

Declassified E.O. 12356 Section 1.3/NND No. 785021

Port of Castillamare

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

10006 1142 / 1219

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

CHARTS FILMED ON

35 MM

37A

INTERNAL SECURITY

SECRET/CA

DATE Ref: 1- 28/344/10/10.1.

10/10/10

SUBJECT: 1- Port Workers at Anttila-wards.

2- Economic Section.

1. Further to this Office letter 28/344/10/10.1. dated 10 April 1945, it was stated at the public meeting of 1 May 1945 that the Naval Repair Yards under discussion are again working to capacity and are providing work for the normal number of employees.

2. The unemployment situation described in Labour Sub-Commission's letter to you, reference 28/344 dated 10 April 1945 is not likely to arise for some considerable time.

For the Director:

W. J. G. G.
W. J. G. G.
Colonel

20/10

Copies to: Labour Sub-Commission
Very Sub-Commission
Shipping Sub-Commission
Secretary Mediterranean Shipping Board

144
2

18502/14

INTER OFFICE MEMO

Our ref.: AC/D44/34/Tn 3

24 April 1944

SUBJECT: Portworkers at Castellammare

TO: Economic Section

1. Further to this office letter AC/D44/34/Tn 3 dated 23 April '44, the question of employment of the 2000 workers at Castellammare was raised at the Redbo meeting yesterday, and the suggestions put forward in Labour Sub-Commission's letter LSC/313/ dated 19 April were discussed.

2. The Chairman agreed to take the matter up, and recommendations will be made in due course.

For the Director:

A. S. Kellum
A. S. KELLUM
Major, R.A.

2039

Copies to: Navy S/C.
Labour S/C.
Shipping S/C.

2634

(26)

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

MJB/vb

9th March, 1945.

Tel: Ext. 318

944/26/TB.3.

SUBJECT: Port Personnel.

TO : The Regional Commissioner,
M.O. Southern Region.

1. Reference conversation Capt. Jefferson/Cpl. Gleff
of the 6th March, 1945.

2. Mr. Franck is not available to return at present
to supervise the working of the satellite ports.

3. He has, however, made various arrangements at these
ports; we have asked him to get in contact with you on the
tour he is about to make through Southern Region and Sicily,
in order to explain the arrangements he has made, and the purpose
of his tour.

By command of Rear Admiral Stone:

W. H. Taylor 2637
for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

ALLIED COMMISSION
SOUTHERN REGION

February 20, 1945

MEMORANDUM

To: Mr. Charles C. Crocker
Lt. Col. W. J. Bluff
Transportation Sub-Commission,
S.A., Allied Commission.

From: Stanley P. France

Subject: Port of Terre Armata

1. Brief Description of Port and Facilities.

Entrance depth to harbour - 22' 5".
There are two quays, forming a right angle, totalling 2,300 linear feet, capable of berthing limited sized ocean going vessels. Berths Nos. 1 and 2 comprise 1,300 linear feet, and Berths Nos. 3 and 4 comprise 1,000 linear feet of quay. Vessels drawing the following maximum drafts can be berthed at the locations indicated:

Berth No. 1	-	16' 6" alongside
"	-	18' 6" outside pontoons
Berth No. 2	-	22' 0" outside pontoons
Berth No. 3	-	15' 6" alongside
"	-	19' 0" outside pontoons
Berth No. 4	-	14' 6" alongside
"	-	17' 0" outside pontoons

Railway sidings serve both of the above quays, and there is a conveniently located railway yard for freight car assemblage.

The quay at Berths Nos. 1 and 2 possesses a grain elevator with an approximate lifting capacity of 750 tons per 24 hours, and storage capacity of approximately 20,000 tons.

There are three additional warehouse buildings on this quay with a total capacity of approximately 850,000 cubic feet of storage. The floor carrying capacity of this warehouse space is unlimited, same being located at ground floor level with no carrying capacity stress and strain.

In addition to the above quay space, there is approximately 3,900 linear feet of wharfage, suitable for berthing schooners and small coastal vessels. The greater part of this space is presently being used by the 696th Port Co. Detachment, Corps of Engineers, U.S. Army, for the repair of barges.

Memo: Mr. Charles C. Crooks.
Lt. Col. Hal. Hoff

- 2 -

Feb. 22, 1945

276

With the exception of a small amount of damage to the masonry of the apron of the quay at Berth No. 4 (at present under repair), practically no war damage was sustained by the harbour proper. At the present time there is an adequate supply of labor available for working cargoes of vessels.

