN 1945

CONFIDENTIAL

2469

Declassified E.O. 12356 Section 3.3/NNC No. 785021

930/51

90

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478794

17 January 1943.

Our Ref: AG/1/90/3/Ta.6 ✓

SUBJECT: Port Equipment

TO : Rear Division
Industry Sub-Commission

Enclosed please find MAT No. 10 for 4000 sq. metres
Canvas.

This material is urgently required and we would
appreciate any steps you can take to accelerate delivery.

By Command of Rear Admiral Stone:

see also (106)

HERRITT H. TAYLOR
Director

Enclosure: MAT No. 10.

APPROVED
NAME TYPED
RANK AND APPOINTMENT

627/h1

(89)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478704
Our Ref: AC/1/89/14/6
16 January 1945.

SUBJECT: Port Equipment
TO : Capt Howan
Port Liaison Officer
Allied Commission
Givitevedchin

The following barges (MINCA) will be towed to your Port as soon as weather conditions permit:-

<u>EX HAVES</u>	225	263	467	538
	684	904	928	929
<u>EX FORCE ANNUNELATA</u>	218	224	268	433
	534	536	676	786
	895	900	905	906

Please advise all concerned.

By Command of Rear Admiral STONE:

[Handwritten signature]

Port Liaison Officer
Allied Commission
Civiltasveochie

The following barges (MINCA) will be towed to your
Port as soon as weather conditions permit:-

<u>EX. NAME</u>	225	263	467	938
	684	904	928	929

<u>EX. NAME</u>	225	263	467	938
	684	904	928	929

Please advise all concerned.

By Command of Rear Admiral GROSS:

[Signature]
REAR ADMIRAL
H. TAYLOR
Director

APPROVED: *[Signature]*
NAME TYPED:
NAME AND APPOINTMENT:

2472

Declassified E.O. 12356 Section 3.3/NND No. 785031

INCOMING MESSAGE

HEADQUARTERS, UNITED COMMISSION

Originals Section 178
Date Time of Origin JAN 11 1200A

Message Center No. C/7717
Date Time Rec'd JAN 13 1425A
Priority PRIORITY

FROM: ALCOM CATANIA
TO: HQ ALCOM

RESTRICTED

RESTRICTED.

(In reply to number) 9647.

Reference your 9649 11 January. Shovels not obtainable locally. Tarpaulins also required.

ACTION

LIST

ACTION: Tn S/C
INFO: A/President
Chief Commissioner
Econ Sec
File 2 1607
Fleet

HEADQUARTERS

13 JAN 1945

RESTRICTED

2473

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject : Communications and Signals

To : US Armed Commission

78

1. Your letter of 7 Jan has been brought to the attention of G-3, G-4, G-5, and G-6 and it is hoped that a reply will be available shortly.

Kinghai
V. P. Kinghai, Major,
for Brigadier,
... ..

File 10

Declassified E.O. 12356 Section 3.3/NND No. 785021

③

2622

DATE OF ISSUE: 01/01/2014

500



ROUTINE

JAN 45

6549

CONFIDENTIAL

2-84 080 70 UNRECORDED HIGH INCREASES DUE TO LACK OF

CH 4510 72

PLEASE TO LOOK OUTLINE FROM 19000 PAPER

ADVISE IF UNABLE TO OBTAIN 10000000

(95)

16000

100

TRANSPORTATION

NICHOLAS FLORENO

U.S. N. S. .

Asst. Adjutant

5/1

957/nf

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

(31)

Tell: 410704

Our ref: 10/1/81/WH/S

10 January 1945

SUBJECT: Non-operational naval salvage.

TO : Economic Section
(Attn. Major Tooby)

With reference to your C.O./US of the 5th inst., it is suggested that the responsibility for non-operational naval salvage, should be handled by the Shipping Sub-Commission working in contact with MREBO.

Forw. Tooby

U.S.N.

HARRITT H. TAYLOR
Director.

1601

CSW/aa

HEADQUARTERS ALLIED COMMISSION
AFC 394
Transportation Sub-Commission

Ref : AC/1/80/Tn/S

9 January 1945

SUBJECT : Port Equipment - Heavy Canvas

TO : Hemp Division
Industry Sub-Commission

Reference telephone conversation of to-day
Lt. Cdr Schlee / Lieut. Warley.

We have confirmed with Commerce Sub-Commission
that no previous request for canvas is on record, and
therefore we should be pleased if the enclosed MAT No 10 could
be executed as soon as possible.

The canvas is urgently required and any steps you
may be able to take to accelerate delivery would be
appreciated.

[Handwritten signature]
11. 24

HERBERT H. TAYLOR
Director

Enclosure : MAT No 10

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1437
4 January 1944

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

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

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

1052

5/1

2479

AMC2/h1

(58)

HEADQUARTERS ALLIED COMMISSION
APO 334
Transportation Sub-Commission

Tel: 489081 Ex: 514
Our Ref: AC/L/78/en/s

7 January 1945.

SUBJECT: Ports of Porticiione & Ripeste

TO : G - 4 (Mov & En)
Allied Force Headquarters

May this Headquarters be please advised at what time of the year it will be considered safe to use the above ports and what will be the maximum tonnage of ships.

L. H. L. C. L.
LEWIS H. TAYLOR
Director

1861

365/114

(16)

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

6 January 1945

Tel: 478701

Our Ref: AC/L/76/Am/S

SUBJECT: Heap Control

TO : Southern Region
Allied Commission
Naples

With reference to the enclosed Release Order No. AC.2023 of the 20th December, we should be pleased if you would make the necessary arrangements for release and shipment by first available vessel to Messrs. STAMM at Civitavecchia.

It is probable that the authority concerned will require payment before release in which case we will arrange for a remittance to be forwarded if you will advise us the price and to whom the cheque should be made payable.

Freight will be paid by Messrs. STAMM of Civitavecchia on demand to this HQ.

Handwritten signature

ROBERT H. TAYLOR
Director

SUBJECT: Hemp Control

TO : Southern Region
Allied Commission
Naples

With reference to the enclosed Release Order No. AO.2023 of the 20th December, we should be pleased if you would make the necessary arrangements for release and shipment by first available vessel to Messrs. STAMAR at Civitavecchia.

It is probable that the authority concerned will require payment before release in which case we will arrange for a remittance to be forwarded if you will advise us the price and to whom the cheque should be made payable.

Freight will be paid by Messrs. STAMAR of Civitavecchia on demand to this HQ.

Approved 10/12/53
HERBERT H. RATION
Director

Enclosure: Release Order No. AO 2023.

HEADQUARTERS
ALLIED CONTROL COMMISSION
COMMERCE SUB-COMMISSION
APO 394

(70)
F-65

Date: 16th Nov 1944

1. DEMAND FOR CONTROLLED MATERIALS

2. AMG AND FORMATION *Transportation Sub-Commission*

3. COMMODITY DEMANDED *Pharmaceuticals* *22/25 mg*

4. QUANTITY REQUIRED (in metric tons or other suitable unit)

(a) Single lot demand: *5 QRS*

(b) Next Month

(c) Second Month

(d) Third Month

5. JUSTIFICATION (Detail this information in back of form)

6. SOURCES OF SUPPLY (if known) (Give particulars)

(a) Has material been located?

(b) If locally - Where?

(c) If anywhere in liberated Italy (including Sicily & Sardinia) - Where?

(d) If blocked, give names of establishment and authority with concerned, quantities available, etc.

7. ADDRESS FOR DELIVERY

Caraglio S. M. Monreale 1794

Address: G. M. L. M. S.

(signed)

It is certified that these supplies and stores are required for (check) *URGENT* *STOCK PILING* purposes (strike out words not applicable)

unclassified

3. COMMODITY DEMANDED 1100000 / 1100000 ROPE DATE 22/25/79

(Give particulars of justification on back of Form)

4. QUANTITY REQUIRED: (In metric tons of other suitable unit)

(a) Single lot demand: 5 QTL

(b) Next Month: _____

(c) Second Month: _____

(d) Third Month: _____

5. JUSTIFICATION: (Detail this information on back of Form)

6. SOURCES OF SUPPLY (if known). Give particulars:

(a) Has Material been located?

(b) If locally - Where?

(c) If anywhere in Italy (including Sicily & Sardinia) - Where?

(d) If blocked, give names of establishment and Military Unit concerned, quantities available, etc.

7. ADDRESS FOR DELIVERY:

Commodity: SALT MONOPOLY 1599Address: GAGLIARI(SARD)

8. It is certified that these supplies and stores are required for (URGENT, NORMAL, STOCK PILING) purposes. (Strike out words not applicable).

Date:

Signature:

Back this side

9. REGIONAL APPROVAL

Date

FOR USE OF LOCAL RESOURCES SECTION (Commerce Sub-Commission)

AFLR (1) B Release Order No.

Our Release Order No. 2025

Date:

Date: 20 Dec

REMARKS

Form ACC-MAT No. 16

Declassified E.O. 12356 Section 3.3/NND No. 185021

Information of person concerning to the subject of this report

2485

Declassified E.O. 12356 Section 3.3/NNN No. 1850 31

25

1st Ind.

Headquarters, 8th Port of Embarkation, APO 780, U.S. Army, 29 December 1944.

TO: ALCOM, Port Liaison Officer, Naples.

1. The supply of damage at this port is in a frozen status insofar as release for purposes other than filling the requirements of present outloading program at this port and for the maintenance of sufficient reserve to meet future outloading program. No damage, therefore, can be released to fill request for damage for Civitavecchia.

