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

Port meetings
Venice

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

Secret

Ref: - PW 5

Subject: Minutes of P.C.C. Meeting

To: - TN
HQ. A.M. G.
REGION XII
Padova

1 Copy of minutes dated 7 August are a attached.

J. N. Bowes Capt.
Port Officer
TN .A.M.G. REG. XII

9 August 45

Copy to:- Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File

558.

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

Capt. Sweet

SECRET

Ref:PW 5

Subject: Minutes of P.C.C. Meeting

To: TN
HQ. A.A.C.
REGION XII
P A D O V A

1. The copy of minutes dated 4 September 45 is attached.

O/C Boxes copies

J. A. Breen Capt.
Port Officer
TN. A.A.C. HQ. XII

Copy to:- Movement Shipping TN.S/C HQ A/C
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File

2447

7 September 45

556

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Subject:- Minutes of P.C.C. meeting.

To TN
HQ AMG
REG.XII

1) Copy of minutes dated 31 May are attached.

2) No shipments yet arrived for AMG REG XII

3) Copy of plan of Venice Old Port attached showing Depot N°s and BERTH N°s.

2nd June 1945

J.N. BOWES Capt.
Port & Warehouse
Officer
TN.AMG REG XII

Copy to:- Movements-Shipping. TN S/C HQ AC
Port & Warehouse TN S/C HQ AC
Venezia Prov.

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

Subject:- Minutes of P.C.C. meeting.

To TN
HQ AMG
REG.XII

1) Copy of minutes dated 31 May are attached.

2) No shipments yet arrived for AMG REG XII

3) Copy of plan of Venice Old Port attached showing Depot N°s and BERTH N°s.

2nd June 1945

J.N. BOWES Capt.
Port & Warehouse
Officer
TN.AMG REG XII

Copy to:- Movements-Shipping. TN S/C HQ AC
Port & Warehouse TN S/C HQ AC
Venezia Prov.
File

183

558

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

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

17

SECRET

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN) 5/219-GDM

21 Apr 45

Tel: FREEDOM 318

Subject:- ACCOMA Maintenance Programme.

1. Ref 5/219-GDM of 13 Apr 45.

2. Attached is the shipping programme as at present planned.

C.E. SEXTON, Capt.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

AET/DWC

Distribution:

C in C Med.
USN
FSTO Med. (3)
MMTB Med.
DOHC
HQ Mov Control ITALY
HQ Mov East ITALY
HQ Mov West ITALY
HQ AC ROME (For Tn Sub-Comm)

AFHQ:
G-4
G-5
Q(Maint) (2)
Q(AE)
QM
Pet Sec
D. Works.
DST (3)
Ord (P)
Ord (B) Amn
REME
Tn (B)
Med
Survey (B)
Postal
EFI
Signals
F & SS
MAAF Movements (2)
Tn (A)
Mov 3.

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

ANCONA MAINTENANCE PROGRAMME

SECRET

Serial No.	Name of Vessel	Port of Loading	Maint Period	TONNAGE Stores	TONNAGE POL	Due ANCONA	Remarks
AH 30						22 Apr	
-	SIMON WILLARD	USA	16-25 Apr	5549	-	"	
-	GLEN CURTIS	USA	17-26 Apr	5500	-	"	
163	SERULA	HEEL	16-25 Apr	-	1500	"	
166	TAUTRA	HEEL	16-25 Apr	1850	-	"	
AH 31						25 Apr	
-	G.W. ALTHER	USA	16-25 Apr	4500	-	"	
	OCEAN GYPSY	U.K.	16-25 Apr	5251	-	"	
162	LEVANT	HEEL	16-25 Apr	-	1500	"	Naval Collier
-	BESTIK	HEEL	16-25 Apr	2000	-	"	25 Pdr Amn
	MAKEFJELL	HEEL	16-25 Apr	1250	-	"	
AH 32						28 Apr	
-	FORT CHESTERFIELD	U.K.	26- 5 May	5035	-	"	Reefer
-	LECH	HEEL	26- 5 May	750	-	"	Flour HC
-	BRUSE JARL	NAPLES	26- 5 May	2300	-	"	
AH 33				6500	-	1 May	
	JOSHUA SLOAN	USA	26- 5 May	4500	-	"	
	FITZHUGH LEE	USA	26- 5 May	1800	-	"	S.L. HC
170	SALVORE	HEEL	26- 5 May	1700	-	"	
171	HILDSHOLM	HEEL	26- 5 May	150	-	"	Reefer
-	PAIELEH	HEEL	26- 5 May	3000	-	"	
-	FANNY BRUNNER	HEEL	16-25 Apr				
AH 34				5500	-	4 May	
-	FRED C TURNER	M.E.	16-25 Apr	6500	-	"	AE Flour
	AUGUSTUS MERRIMON	USA	27- 5 May	1500	-	"	AE Amp
	HILDUR I	NAPLES	16-25 May				
AH 35				5860	-	7 May	
-	SAMTENN	U.K.	6-15 May	-	-	"	Sheep
	ESNEH	M.E.	6-15 May	1500	-	"	
174	ORKLA	HEEL	6-15 May	5000	-	"	Collier
	SAMLOSSIE	M.E.	6-15 May				
AH 36				5000	-	10 May	
-	JAMES BARBOUR	USA	6-15 May	3500	-	"	
-	AMERICAN PACKER	USA	6-15 May	-	-	"	Goats
-	KALARAND	M.E.	6-15 May	1500	-	"	
175	AUDUN	HEEL	6-15 May				