2. Ship Discharges and Loadings.

These processes can be considerably expedited as soon as stevedore equipment and bargeing barges become available (please refer to teletyped signal of Jan. 30, 1945, from writer to Transportation Sub-Commission). Equipment has been borrowed from the 696th Port Co. Detachment from time to time. Shortages of stevedore equipment, inefficient improvements and lack of barges have contributed to considerable delay in discharging and loading.

For example, the S.S. "GAKTA" arrived January 7th, discharged 7,000 tons over a period of 29 days, and sailed February 5th. Considerable loss of time is attributed to the fact that no proper equipment was available for the discharge of 2,850 tons phosphate in bulk.

Another heretofore contributing factor to delay has been the tendency of the stevedores to avoid working overtime and double shifts. The writer has forced this issue vigorously, resulting in double shifts being maintained where and when necessary.

Lack of road transportation, inadequate warehouse space at reasonable rental and the practices of various officials of Magazzini Generali (see subsequent paragraph under caption "Magazzini Generali") tend to create chaotic conditions during peak periods of cargo discharge, particularly when several vessels are discharging simultaneously. Considerable supervision and policing is necessary to keep traffic moving.

To alleviate this condition it is suggested that the two one-storey warehouses, approximately 108' x 81' and 108' x 42' respectively, located at the south end of the quay at Berth No. 2, be used by consignees as a despatching center for movement of goods from the docks, thereby keeping the aprons of the quays free from congestion (the buildings referred to are presently being used as automobile repair shops by the British Army, who expect to vacate in the near future).

3. Protection of Dock Area.

The writer found indescribably bad conditions existing for the protection of the dock area and the main approach thereto. Thieves and unauthorized persons roamed at will around the docks, resulting in considerable loss from pilferage and theft. Vehicles were also raided while entering or leaving the main entrance to the docks. The Guardia Finanza has since increased its armed patrols within the dock area, and the Carabinieri patrol the street leading to the dock entrance.

Lt. S.I. Lifshar, U.S. Army, commanding the 696th Port Co. Detachment, has furnished a great deal of assistance. With the aid of several enlisted men of this detachment sporadic patrols of the dock area are now being made day and night. This has already resulted in the arrest of a number of Italian civilians for theft, also the apprehension of three U.S. Army deserters (including one escapee from the stockade), known to have been operating in stolen goods and the black market.

From: Mr. Charles C. Crooke
Lt. Col. Med. Staff

- 1 -

Feb. 20, 1945

4. Magazzini Generali.

Attention is called to the following practice of Magazzini Generali, who are presently operating the two main warehouses and the grain elevator on the quay at Berth No. 1.

During peak periods of cargo discharge, to avoid congestion it is necessary to compel consignees to move their goods quickly from quayside.

As an example, several thousand barrels of wine were discharged from U.S. "GLITA". There is very little warehouse space available in this vicinity other than that of Magazzini Generali on the dock. It is necessary for every consignee to store their cargo for one or two days while procuring transportation. The Magazzini Generali compels consignees to rent storage space for a minimum of fifteen days.

The average charge for this service, including transportation of the barrels a distance of approximately 1,000 feet, was 60 Liras per quintal. A breakdown of this charge, based on current local labor costs, is as follows:

Labor for transporting goods from quay to warehouse...ref. 20447.....	15 Liras
Rental for storage (15 days minimum), per quintal.....	45 " 20447
Total	- 60 Liras

It will be noted from the above that the average rental charge per quintal is 3 Liras per day. It is the contention of Magazzini Generali that this charge is not excessive. However, the greater proportion of consignees do not require storage for more than one or two days, nevertheless they are compelled to rent for a minimum of fifteen days, otherwise their goods are not accepted.

The average storage charge for a five quintal barrel therefore amounts to 300 Liras for one or two days. A great proportion of the thousands of barrels discharged from the "GLITA" passed through Magazzini Generali. It will therefore be perceived that the "take" of this concern was, to say the least, considerable and highly extortionate.

The writer observed instances in which the manager of Magazzini Generali held up the ingress of cargo into the warehouse with the explanation to the consignees that no space was available. When inspections indicated that this was not the case, the goods were permitted to enter. This is merely one practice in which pressure is applied on consignees when there is no alternative for them but to accept the conditions laid down. It also retards the movement of cargo from quayside. Acceleration of cargo movement from quayside automatically enhances the profit possibilities of Magazzini Generali, which they do not hesitate to take advantage of.