For the Port Commander:

Paul V. Toblin
PAUL V. TOBLIN
Lt. Colonel, AGD,
Adjutant General

2nd Ind.

ALCOM P.L.O., Naples.

TO: P.S. & W. Divn., TA, Sub-Commission (attn. Lt. WARLEY).

1. Herewith reply re. damage. Your AC/ITN/S of 22 Dec., and my letter of 29 Dec. refer.

72

R.C. Marks
R.C. MARKS
Major R.E.
ALCOM Port Liaison Officer

1895

5/1

2486

Declassified E.O. 12356 Section 3.3/NND No. 485021

7

RCM/rm

ALLIED COMMISSION
Transportation Sub-Commission
HQ. Southern Region

29 Dec. 44.

Phone : Vacant 253.

SUBJECT :- DUNNAGE.

FROM : -ALCON Port Liaison Officer.
c/o Depot 676.

TO : -Port, Shipment & Warehouse Division.
In. Sub-Commission. (attn. Lt. WARDLY).

Copy to : File

1. Quoting your AC/1/TR/S of 22 Dec.
2. 3th Port inform us that they have no surplus dunnage, and that last summer they got caught so short that they have had to be unusually conservative of their supplies.
3. I have supplied the Executive Officer with copies of your letter, and he will refer the matter to his G-1.
4. The answer at present is therefore "no". In the event of a favourable outcome, which I think unlikely, the question may arise as to who will pay for the dunnage, property of which rests with 3th Port.

R.C. RABIE
Major R.E.
ALCON Port Liaison Officer

15/11

3/1 (41)

CAPACITY OF PORTS IN THE ITALY:

Note: The Ministry of Marine by letter of 20 Nov. 44 has asked the Italian port authorities in each port for the information, and as far as possible, written have sent in. Certain other information as to rate of discharge for ship, since four batches is available and is given below, but since it is probably fairly correct. It has to be corrected. As soon as the other port is done in to the Ministry, it shall be corrected.

LOADING & OR DISCHARGING ALONG THE SHIP'S OWN BEACH.

SUMMARY: 1940: loading and discharging capacity: 5000 tons per day

1944 (Dec.) ditto : 5000 tons

There is no change measure the port suffered no damage.

Daily capacity rates of discharge on loading:

Coal 500 tons

General cargo 400 "

Grain 450/500 tons

Phosphates 400 tons

Fuel 350 tons

Summary: 1940 loading & discharging capacity: 600 tons per day

1944 ditto : 600 tons per day

There is no change in the port suffered no damage.

15000

1940 loading & discharging capacity: 350 tons per day

1944 ditto : 200 tons per day

The "w/c" "Radio Head" tank in front of ship private
cutter zone. Shown in to ship and Dec. 24, and if
successful the port will recover its pre-war capacity.

Coal 500 tons p
General cargo 400 "
Grain 450/500 tons
Phosphate 400 tons
Timber 350 tons

GALLIPIOLI: 1940 loading & discharging capacity: 600 tons per day
1944 ditto : 600 tons per day

There is no change as the port suffered no war damage.

1596

VISO VALENTIA: 1940 loading & discharging capacity: 350 tons per day
1944 ditto : 200 tons per day

The s/s "Gavio Zano" sunk in front of quay prevents quicker work. Salvage is to start end Dec. 44, and if successful the port will recover it's pre-war capacity.

PORTO MUREDDO: Present capacity not known.

Sulphur can be loaded at 800 tons per day
Coal can be discharged at rly quay . 500 do.
" at other quay at 400 do.
Phosphates can be discharged at ... 500 do.
Gypsum can be loaded at 500 do.
Rock Salt can be loaded at 250 do.
General cargo can be operated at ... 300 do.

2

RECEIVED: Daily rate of discharge: Coal 450 tons

do. : Coal 500 "

do. Loading/Unloading: General 350 "

RECEIVED: Daily rate of discharge: Coal 500 tons

Tiber 350 "

RECEIVED: Daily rate of discharge : Coal 500 tons

do. Loading/Unloading: General, 300 "

do. Loading 400 "

RECEIVED: Daily rate of discharge : Coal 500 tons

Phosphate 400 "

Grain (bulw) 450 "

Grain (bag) 600 "

RECEIVED: Daily rate of discharge of General goods with water alongside only 400 tons

with water in road 200 tons

Daily rate of discharge: Bulk grain 300 + 300 (roads)

Bulk grain 400 + 200 "

Tiber 400 + 200 "

Daily rate of loading :as 500 + 300 "

1595

do. loading/discharge: General 300 "

do. loading Salt 400 "

MILAZZO: Daily rate of discharge ... Coal 500 tons

Phosphate 400 "

Grain (bulk) 450 "

Grain (bags) 500 "

MARSA: Daily rate of discharge of General Goods
with steamer alongside quay 400 tons

ditto with steamer in roads 200 tons

1595

Daily rate of discharge: Bulk grain 300 & 300 (rounds)

Bagged grain .. 400 & 200 "

Timber 400 & 200 "

Daily rate of loading vans 500 & 300 "

LICATA: Daily rate of loading & discharging:

Coal 500 tons

Sulphur bulk 1000 "

Sulphur bags 500 "

Grain 500 "

Timber 300 "

TRAPANI: Daily rates loading & discharging:

Coal 3/500 tons

Grain 3/500 "

Timber 150/200 "

Salt 400/500 "

Cement 200/400 "

2

PRIMO SALPES: Daily rate of loading & discharging:

Coal 600 tons
Cement 500 "
Timber 300 "
Grain 500 "
Iron 300 "
Fertilizer 500 "
General cargo 400 "

SECUNDO: Daily rate of loading & discharging:

Coal 500 tons
Timber 200 "
Fertilizer 700 "
General cargo 300 "

TERTIO: Daily rate of loading & discharging:

Coal 400/500 tons
Grain 400 tons
Fertilizer 450 "
Timber 140 "
General cargo 300 "

QUARTO: Daily rate of loading & discharging:

Coal 500 tons
Grain 500 "
Timber 300 "

Coal 500 tons
 Timber 200 "
 Phosphates 700 "
 General cargo 300

TARANTO: Daily rate of loading & discharging:

Coal 400/500 tons
 Grain 400 tons
 Phosphates 450 "
 Timber 140 "
 General cargo 300 "

BARI: Daily rate of loading & discharging:

Coal 500 tons
 Grain 500 "
 Timber 300 "
 General cargo 325 "

BARLETTA: Daily rate of loading & discharging:

Grain 500 tons
 Coal 750 "
 General cargo 400 "

BOLFETTA: Daily rate of loading & discharging:

Grain 300 tons
 Coal 400 "
 General cargo 200 "
 Timber 100 "

1597

TABLE 08: Daily rate of loading w/ or discharging per gate
(per Highway):

Coal	200 tons
Coke	80 "
Patent fuel	125 "
Heavy oil	125 "
Light oil	110 "
Torpedo	100 "
Pegged goods	100 "
Hardwood	65 "
Heavy timber	70 "
General cargo	80 "
Iron & steel scrap	80 "
Bricks & heavy iron goods	70 "
Fertilizers	140 "
Light fertilizers to be discharged to tank	75 "

1892

Declassified E.O. 12356 Section 3.3/NND No. 485031

SUBJECT: - INFORMATION.

TO: S.P.A. W. DIV.

M. 303 - COMMISSION

M.Q. ALLIED COMMISSION

A.P.O. 394

17. May I be informed if the ^{NEW} rates have been approved for wages for Civilian Contractors working for the Armed Forces: if so may a copy be sent.

27. May I be informed of the terms of the Armistice which affect the working of the S.P.A.

M. Bowyer Capt.

J. J. ROWES CAPT.

12 D. 1. 1944

CIVILIAN COMMISSION

A.C. POST LIAISON OFFICER

1399

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

THE PORT OF GENOA AND ITS ORGANIZATION

A short break-down is hereby given on the subject to plan to what extent changes are necessary and the actions to be taken to guarantee the minimum of difficulties from the beginning.

According to the Italian law all matters concerning ports organization fall under direct government control, but in the case of Genoa, considering the necessity of assuring the best efficiency, a law was enacted to create ^{the} Public Institute (Consorzio Autonomo del Porto), to give it its management.

Such Institute is a organization that may be compared to the "Port of London Authority". The management of the Consorzio is under the:

- 1) Assemblée Generale;
- 2) Comitato, and both are under the leadership of a President, appointed by the Government.

The Consorzio is of a definite public utility nature with the participation of the State; of the Provinces interested in the Port of Genoa; the Comune of Genoa; the leading inland shippers of Commerce; the shipowners syndicates; the port laborers syndicates. The representatives of the named organizations constitute the Assemblée Generale (General Assembly), but in practice the normal work is carried on by the Comitato (a technical body). The Comitato is formed by a restricted number of members of the Assemblée Generale and divided in two sections, the one dealing with technical phase of the Port and its administration; the other, with the labor organization.

The Assemblée Generale is constituted as follows:

Give it its independence.
Such Institute is an organization that may be compared to the "Port of London Authority". The management of the Consorzio is under the:

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- 2) Comitato, and both are under the leadership of a President, appointed by the Government.

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The Assemblée Generale is constituted as follows:

a) Representatives of the State.

1. President. It seems advisable to have the Italian Government to choose a new person, who must have the following qualifications: to be a technician in the shipping business and ports organization; to be a person acceptable to the local maritime circles.

As suggestion: Federico Ricci, member of the Senate who is well known for his attacks against the governmental policies regarding the Merchant Marine and Railways, is an authority in the shipping field.

It is advisable to ask the Ministers of the Italian Navy, to do the choice.

2. Vice-President. He is the Artistic Director for the (Head of all the Captains of the Ports in the area), appointed by the Italian Gov).

- 3. Representative of the Treasury Ministry;
- 4. Representative of the Public Works Ministry;
- 5. Representative of the Ministry of Communications (Railways

Department)

- 6. Port Customs Director;
- 7. Head of the Liguria Railways System;
- 8. Not to be considered as this member had a political task
- 9. The Head of the Taxes and Revenues Office of Genoa.

b) Representatives of the Provinces.

One for each of the main towns in the sphere of Genoa, viz: Genoa, Turin, Milan, Alessandria, Pavia, Novara.

c) Representatives of the Commune of Genoa - The town Mayor and another member.

d) Representatives of Chamber of Commerce of Genoa, Turin and Milan (one per each Chamber)

- e) Representatives of the employees organizations
1 for the Industrialists Union - Liguria
1 for the Merchants Federation - Genoa
1 for the Owners Shipowners Federation of the Ligurian
1 for the Tramps

f) Representatives of the Port Laborers organizations

- 7. Head of the Liguria Railways System;
- 8. Not to be considered as this member had a political task
- 9. The Head of the Taxes and Revenues Office of Genoa.

b) Representatives of the Provinces.

One for each of the main towns in the sphere of Genoa, viz: Genoa, Turin, Milan, Alessandria, Iavio, Novara.

c) Representatives of the Comune of Genoa - The town Mayor and

another member.

d) Representatives of Chamber of Commerce of Genoa, Turin and

Milan (one per each Chamber)

e) Representatives of the employees organizations 15/00

- 1 for the Industrialists Union - Liguria
- 1 for the Merchants Federation - Genoa
- 1 for the Liners Shippers Federation of the Tirrenian
- 1 for the Tramps " " "

f) Representatives of the Port Laborers organizations

- 4 members of the Port Laborers Syndicate
- 1 member of the Seamen Syndicate.

The Comitato is formed as follows:

a) Technical phase and administration Section:

President

Vice President

The following representatives of the State: Treasury, Public

Works, Port Customs, Liguria Railways Department.

2500

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT: - COAL MINES. -

TO: M.P.A. DIV.

TH. H.M. - COMMISSION

A.G. ALLIED COMMISSION

A.P.O. 3 5 4

1. May I be informed of the price of the material for the
S/M mining.

Handwritten note:
Should have been
sent to the
M.P.A. Div.

Handwritten signature: J. M. Bowd capt.

A.C. BOWLS CAPT.

A.C. POST TRAINING OFFICER

1284

12 DEC. 1944

WITAYECONIA

- 3 -

288

The representative of Genoa Province.

The town Mayor of Genoa

The representative of the Chamber of Commerce of Genoa

One of the four representatives of the Laborers Syndicate.

b) Labor Section

President

The 4 representatives of the Industrialists, Merchants and Shipowners Federations

Three of the four representatives of the Port Laborers Syndicate.

The Consorzio deals with all the matters, in the area of the Port in connection with: constructions, workers labor, stevedoring and other firms regulation, loading and unloading operations, warehousing, berthing. The only matters out of the Consorzio responsibility are those concerning the Customs regulations and the services of the Royal Harbor Office (ships documents - administrative police etc.)

All the organizations members of the Assembly give a financial contributions that, together with the income of the port duties, allows the Consorzio to carry on with its programs.

Should it be decided that the Consorzio will continue, as it is strongly suggested, its activity the financial problem must be faced since now. The incomes derived from the port duties are completely disappeared during the war and quite surely when the Consorzio has to start with the basic rehabilitation work will have no financial resources to perform the program required. Steps have to be taken to contact the Italian Prime Minister and the Ministers of Public Works

cate.

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Should it be decided that the Consorzio will continue, as it is strongly suggested, its activity the financial problem must be faced since now. The incomes derived from the port duties are completely disappeared during the war and quite surely when the Consorzio has to start with the basic rehabilitation work will have no financial resources to perform the program required. Steps have to be taken to contact the Italian Prime Minister and the Ministers of Public Works and Treasury to enact a law for which the Consorzio del Porto will be allowed to draw the necessary funds ~~on~~ the proper State Financial Office in Genoa.

Handwritten signature

[illegible]

Vol. 100, No. 1, 1999

W. KIM, Major,
Cor Brigades,
C.I.C. (Adv. Acty).

Figure 1

Page No : 001 Operations
E. H. S.
W. S. A.

62/2

1547



Micheli, Lubian, Siglio

STEAMSHIP AGENTS
SPEDIZIONE - NOLEGGI ASSICURAZIONI
SALERNO

Contratti Stevedore

Salerno / December 8th 1944

Mr. C R C K S
Ports Shipment Division
R o m a

Dear Sir,

Only today I can give You intelligence on the position of Salerno port.
At the Salerno harbour it shall be possible, employing five gangs:

GRAIN = 1000 tons: per day on the quay

COAL = 500/600 tons: it. it. it. it. it.

GENERAL CARGO = 500/600 tons: it. it. it. it. it.

Weighing of wheat, instead of taking place under tackle, should be done when the grain is reloaded from the quay.

In order to handle coal addition 15 to 20 Japanese slings are required. I did lend to the 6th Port, ten of my Japanese slings, in order to hasten the discharge of the s/s "Nathan Hale" however the slings were never handed back to me and I am quite unable to replace same.

You will find enclosed herewith copy of the labour tariff issued by the Compagnia Lavoratori: to the figures mentioned in the tariff, the following items should be added:

30% for myself, as master stevedore and including all necessary expenses to guarantee in full the work.

28,90% increase, granted ~~xxx~~ by the competent authorities

Lire 5,20 per ton, to the Fondo Centrale Assistenza

It would be advisable to provide a sufficient quantity of lumber, at official market price, to complete the rigging for storing the goods on the quay. As already previously done to the mutual advantage of Allied ships and civilian receivers, I am in a position to look after the discharge of goods from steamers and reloading from the quay, granting first class efficiency. After your landing in Salerno, I have fully met the requirements of the Sea Transport Office, as well as of the 6th Port, in connection with discharge of goods under control of military units.

I hold myself entirely at your disposal and awaiting your communication.

I remain,

Dear Sirs,

yours truly

Micheli, Lubian, Siglio

2505

Declassified E.O. 12356 Section 3.3/NND No. 785031

GBW/aa

118

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

26 December 1944

Ref : AC/1/Tn/S

SUBJECT : Ports - Rehabilitation of.

TO : Mr. R.F. Fairley
D.M.W.T.R.
Civitavecchia

Enclosed are copies of reports on Piumicino
and Pierbino following reconnaissance effected by
representatives of this Sub-Commission.

[Handwritten signature]
W. H. TAYLOR
Director

Enclosure : two copies.

1580

(H)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

02 December 1944

Our ref. 40/V/Tn/5

SUBJECT : Damage

TO : Capt. Hart R.E.
Port Liaison Officer
Southern Region
Napier

- 1 We are advised that the Port of Naples has a
large quantity of munage surplus to requirements.
- 2 Civitavecchia is short and we would be pleased
if you would check up on any surplus munage in your area
and arrange shipment on first available vessel.
- 3 Civitavecchia could take up to a quantity
required for 40,000 sq. ft.

U.S. CROOKS - Chief
Port, Wharves & Warehouse Ins.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
RAILS

43

FILE: 843209

December 17th 1944

OUR REF: AG/TC/Tn.R.

TO : Ports and Shipping Section
Transportation Sub-Commission,
R.A.A.C.

SUBJECT : Civitavecchia Port Rail Yard.

1. With reference to the attached copy of a letter received from the Port Liaison Officer, Civitavecchia.
2. Capt. Foley, Railway Movements, contacted Major Worthington (Movements, Rome) on this subject on 15th Dec.
3. Major Worthington stated that Col. Rose is requesting that the services of 1 Sgt. be retained at Civitavecchia, and that one other Rank was to be sent to the Port on 15th December.

1787
O.H. Bendberg, Lt. Col.

O.H. BENDBERG, Lt. Col., R.E.,
Transportation Sub Commission,
RAILS.

5/1

2509

Declassified E.O. 12356 Section 3.3/NND No. 785521

GSA/nf

MEMORANDUM FOR THE DIRECTOR
TRANSPORTATION SUB-COMMISSION

(42)

Tel. 478704

28 December 1944

Our Ref. 12/1/To/5

SUBJECT

SUBJECT : Simleino

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

(10)

1 With reference to your letter of the 17th inst., the arrival of the "Simleino" is considered an isolated case.

2 It is understood that this vessel entered the harbour with ropes and war winches.

3 Enclosed is a copy of a report following a reconnaissance of the activities of the Sub-Commission on the 20th inst.

1341

(17)

[Signature]
DIRECTOR
Director.

Subject : Barges CIVITA/VIACHIA

5704
ALLIED FORCE HEADQUARTERS (L)

G-4 (Rev 3 To) 5/122/423

To : HQ Allied Commission /

16 Dec 41

Tel : FREZEX 443

1. It is understood that the question has been raised by the CIVITA-
VIACHIA Port Working Committee of the expected time of arrival of barges
at that port.
2. To date no request has been received from your HQ for these to be
provided.
3. If these are required please give the tonnage list required.

W/nd.