There is no knowledge as to under what authority the Magazzini Generali organization resumed possession of these premises, which were formerly occupied by the military port authorities. The premises are

From: Mr. Charles C. Crooks

1st. Col. M. Staff

- A -

Feb. 20, 1942

being used for exploiting consignees and thereby increasing the consumer cost, to the detriment of quay clearances and consequent delay to shipping.

I have discussed this matter with the Colonel of the Carabinieri at Naples. He sent an investigator down, who verified the charges and the method of charging. Apparently this is an Italian civil legal question, and not a police matter as far as they are concerned, as no further action has been taken.

The writer feels that he has proceeded as far as his limited authority permits in this matter, and will be governed by your instructions, which are requested.

5. Conclusion and Summary of Recommendations.

The capacity of this port is by no means being used. It is susceptible to considerable exploitation for increasing its shipping and cargo turnover. It is suggested that the following recommendations be given attention:

- (A) Maintain constant supervision of docks operations by competent authority (It is suggested that an Italian dock superintendent be appointed).
- (B) Furnish adequate stowage equipment.
- (C) Restrain present activities of Magazzini Generali.
- (D) Permit the use by consignees of the two one-storey buildings at the south end of Berth No. 2 for despatching goods from docks, after said buildings are vacated by British Army.

Stanley F. France
Transportation Sub-Commission,
Torre Annunziata.

cc:

cc:
Allied Commission,
Transportation Sub-Commission,
Southern Region,
Naples - Attention: Capt. Smith.

23A

/34

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our ref.: AC/L/BP/Tr/S

10 January 1943

TO : Capt. L.F. Palmer
Allied Commission
Castellammare

SUBJECT : Port Equipment

Reference your CAR/11 of the 9th inst.

It is considered necessary to keep the tug-boat "ROSA" permanently at Castellammare until, at least, weather conditions become more settled.

It is doubtful if Naples would be prepared to hold the tug at short notice to meet emergencies arising at your Port.

2652
H.
HERBERT H. TAYLOR
DIRECTOR

MAGGIORINI GENERALI

CAPITOLANUM

Food Sub-Commission A.C.

87 (2)

3/1/63

STATION : Port Equipment

TO : Director, In Sub-Commission

REF : C&V/11

22A

1. The Federazione Italiana dei Comitati Agrari have requested that the tug-boat "Enea", which is at Castellammare for the use of Maggiorini Generali, be returned to Naples and only sent over from there, on hire, when there is bagged grain or barley to be discharged.

2. They state that the expenses and wages, which are very heavy, have to be paid and the tug is rarely used.

3. It was pointed out to them that the tug would have been used more had weather conditions permitted, but even then it would not have been used for more than one third of the time.

4. If the Comitati Agrari request is accepted it must be made perfectly clear to the Naples Port Authorities that a tug must be released without question when required. At least twenty-four hours notice could be given.

[Signature]

Food Sub-Commission
A.C.

Copies to : Food Sub-Commission

1. Southern Region (Food & Supply)
2. Federazione Italiana dei Comitati Agrari
3. Maggiorini Generali, Castellammare.

2/1

3. It was pointed out to them that the tug would have been used more had weather conditions permitted, but even then it would not have been used for more than one third of the time.

4. If the Consorzio Agrari request is accepted it must be made perfectly clear to the Naples Port Authorities that a tug must be released without question when required. At least twenty four hours notice could be given.

[Signature]

Capt. R.A.A.
Food Sub-Commission
A.C.

Copies to : Food Sub-Commission
HQ Southern Region (Food & Supply)
Federazione Italiana dei Consorzi Agrari
Marescialli Generali, Castellammare.

[Handwritten mark]

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

3 December 1944

Tel: 473704
Our Ref: 12/1/3/35/TN/3

SUBJECT: Port Equipment

TO : Capt. Palmer
Food Sub-Commission
Castellammare

We are advised that Pambona are supplying
2 cranes, 1 inter-tractor and 16 carpaulins (large)

Please advise this Sub-Commission as soon as
received.

[Signature]
S. S. ADAMS
Colonel, C.E.
Director, In. Sub. Comm.