Thinghai
V. 4216, Major
for Brigadier
D. 2.2.6. (Rev 3 To)

Copy to : G-5
COF Operations
SWT
VCA
DHC

PERSONAL & SECRET

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN)

14 Dec 44

Tel: FREEDOM 229

Dear General,

1. Introductory

Any points which appear below will be confirmed or otherwise in later official signals.

2. CASTELLAMARE

Tn (A) has ordered PENBASE to fit 6 minca barges at NAPLES with flush decks making them suitable to handle bagged grain at CASTELLAMARE.

3. BOSKOPF

This vessel, with 7510 tons flour arrived NAPLES Nov 26. You will remember that I was taking up daily the question of her being called fwd to LEGHORN. It was established with AAI that AC should press their own priorities and call fwd direct with a Maj. Kerr. This does not seem to have had much success as the ship was still waiting berth Dec 13.

1574
ring

Declassified E.O. 12356 Section 3.3/NS No. 785031

38
ALV/SM

REF: 413 PROCEEDINGS OF THE SUBCOMMISSION
ON THE
ECONOMIC SECTION

8 December 1944

REF: 1, 1, 2

SUBJECT: Memo for the investigation to be made in view
of the rehabilitation of harbors in Northern Italy.

1. Shipping Sub Commission, Attn: Charles Crooks ✓

1. The attached translation is forwarded to you for
advice and appropriate action.

G. J. Williams

A. L. VIGOR
Priority & Movements Division
Economic Section

2 Encls.
Transmission

1/3

Tr. RB/rb

TRANSLATION

MINISTRY OF MARINE
GENERAL DIRECTION OF MERCHANT MARINE

Guide
VARENNES

FOR THE INVESTIGATIONS TO BE MADE IN VIEW OF THE REHABILITATION OF
HARBOURS IN NORTHERN ITALY

This vade-mecum has been compiled as a guide for the officials who will follow the Allied mission, to investigate the present situation of harbours and the most urgent action to be taken for their prompt rehabilitation.

To determine the damage suffered by the harbours and make the arrangements necessary to carry out the most urgent works, the above officials may call upon the Port Authorities, the Civil Engineering Offices, the Italian Naval Register and the Railway Administration Offices, for assistance.

- 1 - Signalling services for ships (lighthouses, acoustic and radio-telegraphic signals);
- 2 - dikes and breakwaters;
- 3 - quays and wharves (length, surface, bottom, number of vessels which may be loaded and unloaded);
- 4 - Obstacles to the manœuvre of ships in the port due to submerged hulks or other causes, giving, in case of submerged hulks, their location and name;
- 5 - port equipment:

a) cranes and other machinery for loading and unloading;

their prompt rehabilitation.

To determine the damage suffered by the harbours and make the arrangements necessary to carry out the most urgent works, the above officials may call upon the Port Authorities, the Civil Engineering Offices, the Italian Naval Register and the Railway Administration Offices, for assistance.

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- 3 - quays and wharves (length, surface, bottom, number of vessels which may be loaded and unloaded);
- 4 - Obstacles to the manœuvre of ships in the port due to submerged hulks or other causes, giving, in case of submerged hulks, their location and name;
- 5 - port equipment:
 - a) cranes and other machinery for loading and unloading;
 - b) warehouses, sheds, depots, silos, refrigerators and other industrial or commercial buildings (for different commodities, cereals, mineral oil);
- 6 - Railway lines, roads and canals leading to the port;
- 7 - Fire installations;
- 8 - Boats, barges, etc. used for port services (tow-boats, pilotage and mooring buoys; barges for transportation and storage of commodities, tank-ships for water and fuels, ferry-boats for railway cars, fire boats);
- 9 - Port services:
 - a) Pilotage;
 - b) Mooring;
 - c) Water supply;

- 2 -

- 10 - Illumination;
- 11 - Installations for ship building, repairing and dismantling (ship-yards, dry docks, etc.) and workshops;
- 12 - Public agencies (Special agencies of the port, Harbour Office, Labour Office, Firms operating loading and unloading of ships, Employment agencies for sailors, Custom House, Police, Health Office);
- 13 - Maritime stations;
- 14 - Organization of port operation (Companies and workmen available; firms for port operation);
- 15 - Maritime personnel available (officers and sailors);
- 16 - Maximum potentiality of loading and unloading for vessels with 4 hatchways (for coal, cereals, different commodities, both for mechanical or manual work).

The officials of the General Direction of Merchant Marine appointed to follow the Allied Missions who will visit the harbours of Northern Italy, are the following:

PORT OF GENOA - Gr. Viff. Dr. Guido SEMINOTTI, assisted by Lt. Col. Alfredo Bondi.

PORT OF TRIESTE - Gr. Viff. Dr. Cesare CICHICI, assisted by Lt. Col. Leopoldo Antonelli.

PORT OF VENEZIA - Comm. Dr. Vincenzo DE SANTIS RO. ANOM, assisted by Maj. Salvatore Grassi.

PORTS OF SAVONA AND IMPERIA - Comm. Dr. Giuseppe MONTI, assisted by Dr. Vittorino ABIS ILIO.

PORT OF LA SPEZIA - Comm. Dr. Guido GAMBOLI, assisted by Dr. Fausto Balducci.

2516

Declassified E.O. 12356 Section 3.3/NNN No. 785021

GMW/hl

37

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

31 December 1944

Tel: 478734
Our Ref: AC/1/Pn/3

SUBJECT: Navigation Fiumicino - San Paolo

TO : The Naval Sub-Commission
Allied Commission

The enclosed is a report following a reconnaissance made by representatives of the Sub-Commission on the 30th inst.

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

W. H. Taylor

W. H. TAYLOR
Director

204 70

1570

Copy to: Industry Sub-Commission
(Local Division)

GEN/ID

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

378

Report following receipt 20th December 1944

PIUMICINO

The entrance is blocked by sunken craft, but there is a passage 7 meters wide allowing vessels to pass drawing not more than 2.4 meters.

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

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

It is considered essential that this entrance be cleared entirely. For this purpose a dredger of 20 tons is required to clear the debris which would first have to be broken up by explosives.

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

Tiber - Piumicino/San Paolo

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

In "ILLUSTRATION ROMANA" are taking an active interest in this

passage 7 meters wide allowing vessels to pass drawing not more than 2-4 meters.

Ships could then proceed to coal berth which is equipped with one crane with a capacity of 10/20 tons per hour depending on type of coal to be discharged. Crane discharged direct on the rail waggon.

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

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

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

Tiber - Fiumicino/San Paolo

It would appear that navigation of suitable vessels will not cause any great difficulty, before however initiating any service it is considered necessary to sound and dredge when necessary. From information received it would appear that the part requiring most attention is a stretch of 300 m. just below the quays at S. Paolo with a depth of only 1 meter.

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

SAN PAOLO

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

JOINT ARMY
NAVY
AIR FORCE
MARINE CORPS
COAST GUARD
NATIONAL GUARD
NATIONAL RESERVE

2 December 44

33

Ref: 100-100000
Subject: Post-Deployment

TO: Director, Transportation Sub-Committee
Re: 100-100000

1. Report of the Joint Army Navy Air Force Marine Corps Coast Guard National Guard National Reserve dated 2 December 44.
2. We have conducted a survey of the Department and the Joint Transportation Board, and neither has any cables been received, and we have not yet received a response.
3. Since the report of the Joint Army Navy Air Force Marine Corps Coast Guard National Guard National Reserve dated 2 December 44, we have received information on the status of the cables and the response.

Lt. J. W. Major

U.S. Army
Major, 1st Corps
Logistics & Supply
Office

Declassified E.O. 12356 Section 3.3/NND No. 485031

HEADQUARTERS ALLIED COMMISSION
APC 194
TRANSPORTATION SUB-COMMISSION

(29)
JHH/em

Tel: 478303

15 December '44.

AO/TR/R/1

SUBJECT: Monthly Shipping Report.

TO : Director Transportation Sub-Commission.

1. Reference para 4 of monthly shipping report for Sardinia.
2. I have contacted SMIA and on the 12th Nov 1944 they issued instructions (reference A./3) to the effect that 100 vehicles would be transferred to the appropriate civilian authorities.
3. It would appear that the whole trouble is lack of liaison between Col. Simmons, the SMIA Liaison Officer in Sardinia, and the Regional Commissioner.
4. We have sent a signal to Sardinia asking why the SMIA instructions have not been implemented.

1579
J.A. BORDASS
Lt. Col. R.A.S.C.
Capt. Sub-Comm.

*Noted
M.H.B.*

3/1

266/
1044

1044

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 11/11/01 BY 60322

1044

Subject: Monthly Shipping Report
To : H. H. Transportation Department

The month of November has been one of the most active in the history of the shipping department. A considerable amount of cargo, both in bulk and in containers, has been shipped. In addition, a large number of containers have been received from the various shipping companies.

2. All shipping companies have been advised of the shipping schedule and the amount of cargo to be shipped. The shipping companies have been advised of the shipping schedule and the amount of cargo to be shipped. The shipping companies have been advised of the shipping schedule and the amount of cargo to be shipped.

3. The shipping companies have been advised of the shipping schedule and the amount of cargo to be shipped. The shipping companies have been advised of the shipping schedule and the amount of cargo to be shipped. The shipping companies have been advised of the shipping schedule and the amount of cargo to be shipped.