SECRET

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

TN SC
9/1000

(14)

TO: ALLIED COMMISSION INFO PERSAGE MAIN FOR ADAMS

SIGNAL MESSAGE CENTER No: 106/15

FROM: AFHQ BUREAU SACRED

CLASSIFICATION:

REFERENCE No: FX 59003

PRECEDENCE:

PRIORITY

DATE AND TIME OF ORIGIN: NOV 151734

OFFICE OF ORIGIN:

CITE JHTFM

ACTION

SECRET.

Make MEMO 6986 dated 13 November current not to all. PERSAGE has been requested to make available at CASTELLAMARE 4 BNB flushdeck wood barges in addition to barges delivered.

(Redred cite JHTFM 498 dated 2 November current)

2020

AC 1st
Action - TN SC (2)
INFO - Chief Commissioner
ECOM SEC
File

HEADQUARTERS
14 NOV 1944
A. C.

NOV 160830

DATE and Time of RECEIPT

Distribution:

SECRET

S/11

<u>CASTLEBARRE</u>			<u>THESE ANTICIPA</u>		
<u>Demand</u>		<u>Remarks</u>	<u>Demand</u>		<u>Remarks</u>
Cranes 2-ton	2	Not supplied	Breasting Barges	3	Applied
Tugs for towing	2	Facilities provided	Rope straps	12	*
50-ton QUANTITIES	12	5 supplied + 4 MIFCIS	Pontons (A)	2	Not supplied
Spring Hawsers	501	Supplied			
Tarpaulins	16	Not supplied			
Rope Straps	18	Applied			
4" dia rope	<u>Coil</u> 1	Applied			
Lighting Act	1	Not supplied			
Spring Hawsers (A)	2	" "			
Tarpaulins (A)	8	" "			
INTK Dractor	1	Not Supplied			

(A) These are additional demands.
 PEGGERS, through COMBOS,
 requested to apply 3 Nov

8206

APPENDIX 1

<u>Quantity</u>	<u>Unit</u>	<u>Description</u>
20	sets	2 sets supplied
10	sets	Supplied
4		"
10		"
2		Not Supplied
2		Supplied
2		2 Twin Marine Tugs (CATERPILLAR) plus 1 Launch 'JENNIE' supplied

2011年11月

NEWS: /Details of what has been supplied are now being obtained from Allied Commission, GENEVA by Allied Commission, BOMB. Meanwhile, assurance has been given by AC that all known commitments can be met by year at present held.

[Faint handwritten notes]

③

AFHQ CITE ENTER

AC ADAMS

6386

13/11/44

PRIORITY

To. SUB-COMMISSION

CONFIDENTIAL PD

PARA ONE PD REPERMCK YOUR POI IRAY FOUR SEVEN THREE ZERO
ONE PD

PASKE TO AFHQ CITE ENTER FROM AC FROM ADAMS SIGNED
STONE PASKE.

PARA TWO PD THREE BARGES DELIVERED TO CASTELLAMARE ARE
WELL TYPE AND LEAK PD THEY ARE USELESS FOR GRAIN AND
IMMEDIATE EXCHANGE IS REQUESTED AND THAT REMAINDER OF
DELIVERY CONFORM WITH SPECIFICATION YOUR POI IRAY FOUR
SEVEN THREE ZERO ONE RM

2027

NICHOLAS PICCHINO
CRO U.S.A.
1ST. ADJUTANT

Magnum: General

Castellammare

Food Sub-Commission A.C.

3-11-44

SUBJECT: - Barges.

To: Director Transportation Sub-Commission

REF: - CAV 13

1. Three of the barges to substitute the six flat top barges have now arrived at Castellammare. As these are Wall type and not flat top it is considered that they are not suitable for bagged grain and have obviously been sent without any regard to the actual work for which they are required.

2. The barges also leak and are therefore not suitable for grain.

3. May this be taken up please and suitable barges sent in exchange for those held here.

4. If the exchange is not possible then, apart from the grain being damaged, all ships that have to be unloaded with bagged grain will be delayed, as it will take 50% longer time to clear the barges at the quay side.

Cord to Director, Food Sub-Commission.

[Signature]

Capt. R.A.

Food Sub-Commission
A.C.