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2523

Enclos. No. 1

REPORTS

ORIGINAL

Copy

SHIP	COMPONENT	WEIGHT T.	DESTINATION
M/V LILLIA BUGGERO	Salt	34	Civitavecchia
" MAMA LINA	"	35	"
" ANTONIETTA MAIRE	"	45	"
" FRANCESCA MAIRE	"	53	"
" IME CORTELE	"	40	"
" ALBERTO R. PAIRE	"	30	"
" LIDOLA	"	35	"
" ANNUNZIATA MAIRE	"	30	"
" SAN ANTONIO	"	78	"
" ANTONIO & MARIA	"	40	"
" NUOVA MARIA DELLA CATENA	Salt	160	"
" ROSA R.	Hides	65	Palermo
" I PRASCELLI	"	14	"
" MAURIZIO	"	14	"
" YPENE	Skins	8,7	Naples
" MOMO	"	2,4	"
" GIOVANNI PAIRE	"	12	"
" S. ANTONIO	"	14,2	"
S/S ERECHOS	"	120	"
" RINUCCI	Salt	700	Civitavecchia
" COSTANTE G.	Fertilizers	739	Gallipoli
"	Magnesium Sulphate	30	"
" KRECHG	Cork	100	Naples
"	Talc	30	"
M/V CLGA	"	3,5	"
"	Fibre	5,2	"
" AMABILE CARITTA	Zinc Oxide	27,3	"

ARMED FORCES

S/S ORTHROUS	Paint Pigment	311	Primo Ord. Naples
" ERECHOS	"	400	"
" PORT MEDONIO	Fireclay	408	D.M. A.A.I.
"	Kaolin	188	"
"	Refractory Cement	200	d. E.S.D.

NAME	QUANTITY	UNIT	ORIGIN
SAN ANTONIO	40		Castellammare
ANTONIO & MARIA	180		"
NUOVA MARIA DELLA CATENA	65		Palermo
ROSA R.	14		"
I FRATELLI	14		"
MAURIZIO	5,7		Naples
IRENE	2,4		"
KOMO	12		"
GIOVANNI PADRE	19,2		"
S. ANTONIO	120		"
S/S KETONG	700		Civitavecchia
RINUCCI	739		Gallipoli
COSTANZE C.	30		"
"	100		Naples
KEPONG	30		"
"	3,5		"
M/V CLGA	5,2		"
"	27,3		"
AMABILE VARIETTA			

ARMED FORCES			
QUANTITY	UNIT	DESCRIPTION	ORIGIN
311		Paint Pigment	British Ord. Naples
500		"	"
402		Fireclay	D.W.A.A.I.
188		Kaolin	"
200		Refractory Cement	8 ESMD
56		Firebricks	"
96		"	D & T (British?)
3		Wireclay	U.S.N.C.B. Palermo
30		Firebricks	"
0		Magnesium Sulphate	Mo. J Base, Veterinary Stores PASSO CORSE

Tons 2485,3
Tons 1891,-
Tons 4376,3

SUMMARY:-
Total Civilian Exports
Total Armed Forces Exports

Declassified E.O. 12356 Section 3.3/NNU No. 7850 21

Deletion: No. 2

33.3.3.3.3

SHEET		TOTAL	
NO. 1234567	33.3.3.3.3	1000	1000
NO. 00000	33.3.3.3.3	100	100
	33.3.3.3.3	100	100
	33.3.3.3.3	100	100
	33.3.3.3.3	100	100
	33.3.3.3.3	100	100
NO. 1234567	33.3.3.3.3	1000	1000
NO. 1234567	33.3.3.3.3	1000	1000
		1000	

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(4)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

13 December 1944

PORT OF GENOVA

A Port Committee will be formed by the Transportation Sub-Commission to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the Port of Genoa will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to prepare the Port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genoa. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives etc

After discharging original cargo, it would then be used either as a lighter for discharging priority cargo from Ocean cargo vessels or used in a ferry service from Tophorn. 1944

Experienced Italian divers for mine removal, blasting bulks and recovering munition ships are available. Many divers

It is the hope of the men of

Sub-Commission to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the Port of Genoa will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to prepare the Port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genoa. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives etc

After discharging original cargo, it would then be used either as a lighter for discharging priority cargo from Ocean cargo vessels or used in a ferry service from Leghorn. 1568

Experienced Italian divers for mine removal, blasting mine and recovering sunken ships are available. Many divers are available in the Genoa area, as it is the home of the men of this profession. Crews will have to be recruited at once and the necessary gear arranged.

The Italian Government is in no position to supply harbour craft. This must be arranged by the Allied Government and the following is the minimum requirements that can be estimated at this stage.

12 mobile cranes with a capacity of 8 tons and 20 mobile cranes with a capacity of 9 tons.
 6 tugs, 300 H.P.
 20 LCL's and
 60 lighters of 60 tons.

There are several cranes now in Rome area which should be dismantled and be made ready for future use.

There should experience no difficulty in obtaining sufficient experienced dock laborers, crane operators etc.

Cargo working at the port will be an unknown quantity so it should be arranged that each ship loading for discharge at Genoa should carry the stevedore gear used in the loading, so as to be in a position to discharge its cargo with its own gear.

If no gear is found in port, the Italian Government should be given the opportunity to purchase this ship's gear until a supply has been accumulated.

For the immediate repairs of the port and for removals of the more important obstacles, it is necessary to have the following personnel and material:

- 1) 3 specialized engineers of the Public Works Dept. and three officers of the naval engineers.
- 2) 6 assistants of the naval eng. for heavy work.
- 3) 3 warrant officers
- 4) 20 divers with relative equipment.
- 5) six diver's boats (not available and therefore to be supplied by the Allied authorities)
- 6) about 30 specialized workmen.
- 7) four pontoons of 30 to 100 tons (two Italian could be taken away from Leghorn where they are requisitioned by the Royal Navy. The other two could be supplied by the authorities.
- 8) Pumps, compressors, motorwinches etc. etc. could be supplied

2529

If no gear is found in Port, the Italian Government should be given the opportunity to purchase this ship's gear until a supply has been accumulated.

For the immediate repairs of the Port and for removal of the more important obstacles, it is necessary to have the following personnel and means:

- 1) 3 specialized engineers of the Public Works Dept. and three officers of the naval engineers.
- 2) 6 assistants of the naval eng. for quay works.
- 3) 3 warrant officers
- 4) 10 divers with relative equipment.
- 5) six diver's boats (not available and therefore to be supplied by the Allied authorities) 1367
- 6) about 30 specialized workmen.
- 7) four pontoons of 30 to 100 tons (two Italian could be taken away from Lohorn where they are requisitioned by the Royal Navy; The other two could be supplied by the authorities.
- 8) Pumps, compressors, motorwelding sets, etc. could be supplied by Italian Navy.
- 9) It is necessary for the Allied Authorities to supply all consumption materials, that is fuel, lubricants, plates, bars, timber, oxygen, hydrogen, carbide, electrodes for welding, quick setting hydraulic cement, etc.

There are many competent firms of construction engineers who will be in a position to start immediately on the construction of the Port, provided the necessary materials are made available. As soon as the Port is capable of accepting cargo vessels, arrangements should be made for distribution of supplies around the Ligurian coast by small landing craft if obtainable or by schooners.

It has been estimated that about 8000 tons per month will have to be distributed this way. Since all the schooners available to the Schooner Control Committee are now used to their full capacity for the movement of civil supplies, additional schooner tonnage will have to be provided; this tonnage should be outside the schooner pool and control must be left to competent A.C. authorities in the area.

The Ligurian coast ports will have to be kept clear of mines, as well as the connecting lanes.

The following requirements are necessary for warehousing:

1. Good open storage space enclosed by fences or walls to accommodate 7500 tons (approx. 100,000 sq. ft.)
2. Good weather-proof inside storage space with adequate loading and unloading facilities, sufficient for 60,000 tons, (approx. 6,000,000 cubic ft.)

Subject: - *Disinfection Port*

(6)

To J. F. W. Dir.

IN Sub-Commission.

By: *Recid Commission*

Situation of Crooks

At the end of some five weeks' work at this devastated place, which sends most hopes, I sit down in the cool of the evening and in the sound of nasal breathing I write an 'off the record' report, in case you are not at all on general committee.

I am quite of all right in I think things are a little better; but there has been a definite set-back due to a lack of ships, which would the propaganda to increase the output. Now we are faced with two large and two smaller ones and all in the usual hurry.

The only prep provided in the Port are the Ministry of Port Transport representatives and the W.S.K. agents, and it is a continuous battle to get every one off the mark.

When the re-trait did arrive on time - to every one's surprise, there was an immediate demand to wait 24 hours, for the consignees to arrive! This would have been fatal as soon as the morning arrived of the 1st of the year.

177
One Allied officer said to me that this is a peace time bill to unload this cargo; I respectfully disagree and suggest it is time that the Italians were informed that 24 hour work for seven days each week are essential, and they can enjoy their Sundays and Festas just as soon as the World War is over.

Not only does it tie up ships but rail and road.
It is fantastic to think that the Quays can be used as a wholesale market, and it appears to me that one firm should be responsible for the entire cargo of these consigned cargoes of fruit or wine or similar bulk purchases, and that the entire cargo be shipped by rail in bulk to a central depot in Rome for sorting.

Attempting to sort here wastes time and tpt.

The sending of road tpt from Rome to Civitavecchia to haul cargo of fruit is a scandalous waste of fuel and time, as there is no guarantee when the particular 'parcel' will be unloaded.

If it is agreed to use one market in Rome then each box must also require the firms shipping mark, which I am informed, the current now unloading does not carry, but each parcel is stored separately.

178
At present all organizations suffer from a complete lack of information, the first official knowledge we have of the sailing of a ship is its arrival off the port.

Today we had 12 hours warning before the coal ship arrived; as

It was at least two days early, there were no rail cars available, and eight hours have been lost: it also meant that the cheese ship had to move and that ship lost time too.

The grain ship arrived at Long Beach after many false alarms and without an accurate warning, but fortunately the N° 4 could take it, and there are box cars available.

As the last two ships have come from a large port it seems incredible that no information could be given.

I don't know if it is going to be the policy to keep the P.C. here for long, but if not, it seems to me to be essential to get a good Italian equivalent on the job, as the co-ordination of the ports presents a vital problem. He will not be able to operate if the necessary information is not 'served up on a plate', as I have been in the fortunate position of knowing various officials in A.S. and have pieced together information.

The discharging of the grain ship presents a problem because N° 2 hold has 1400 tons of a total cargo of 3818. The Captain could give no explanation for this, but there seems little doubt that the turn round of this ship is bound to be affected. In view of the fact that this port is likely to be affected by necessity of lightening, an action be taken to leave a reasonable distribution in each hold.

Hope some of the above may be useful

1960

10 Dec 60

Alfred Giff

2534

Declassified E.O. 12356 Section 3.3/NND No. 185031

SUBJECT: - ROOFING MATERIALS. -

TO/ ECONASUPPLY

F. S. LAZIO - LUNIA REG.

AL IND COMMISSION

6, VIA LIGURIO

ROME

1). In order to re - roof the work shop of the local machine shop, which is required for Marine repairs and transport hauling in the Port, about 600 sq. metres of material are required.

2). The roof is not too strong and it requested that either: -

COINTEGRATED IRON STRUCTURE
or COINTEGRATED DI APERTURE (Sample enclosed)
be made available.

3). May this office be informed if such material is available and of the price.

J. B. BOWEN Capt.

J. B. BOWEN CAPT.

1540

A. S. PORT LI IRON OFFICE

11 MAR. 1944

DIVISIONAL

COPY TO THE SUB - COMMISSION (P)

SEDE IN GENOVA
VIA S. DOMENICO 10



SEDE IN ROMA
VIA S. DOMENICO 10

53

La Sigure Romona

SOCIETA' DI NAVIGAZIONE MARITTIMA E FLUVIALE

ARMATORIA CAPITALE DI L. 100.000.000.000

SEDE IN GENOVA
VIA S. DOMENICO 10

SEDE IN
GENOVA
VIA S. DOMENICO 10

AGENZIA IN
ROMA
VIA S. DOMENICO 10

SEDE IN GENOVA
VIA S. DOMENICO 10

1. ATTIVITA' DELL'IMPRESA

La Sigure Romona, con sede in Genova, ha per oggetto l'attività di navigazione marittima e fluviale, sia in Italia che all'estero, e l'attività di trasporto di merci e persone.

L'attività dell'impresa è svolta attraverso una flotta di navi, sia di linea che di cabotaggio, e attraverso una rete di agenzie in Italia e all'estero.

La Sigure Romona è iscritta al Registro delle Imprese di Genova, al Tribunale di Genova, e al Registro delle Società per Azioni.

L'impresa ha una capitale di L. 100.000.000.000, divisa in 10.000.000 di azioni di L. 10.000.000.000 ciascuna.

L'impresa ha una flotta di navi, sia di linea che di cabotaggio, e una rete di agenzie in Italia e all'estero.

1981

Martini
Consiglieri Amministrativi

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238

In Light of

Efforts to

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ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 11/1/82 BY SP-10/BJD

FROM: SAC, NEW YORK (100-100000)

SUBJECT: MURDER OF MARTIN LUTHER KING, JR.

RE: NEW YORK TELETYPE TO BUREAU, APRIL 1, 1968.

REF: BUREAU.

- 1) The statement of the Bureau dated 11/1/68 is being reviewed.
- 2) The Bureau is being advised that the following information was received from the New York Office on 11/1/68:
- 3) The Bureau is being advised that the following information was received from the New York Office on 11/1/68:
- 4) The Bureau is being advised that the following information was received from the New York Office on 11/1/68:
- 5) The Bureau is being advised that the following information was received from the New York Office on 11/1/68:
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- 8) The Bureau is being advised that the following information was received from the New York Office on 11/1/68:
- 9) The Bureau is being advised that the following information was received from the New York Office on 11/1/68:
- 10) The Bureau is being advised that the following information was received from the New York Office on 11/1/68:

Very truly yours,

Special Agent in Charge
New York Office

Enclosure

It is requested that the Bureau be kept advised of any developments in this case.

by elevator as the last makes working conditions impossible, and further more the machinery gets quickly clogged.

2) The discharge will therefore take place by lighter and the cargo backfilled.

3) At the present there are only four flat top lighters, but six more are being sent over in the instructions of A.F.M.S. 34. Movements and transportation who were here yesterday and saw the immediate necessity of correct type of lighter, and the usefulness of the rail type which had been sent.

4) As ordered Farley is in urgent need and has to be backfilled additional sort equipment is needed urgently.

May the following be applied for please:-

15.

Port Tralleys.

1559

3.

Water pullers for Tralleys.

Tarpaulins already indented for but not yet arrived.

5) It is understood that all Berley ships will be the same, and also the Flour ships are expected to arrive at this port, in which case the equipment mentioned in

Para 4 must be here permanently.

R. J. Palmer

Sept. R.A.

Food Sub-Commission A.C.

Copy to Food Sub-Commission A.C.

5/1

GSB/11

(21)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

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

15 December 1944

SUBJECT: Port Equipment CAGLIARI

TO : H.M.F.A.
(Att: Capt. The Lord Westbury)

Cagliari report that before the Port was handed over, a request was made for the retention of 12 vehicle slings.

AFHQ replied by ordering 2 slings to remain. This is inadequate and causing delay, and this Sub-Commission would be pleased if you will make the necessary arrangements for adequate equipment to be provided to cover the shipment of 1800 vehicles.

H. H. Taylor
H.H.

HARRITT H. TAYLOR
Director

135

191
The Ports of Roma S. Paolo and Fiumicino; their previous organization and the actual conditions in connection with the plan of importing by sea the coal needed for the city of Rome.

Two main steamship Companies were connected with the traffic on the Tiber: "La Ligure Romana", owner of 7 ships of 400-450 tons, flat bottomed, and three lighters of Tons 70-70-140; "Società Ligure", owner of 3 ships. The mentioned Companies carried out all the heavy traffic on the river, while small boats were connected with the conveyance of poor materials.

The practice was that the ships of the mentioned Companies went to discharge in the Port of S. Paolo provided the river draft was sufficient, while in the dry season they were lighted of a part of the cargo in Fiumicino and afterwards proceeded to the Port of S. Paolo pulling the same lighters on which they had discharged.

Neither stevedoring firms nor stevedores existed in the Port of San Paolo and the practice was that the two shipping Companies used men of the crew as stevedores to load and unloading their ships, while the longshoremen were organized in a workers' association, the "Compagnia Portuale Enrico Toti", with a very few men.

In Fiumicino the existing workers' association performed the complete work, supplying both longshoremen and stevedores, but no stevedoring firm was established.

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In Fiumicino the existing workers' association performed the complete work, supplying both longshoremen and stevedores, but no stevedoring firm was established.

The practice in Fiumicino and S. Paolo, as well as in all the Italian Ports, was of paying the workers on a tonnage basis.

"La Ligure Romana" Co has lost 5 of its 7 ships and the three lighters; the situation of the other two is the following:

s/s Punta Amica, laying in the Port of Palermo under repairs, ready to take the sea before the end of December.

s/s Punta d'Astro, laying in the Port of Bari, needs 60/70 days of works in the shipbuilding yard of Barletta, for which

- 2 -

19/11

a special permit by the British Navy, requisitioning Authority of the yard, is necessary; on the other hand the owner seems to be in difficulty to face the forecast expenditure of 2 millions of lire, for which the financial help of the "Confes" is requested. In my opinion the expenditure may be reduced and the work speeded up if the materials for the repairs will be supplied through release orders, in consideration that such repairs concern only the hull and no special materials are then required.

In the event that the entrance in the Canal of Fiumicino will be settled the two ships have the possibility of loading the cargo (Tons 400) at Gaeta or Civitavecchia and performing the unloading operation in the Porto of S. Paolo at a hourly rate of discharge of Tons 12/15.

Two vessels may unload coal at the same time in the Port of San Paolo.

If the decision will be taken to use the above said ships to convey the coal to Rome it is necessary:

- a) to speed up the repairs of the ships;
- b) to take the opportune steps to be sure that, when ready, the ships will not be requisitioned for other purposes;
- c) to settle the entrance to the Canal.

The difficulties of access to the Canal for such ships have been pointed out in the letters of "La Ligure Romana" addressed to the Transportation Sub-Commission under the dates of the 4th and 12th inst.

Besides the mentioned ships the motor sailing boat "Dina",

In the event that the entrance in the Canal of Fiumicino will

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The difficulties of access to the Canal for such ships have been pointed out in the letters of "La Ligure Romana" addressed to the Transportation Sub-Commission under the dates of the 4th and 12 th inst.

Besides the mentioned ships the motor sailing boat "Dina", owner Luigi Cocco-Piazza Stazione-Trapani, registered by the "Coflpa" under the N° 911, load 180 tons, two hatches, is particularly suitable for the job, having removable mats for passing under the bridges on the Tiber (clearance: 4/8 meters according the draft). This boat, being narrower than the proposed ships, could enter in the Canal right now.