TOM ADAMS

TO: AMEMB WASHINGTON, D.C. (105-10000) (105-10000) (105-10000)
FROM: AMEMB WASHINGTON, D.C. (105-10000) (105-10000) (105-10000)
REFERENCE No: 105-10000
DATE AND TIME OF ORIGIN: 01/10/01
SIGNAL MESSAGE CENTER No: 105-10000
CLASSIFICATION:
PRECEDENCE: DEFERRED
OFFICE OF ORIGIN: AMEMB WASHINGTON, D.C.

ACTION

A.E. 2137

DATE and Time of RECEIPT November 05:15

Distribution

CONFIDENTIAL

15

GIVE PAPER FROM PENDING

WFO

AD FROM JAMES

5279

3 NOV 44

PRIORITY

1214 05

URGENT TO

FROM GIVE TO SUPERVISOR VI FOUR SEVEN THREE ZERO ONE VO

PAPER TO GIVE GIVE PAPER FROM PENDING FROM TO FROM ADAMS SIGNED

STUCK PAPER

NOTE FOR T HINGEN IS NO ALTERNATIVE TO PAPER AND PAPER GIVE

WITH LAMPS AND DELAY IN DISCHARGE TO

NICHOLAS P. HINGEN
Sgt. M.A.
Asst. Adjutant

5/1

SECRET
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

TO: ADD BAIN-1070 COMBINE ARMY OFFICER (P) STUNDA BAIN, VERGAS BAIN, ADD CAPTAIN BAIN,
SECRET SIGNAL MESSAGE CENTER No: 12/21
FROM: JFM, SIGNED BAIN CLASSIFICATION:
REFERENCE No: FA 17001 PRECEDENCE: PRIORITY
DATE AND TIME OF ORIGIN: NOV 1944 OFFICE OF ORIGIN: CITA, JFM

SECRET. For ADAMS. SMC. REWARD FA 17001 also JFM. FROM THORO dated 27
Oct current. Due to urgent need of JUSANT cargo in operational ports it
is desired that VERGAS substitute 4 100 ton AP & 20 ton DS and 4 90 ton STUNDA
cargo in lieu of stated QUINCY. It is believed that the AP and DS types
are as suitable as QUINCY as they are flush deck and not well type target
thereby affording maximum protection to bag or bulk grain.

2023

ACTION



SECRET

DATE and Time of RECEIPT NOV 1944

Distribution:

S/1

0548

7
51
~~SECRET~~

AFHQ CITY PHOEN CHA PHOEN CHA PHOEN

10 FROM ADAMS

DEOS

1 NOV 44

PRIORITY
TRANSPORTATION 20

CONFIDENTIAL PD

PERA ONE PD ESTIMATED COMPLETION DATES PD

Castellanos

PAPER TO AFHQ CITY PHOEN CHA PHOEN CHA PHOEN FROM ALLIED COMMISSION PAPER

YOUR

REFERENCE YOUR VI FOUR EIGHT EIGHT TWO DATED TWO EIGHT OCTOBER DEPENDANT

ON IMMEDIATE ARRIVAL WHEN AS YOUR VI FOUR FOUR EIGHT EIGHT TWO AND

ADDITIONAL REQUIREMENTS TWO SPRING HARBOR CHA EIGHT INTERPOLINE CASTELLANAN

TWO PONTONS YOUR ANNUNCIATA ESTIMATED COMPLETION DATES FRANCIS WATSON

NOVEMBER EIGHT CHA LONGSTONE NOVEMBER ONE TWO CHA JACOB WAREFIELD NOV

TWO ALL PD

See

5/1

CONFIDENTIAL
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

TO: ACTION (1) ACC MAIN FOR ADMIN. INFO (2) CC COMMOB RATTOM (3) CC FORBES
(4) ACC CASTELLANOS (5) MONTET SIGNAL MESSAGE CENTER No: 2/21
FROM: AFM HIGHER RATED CLASSIFICATION
REFERENCE No: FALBSE PRECEDENCE: ROUTINE
DATE AND TIME OF ORIGIN: OCT 25 1944 OFFICE OF ORIGIN: AFM, JAGS, JTHW

CONFIDENTIAL.

ACTION

1. MESSAGE through COMMOB has been requested to deliver following gear by 29 Oct or as soon thereafter as possible to Capt PALMER ACC CASTELLANOS.
2. Towing facilities. 12 barges preferably 30 ton capacity quonsetto repeat not needed. 1 set spring saws, 10 bargulins, 10 rope slings, 1 International tractor, 1 coil 1 inch rope, 1 lighting set complete, 2 cranes 1 ton, 1 pontoon for use at TORRE ANTELLATA between ship and quay.
3. ACC MAIN requested confirm (a) date of delivery (b) that gear will be used without delay (c) by working 16 hr day, estimated dates of completion of following vessels. FRANKIE RANGER (arrived NAPLES 20 Oct and not yet unloaded). LOUISIANA due NAPLES 25 OCT. JACOB MASSIFER due NAPLES approx 15 Nov. (d) That gear listed in para 2 meets all ACC requirements for working 2 grain ships at CASTELLANOS at the same time. 1 with bagged and 1 with bagged and part bulk grain.
4. Agreed MTR and WGA.

13
HEADQUARTERS
20 OCT 1944

CONFIDENTIAL

DATE and Time of RECEIPT OCT 26 1944

Distribution:

5/1

SUBJECT : GEAR FOR PORT OF CASTELLANOS AND THREE ANNEXES

(1) There is insufficient space for more than 4 barges at a time. Therefore one ship at a time can be discharged.

(2) The requirements of gear are set on this basis:

- 14 Barges. Flat tops with 100 D2032.
- 25 Tarps.
- 2 Coils of rope (4" diameter)
- 1 lighting net (necessary for night discharge)
- 1 International Trustor (This is at present on the site but it is necessary to ensure that the S.A. Port Battalion does not take it away with them.)
- 1 Tag with trained personnel (Tamac 16 was the one that was taken away and had Castellanos trained personnel aboard.)
- 10 Rope slings (This should be Port gear and it is necessary to be sure that S.A. are not duplicating this item.)

1. 2 T Barge
(3) Torre Annunziata - Breasting Barges (3)

No provision is made above for breasting barges or cargo nets for the Rifregartion ships as it is understood that this is entirely a military responsibility.

Handed to 4th Div 25 Oct 25
2000

2000

FM/3/21

58

HEADQUARTERS
ALLIED CENTRAL COMMISSION
Transportation Sub-Commission
APO 394

3

Ref: 478704
Our Ref: AOC.2a/2/1

26 October 1944

TO : Food Sub-Commission

SUBJECT: Port of Castellamare

Reference your memo AOC/51-2/Food dated the 21st October, AFHQ have been informed of the necessity and urgency for providing equipment for discharging bagged grain, from ships at Castellamare and are taking steps to have the necessary equipment made available.

Reference AOC 25

2019

D.S. ADAMS
Colonel, U.S.
Director, In. Sub. Comm.

~~Capt. Adams~~

S/C

1371/na

HEADQUARTERS
ALLIED CONTROL COMMISSION
Food Sub-Commission
A.F.O. 394

ACC/44-1/FOOD

SUBJECT: Ports, handling over of Castellammare and Torre Annunziata

TO : Economic Section

1. In view of the fact that, at the above mentioned ports, all personnel i.e. Dock operating companies, Movement Control, Military Police, S.T.O. together with all port equipment, are moving out by October 20th 1944, leaving Food Sub-Commission to operate without the necessary equipment and port facilities, therefore the following points arise and need immediate decision and action:

2. Port Facilities. The following is necessary to enable Food Sub-Commission to operate:

- a. Four (4) fifty tons barges (flat type, not well type).
- b. Ten (10) Tugs.
- c. Eight (8) Sigs (lifting grain for loading flour to schooners and unloading bagged grain).
- d. One (1) large tractor type Motor Pusher for moving loaded rail cars to main line or a small shunting engine this being the better proposition of the two.
- e. Two (2) tugs necessary for berthing of grain ship and necessary for bringing barges from ship to quay. It is understood that the above points have been taken care of by Lt. Col. Glasville, Transportation Sub-Commission, Schooner Section.

f. 3 Barging Masters required for ensuring ship.

g. Warehouse required at Torre to go between ship and quay.

3. At the moment Sig. Comolito has a contract with S.T.O. for unloading of grain at the rate of 33 lire per ton out of which Comolito pays all unloading expenses. Comolito supplies all Stevedores and lightermen.