- 3 -

val

If the sea-transportation of the has to begin immediately it is necessary:

a) to have the Dina reserved to carry coal up to Rome; this vessel, if working in day and night shift either at the embarkation and at the unloading port, would be able to perform 6 trips a month, carrying 1000 tons a month.

b) to have some other motor sailing boats performing the same work but unloading at Fiumicino (unless there is any of them with removable mats, to go to the Port of S. Paolo). Owing to the lack of lighters (no one available on the Tiber) and tugs it seems advisable, when in Fiumicino to unload directly ashore using the sole crane available. In the event that more than a vessel has to discharge at the same time track-crane are necessary. The average rate of discharge is about 12 tons a hour.

c) In consideration of the bad season and of the few lighters and tugs available in other parts, the plan of conveying the coal from Gaeta and Civitavecchia directly with such a mean has to be put off.

d) As soon as it will be possible to start the work with one of the two ships, part of the coal to unload in Fiumicino may be put into lighters and the same pulled up to Rome by the ship.

Y. J. J. J.

UFFICIO CENTRALE
ROMA - ROMA



UFFICIO CENTRALE
ROMA - ROMA

La Sigure Romana

SOCIETA' DI NAVIGAZIONE MARITTIMA E FLUVIALE

AGENZIA MARITTIMA E FLUVIALE

STABILIMENTO S. S. S. S.

2. DIREZIONE E S. S. S. S.

GENOVA

VIA S. S. S. S.

ROMA

VIA S. S. S. S.

AGENZIA S. S. S. S.

Societa' di Navigazione Marittima e Fluviale

ROMA

Genova, 4 Dicembre 1944

Spett.le: Direzione Generale di Roma

Il sottoscritto, in riferimento al verbale del 10/11/44, ha l'onore di informarvi che si sono eseguite le operazioni della prima lotteria del porto di Genova, con l'obiettivo di verificare la possibilità di un eventuale aumento.

Per quanto riguarda la seconda lotteria, si è deciso di procedere all'acquisto delle biglietti per la terza lotteria, con l'obiettivo di verificare la possibilità di un eventuale aumento.

Le operazioni di lotteria sono state svolte in modo regolare, con l'obiettivo di verificare la possibilità di un eventuale aumento. Le operazioni sono state svolte in modo regolare, con l'obiettivo di verificare la possibilità di un eventuale aumento. Le operazioni sono state svolte in modo regolare, con l'obiettivo di verificare la possibilità di un eventuale aumento.

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Le operazioni di lotteria sono state svolte in modo regolare, con l'obiettivo di verificare la possibilità di un eventuale aumento. Le operazioni sono state svolte in modo regolare, con l'obiettivo di verificare la possibilità di un eventuale aumento. Le operazioni sono state svolte in modo regolare, con l'obiettivo di verificare la possibilità di un eventuale aumento.

La Signora Povera

2024 Qualitative Affate - Home

Martano

2547

Declassified E.O. 12356 Section 3.3/NND No. 785021



1500

GEW/h1

HEADQUARTERS ALLIED COMMISSION
APO 334
Transportation Sub-Commission

11 December 1944

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

SUBJECT: Port Facilities

TO : The Zone Commissioner
A.C.
Salerno

Your local firm of stevedores are short of tarpaulins, but have promised to obtain a sufficient quantity to cover the next shipment.

Advice has not yet been received of the next ship due at Salerno, but will you please bring pressure on the Stevedore Contractor to ensure the tarpaulins are made available.

Should they be meeting any difficulty in procuring same, please advise them that the "SACCHERIA GIUSEPPE DI A. CORNINO" 45, Via Porta Phiviale, Roma, have between 20/30 tarpaulins 5 x 5 m. which they are prepared to let out on hire.

W. H. Taylor
W. H. TAYLOR
Director

1584

Col E.H. EASTMAN
Col A.S. HOFFMAN, DAB
Col J.Z. DAVENPORT
Col J.E.M. DAVIS
Col A.M. WINE
Lt Col A. ACHARD, OAS
Lt Col M.J. ALLEN, OAS
Maj J.A. RICH
Capt M.C. JONES
Lt O.A.S. COLLIER
Mr. R. HUNTER
Maj T.L. HUNTER
Lt Col (Shipping)
Maj, SP
In (A)
In (Gr)
Log Plans
Movements, and
-L (Mar & En)
Log Plans
In (A)
Transportation and
Communication, Allied
Command.
DOD Representative
-L (Mar & En)

1. A meeting was held in Col V(M) Shipping's Office, 2345 hrs on 23 Nov 44 to discuss lightering requirements. The facilities that were required are listed below -

2. Lightering - 2345 (Mar & En)

4. Mar's requirements:

There is sufficient lightering on the East Coast to meet Mar's present requirements and, in addition, a lift of 6,000 T/E/D has been earmarked and concentrated in ports as far north as possible. It was anticipated that this lift would cover requirements for ports in the Northern Atlantic yet to be liberated.

(b) YUGOSLAV MARINE:

3 Tugs and 55 lighters have been earmarked to cover this commitment.

(c) Port Working - 2345:

Colin-J. Mar will have LTA's available for over-side discharges initially. If sufficient alongside berths cannot be developed, BOLs will be sent from the NEEL to replace the LTAs.

Contd/ Sheet 2.

5/1

No. 785021

will be checked and reported for shipment to Naples by 3000 hours moved
unsubstantiated to Naples. 107 and 108 will investigate the provision of
personnel to crewman their assembly.

(b) by 1,500 7/11 left of assembled 3000 hours from Naples to be
shipped to Naples for investigation of the port.

(c) COE will examine the possibility of having 20 tons available
from Naples and if possible the personnel to get and maintain them.

(d) 6 tons will be provided from the pool of 6 tons at Naples.

(e) 10 tons (submarine), 20, 100 will examine the possibility of
having 2 empty tons available from 100 tons.

5. It is noted that -

(a) there were only one unit and the Italian 100 tons in the
East Coast. There would only be released for use in 1960. The expense
of port operations in the East Coast.

(b) no 100 tons would be spared from 100 tons.

(c) no 100 tons were available

6. MOVEMENT OF 100 TONS TO SOUTH FLORIDA

After 20 unaccompanied 100 tons have been shipped from Naples, no
further harbor craft will be moved to South Florida.

7. SUMMARY - CHARGE:

(a) Balance of 100 tons

It was decided that the risk of 100 tons to the draft was too great
if they sailed during winter and therefore were sent to Naples from Naples
to Italy until April 1945.

(b) 100 tons

2 tons in the pool at Naples will be sent to Salerno, subject
to requisitioned as to suitability by 100 tons and 100 tons.

8. SUMMARY - 100 TONS FROM NAPLES:

Owing to winter weather conditions, it would not be possible to
move the 2 100 tons from Naples to Italy until April 1945.

Copy/Sheet 3.

No. 1785021

Debtors bill

1995

2555

APPENDIX B

HEADQUARTERS

ALLIED COMMISSION FOR SARDINIA
TRADE & INDUSTRY DIVISION

12

Ref: HQ/2130

3 Dec 44

Subject: Monthly Shipping Report

To: HQ, AD Transportation Sub-Commission

1. The month of November has been the most active month of the whole year. A considerable weight of AGS, MILIA and Civilian Cargo has been shipped. In addition a large weight of Toml, Grain, Barley, and Artillery have arrived in Cagliari.

2. The Allied Garrison moved out of Sardinia on November 14th and handed over the Running of the Port to the Italian Naval Authorities. The AGS left behind 1400 Tons of Bombs, 500 RT Vehicles, a considerable weight of Ammunitions, Food, Stores and a very small ~~number~~ Rear Party to supervise.

3. MILIA are moving to the Mainland 1800 Vehicles as well as Italian Military Stores. Before the Port was handed over, a request was made to HQ, AD for the retention of 6 Vehicle Slings. A further signal was sent asking for this request to be increased to 10 Vehicles Slings. After the delay of ordering a thing to remain. This is inadequate and has caused delay.

15/1

4. The Transportation Situation is very serious. A comparison of 200 Division comprising of 120 Vehicles were working for ASD. 2 Companies were withdrawn on November 10th and shipped to the Mainland on the 13/11. The remaining Company has now been withdrawn from the Port and is being shipped to the Mainland on the 15/11. The 100 Vehicles to Cagliari and letters have been sent to ASD asking for 100 Vehicles to be withdrawn from MILIA Sardinia to replace the 100 Vehicles which have been shipped. This request was reduced from 120 to 50 as all Military

1. The month of November has been the most active month of the whole year. A considerable weight of AGS, MIA and Civilian Cargos has been shipped. In addition a large weight of Coal, Grain, Barley, and Fertilizers have arrived in Cagliari.

2. The Allied Garrison moved out of Sardinia on November 14th and handed over the running of the Port to the Italian Naval Authorities. The AGS left behind 1400 Tons of Bombs, 60 RAF Vehicles, a considerable weight of Ammunitions, Food, Stores and a very small ~~number of~~ Rear Party to supervise.

3. MIA are moving to the Mainland 1500 Vehicles as well as Italian Military Stores. Before the Port was handed over, a request was made to HQ. AC for the retention of 6 Vehicles Slings. A further signal was sent asking for this request to be increased to 12 Vehicles Slings. AFHQ replied by ordering 3 Slings to remain. This is inadequate and has caused delay.