4. Labour. All port gangs are controlled by Dock Operating Company and supplied by D.A.D.L. and paid by D.O.C. out of their imports A/C. They are also fed by D.O.C. Food is drawn from D.I.D. at rate of 7 lire per head. The Food Sub-Commission will require port gangs for unloading bagged grain, reloading into berths or rail cars unloading flour and reloading to schooners. In view of this the following must be decided:

a. Are the two ports to be handed over to the Italian authorities? If

- a. Ten (10) Tugs.
- b. Eight (8) Sigsbee (lifting grain for loading flour to schooners and unloading bagged grain).
- c. One (1) large tractor type Motor Pumper for moving loaded rail cars to main line or a small skidding engine this being the better proposition of the two.
- d. Two (2) tugs necessary for berthing of grain ship and necessary for bringing barges from ship to quay. It is understood that the above points have been taken care of by Lt. Col. Blawie, Transportation Sub-Commission, Engineer Section.

A. 2. 3 Barging Masters required for securing ship.

B. Personnel required at Torre to go between ship and quay.

3. At the moment Sig. Comolito has a contract with H.T.O. for unloading of grain at the rate of 33 lire per ton out of which Comolito pays all unloading expenses. Comolito supplies all Stevedores and lighters.

A. Labor. All port gangs are controlled by Docks Operating Company and supplied by D.A.D.I. and paid by D.O.C. out of their impasto A/C. They are also fed by D.O.C. Food is drawn from D.I.D. at rate of 7 lire per head. The Food Sub-Commission will require port gangs for unloading bagged grain, reloading into trailers or Rail Cars unloading flour and reloading to schooners. In view of this the following must be decided:

a. Are the two ports to be handed over to the Italian authorities? If no arrangements are necessary for

- (i) Harbor Masters
- (ii) Facilities for feeding all personnel (Italian) working in ports and the necessary staff (Italian) to supervise and record the daily issue of food.
- (iii) Method of payment, will the pay be as rates laid down by Allied Forces?
- (iv) Supervision and office recording of deduction of 7 lire a day per head for food supplied.

b. If it is not considered possible for a. to be put into operation, who will operate points 1, 2, 3, and 4 of para 4 a.?

(1) It is not possible with the present set up of the Food Sub-Commission is the two ports to take care of this problem.

1/5

13 Oct 4

HANDLING OF PRISONERS: Cont'd.

5. Port Security.

- a. Guards arm necessary at both ports by day and especially night.
 - b. Supervision of port passes.
 - c. Checking for theft and identity.
6. Maintenance.
- a. There will be no R.T.O. at Castellammare.
 - b. R.T.O. is remaining at Torre Annunziata station for supervision of daily pack train.
 - c. There will be no movement control at Torre Port to supervise unloading.

7. Reorganization of Force.

- a. This will be done from Castellammare.
- b. Control for Schooner entering and leaving port.
- c. Liaison necessary with R.N.O. at Navy House Castellammare.
- d. In the morning the Navy are remaining at the yard in Castellammare but it is thought more than likely that the Navy will move out in the near future.
- e. Therefore it will be necessary for arrangements to be made with Navy for permanent representation.
- f. On Italian to have complete control of all schooner movements.
- g. It is considered essential for all grain ships to be completely supervised by R.N.O. STO or M.N.T. or M.S.A.

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- h. It is suggested that either the Italian Government is asked to assume full responsibility for the operation of the two ports at the earliest possible moment or an immediate re-organization be effected involving material increases in personnel and transport.
- i. It is recommended that an urgent conference be called of all Sub-Commissions concerned to deal with the above mentioned matters and settle future policy.

Shore
R. J. Ladd

Colonel
Director, Food Sub-Commission

FRAG/RI

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
APO 394

21 October 1944

Tel: 475704
Our Ref: ACC/Tn/S/1-40

TO : G - 3 AFHQ

SUBJECT: Equipment for Satellite Ports

It is now understood that 2 Grain ships at the same time, one with bag and one with port bag and port bulk may be expected frequently at Castellanza.

The requirements of equipment for reception of overseas discharge will be as follows:

- 2 barges (not MINDA)
- 4 Tarpsauline
- 2-2 Ton cranes
- 1 Pontoon (for use at Torre Annunziata between ships and quay)

The above list includes all items named in letter ACC/Tn/S/1-36 dated 15 October, except spring hawsers which are now understood to be MWT/WSA responsibility.

It is understood that MWT in consultation with WSA are submitting a request for all gear and equipment necessary for discharge over ship's rail.

A.C. ANTOLINI
Acting Head
Economic Section

Copy to: AFHQ. G-4 Nov & Tn.
MWT.

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