1548

4. The Transportation Situation is very serious. 3 Companies of 205 Division comprising of 120 Vehicles were working for AGS. 2 Companies were withdrawn on November 20th and shipped to the Mainland on the 5/5 PORT GRALLIA. The remaining Company has now been withdrawn from the Port and is being shipped to the Mainland on the 5/5 PORT GRALLIA. Cables and letters have been sent to AFHQ asking for 120 Vehicles to be withdrawn from MIA Sardinia to replace the 120 Vehicles which have been shipped. This request was reduced from 120 to 50 as all Military Equipment has been shipped. So far no reply has been received. Unless some Military Vehicles are left at the disposal of the Port Commander, considerable delay in the Turn Round of Ships in Cagliari will take place. The local civilian transport cannot cope with the situation.

5. Shipment of Civilian Cargo has been very good as will be seen from the enclosed list. Schooners have sailed in large number and COGEMA has been working more satisfactory.

For the Regional Commissioner

J. R. F. Turner

J. R. F. TURNER CAPTAIN
TRADE & INDUSTRY OFFICER

Attached: Enclos. No. 1
" " No. 2

179

SEVENTH

1220885

TYPE	COORDINATE	VALUET	IDENTIFYING
1/1 LILLIA BOTTICCHIO	Salt	14	CIVIL ENGINEERING
" " " "	"	15	"
" " " "	"	16	"
" " " "	"	17	"
" " " "	"	18	"
" " " "	"	19	"
" " " "	"	20	"
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" " " "	"	100	"

1507

APPROXIMATE

S/E	VALUET	IDENTIFYING	VALUET	IDENTIFYING
"	100	"	100	"
"	101	"	101	"
"	102	"	102	"
"	103	"	103	"
"	104	"	104	"
"	105	"	105	"
"	106	"	106	"
"	107	"	107	"
"	108	"	108	"
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"	148	"	148	"
"	149	"	149	"
"	150	"	150	"

"	ANTONIO A MARIA	"	40	Castellammare
"	NUOVA MARIA DELLA CATENA	Salt	180	"
"	ROSA E.	Hides	65	Palermo
"	I FRATELLI	"	14	"
"	SAURIZIO	"	14	"
"	IRANZ	Skins	6,7	Naples
"	DEMA	"	2,2	"
"	GIORGIO PABRE	"	1,2	"
"	E. ANTONIO	"	120	"
S/S VERONE	RIEUSE	"	700	Civitavecchia
"	COGLANTO S.	Fertilizers	739	Milipoli
"	"	Magnesium Sulphate	30	"
"	VERONE	Cork	100	Naples
"	"	Talc	30	"
"	OLGA	"	1,5	"
"	"	"	5,2	"
"	ASABILI MARIELLA	Wine	27,3	"
		Zinc Oxide		

1549

ARMED FORCES

S/S VERONE	Paint Pigment	411	British Ord. Naples
" VERONE	"	600	" " Naples
" FORT MURIO	Fireclay	437	D.V.AAI Naples
" " "	Kaolin	188	" " "
" " "	Refractory Cement	200	" " "
" " "	Firebricks	56	" " "
" " "	"	95	D.E.F. (British) "
" VERONE	Fireclay	3	" S.N.O.B. Palermo
" " "	Firebricks	30	" " "
" " "	Magnesium Sulphate	5	US Base, Veterinary Stores PAGO ULASSI

SUMMARY:-

Total Civilian Exports
Total Armed Forces Exports

Tons 2485,3
Tons 1891,7
Tons 4376,3

20000000

20000000

DATE	COMMODITY	QUANTITY
3/3 RUSSIA	Phosphates	1500 Tons
3/3 GERMANY	Olive Oil Filters	2 "
	Medical Supplies	13 "
	Fertilizers	354 "
	Newspapers	25 "
	Laundry Soap	10 "
3/3 FRANKFURT	Grain	5000 "
3/3 RUSSIA	Grain	7000 "
	TOTAL TONS	

12B

1546

2560

Declassified E.O. 12356 Section 3.3/NND No. 785021

(11)

Tel. 451

7 December 1941

Ref. 504/12/012

Subject: Transportation - Port of Cagliari.

Re: Message Section for Transportation S/C.

1. Reference signal 174 from Maritime Section of 3 Dec 41 on above subject.

2. The importance of the Port of Cagliari has increased appreciably with the growing demands on the mainland for Maritime supplies. The JCS therefore directs that he be informed of the action taken in response to the request conveyed by the subject signal.

copy 1545
Chief Staff Officer,
To the Chief of Staff.

Copy to: JCS to Chief, Communications.

2552

62 DEC 1944

63

(9)

SUBJECT: - RATIONS - SCHOONER CREWS. -

TO: SUPPLY OFFICER

ISBIO - LEBERIA REC.

- 1). Application is made for arrangements to be made for rations to be held in this area for supplying Schooner crews, which have been delayed on route.
- 2). There would be no difficulty in establishing a check on the issue, and there would not be an issue unless the Schooner had suffered delay, and had insufficient provisions to proceed.
- 3). It is considered that a reserve of say 500 rations would meet the situation, as the Schooner usually have a crew of about 7 and if they drew 7 days ration, the Port would then hold sufficient for 10 Schooners.
- 4). The normal channel of Supply could be used and the authority to issue be controlled by the Port Commandant.

J. M. BOWEN, Capt.
J. M. BOWEN CAPT.

10 NOV. 1944
SIVIT-VIRGINIA

A. J. PORT LIAISON OFFICER

Copy to I.M. SUB-COMMISSION.

1543



3/1

98

REQUEST: PRISONER RATIONS.

	Officers Gr.	H.C.O. Gr.	Grav. - Gr.
Wheat	3050	1050	1050
Flour	60	-	-
Maize	750	1250	1100
Rice	600	140	140
Beans	510	1000	1000
Peas with Beans	400	-	-
Poultry	500	-	-
Eggs	100	-	-
Portadella	150	150	140
Fish	500	400	400
Curry Fish in oil	55	75	75
Cheese	20	140	140
Dried Legumes	200	200	250
Onions - Garlic	210	2500	2500
Green salad	1200	75	75
Apr. & Lemons	35	2500	-
Fruits	5500	275	175
Vegetables	175	100	100
Tomato conserve	140	20	20
Crust cheese	140	24	24
Coffee surrogate	20	-	-
Sugar	10	-	-
Tea	115	115	115
Butter	115	0,700	0,150
Milk	litri 1400	250	150
Arncliffe	100	7	1
Inc	litri 7	-	-
Olives	25	-	-

The quantities are in grams for a week.

1580

Declassified E.O. 12356 Section 3.3/NNC No. 785021

ALL SERVICES

List of Stores, Plant, Tools, Instruments, &c.

Issued to _____
Requested by _____

From _____ Date _____

[illegible]

5/2/2014

Drawn 12/24 Date

SUBJECT: - SECURITY.-

Confidential.

TO: REGIONAL COMMISSIONER
U.S. MARSH - ISTHIA W.D.

Attention LT. COL. A. J. R.

- 1). The following report is submitted for your information, as action is being taken to remedy the situation.
- 2). The Finance Guards and Carabinieri used in the port area are quite happy to permit men, women and children to come to the rail cars and schooners, and take 5/10 kg. of salt or barley.
- 3). The loaders and checkers and even the Salt Monopoly Representative make no attempt to stop it.
- 4). As soon as a Whaki Uniform appears they run like sheep, and it seems that the Guards are frightened as there are so few in the town.
- 5). I will report progress in a week's time & meanwhile I shall move around the area as much as I can so as to give the Guards some moral support.
- 6). I consider it very important that this town receives its fair share of any commodity, which passes through its hands, so that no complaint can be made that it goes to some or other tax districts.

J.M. Jones Capt

J.M. JONES CAPT.

U.S. PORT SQUADRON OF ISTHIA

30 NOV. 1944
REVITAYESCHI

Copy to Lt. RUC-Commissioner. ✓

S/1

SUBJECT: - INFORMATION. -

TO: S. PAND W. DIV.

H.Q. ALLIED COMMISSION

A.P.O. 394

ATTENTION MR. C R O O K S.

- 1). I have to report that since I have been at this Port, I have received no information from any organisation, whose interests I am supposed to look after.
- 2). Any information I have obtained has been by personal contact, and sometimes quite by chance.
- 3). May arrangements be made for:-
 - WARNING ORDERS OF ARRIVALS OF SHIPS AND BOATMEN.
 - ESTIMATED QUANTITIES OF CARGO
 - TYPE OF CARGO
 - NAME OF CONSIGNER
 - COPY OF SPECIAL INSTRUCTIONS.
- 4). May a copy of any instruction regarding workers' wages and rations be sent as issued.

30 NOV. 1944
CIVITAVECCHIA

J.N. Bowes Capt.
J.N. BOWES CAPT.
A.S. PORT LIAISON OFFICER

15/11

S/1

URGENT - DISCHARGE OF ONETA -

To:
U.S. STEAM COMMISSION
H.Q. A.C.
A.C. 39

- 1). I consider that the delays which have arisen, and will arise, in discharge of this vessel are abnormal and that her case cannot be taken in any way as a measure of the output possibilities at the new coal wharf.
- 2). that completion of discharge will be governed by the rate of discharge of the 200 tons in No. 2 hold.
- 3). that No. 2 hold will take 5/10 days from today to discharge.
- 4). that next coal ship should not arrive in Liverpool until 5th December.

W. Brown Capt

1539

A.C. 39

A.C. 39

27 Nov. 1944
URGENT