1) Name of Port
Nome del Porto CASTIGLIONE DELLA PESCAIA

2) N°. of anchorage berts available
N°. del porto d'ormeggio disponibile...Uno.(Porto Canale).....

3) N°. and type of alongside berths available, giving minimum draft at each berth.
N° e tipo del posto d'ormeggio lungo la banchina,disponibile, indicando il pescaggio minimo di ogni ormeggio.Esistono N°. 25 colon nine di pietra per ormeggio dislocate sui due moli del Porto-Canale.-....
In alcuni tratti pescaggio minimo cm. 75; in altri m.2 circa.-

4) Details of quays for schooners and lighters, giving minimum draft at each berth.
Dettagli circa le banchine per motovelieri e chiatte indicando il pescaggio minimo per ogni ormeggio. Il porto è costituito dal molo di ponente, dal molo di levante per una lungnezza di circa 300 metri e da una banchina di circa 100 metri in prosegu. di quest'ultimo molo. Pescaggio lungo la banchina circa metri 2,50.-

5) N° of holding berths alongside and anchorage.
N° dei posti d'ormeggio lungo la banchina e ancoraggi.
7 posti di ormeggio lungo la banchina. Data la natura del porto non sono pos= sibili ancoraggi.-.....

6) Number type and capacity of warehouses for transit cargo.
Numero, tipo e capacità dei magazzini per carichi in transito.
Non ve ne sono.-
.....
.....
.....
2116

7) Local facilities :-
Attrezzatura locali :-

a) Nos. and types of tugs.
N°. e tipo di rimorchiatori .....
.....Non ve ne sono.-.....

b) Nos. and types of lighters / barges.
N°. e tipo di chiatte e maone.....
.....Non ve ne sono.-.....
.....

c) Nos., types and capacities of cranes and how operated:-
N°. , tipo e capacità delle gru- loro funzionamento :-

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draft at each berth.
Nº e tipo dei posti d'ormeggio lungo la banchina, disponibile, indicando il pescaggio minimo di ogni ormeggio. Esistono N°. 25. colonne di pietra per ormeggio dislocate sui due moli del Porto-Canale.-.....
In alcuni tratti pescaggio minimo cm. 75; in altri m.2 circa.-

4) Details of quays for schooners and lighters, giving minimum draft at each berth.
Dettagli circa le banchine per motovelieri e chiatte indicando il pescaggio minimo per ogni ormeggio. Il porto è costituito dal molo di ponente, dal molo di levante per una lungnezza di circa 300 metri e da una banchina di circa 100 metri in prosegno di quest'ultimo molo. Pescaggio lungo la banchina circa metri 2,50.-

5) No of holding berths alongside and anchorage.
Nº dei posti d'ormeggio lungo la banchina e ancoraggi.
7 posti di ormeggio lungo la banchina. Data la natura del porto non sono possibili ancoraggi.-.....

6) Number type and capacity of warehouses for transit cargo.
Numero, tipo e capacità dei magazzini per carichi in transito.
Non ve ne sono.-.....
.....
.....

2/14

7) Local facilities :-
Attrezzature locali :-

a) Nos. and types of tugs.
Nº. e tipo di rimorchiatori .....
.....Non ve ne sono.-.....

b) Nos. and types of lighters / barges.
Nº. e tipo di chiatte e maone.....
.....Non ve ne sono.-.....
.....

c) Nos., types and capacities of cranes and how operated:-
Nº. , tipo e capacità delle gru- Loro funzionamento :-

i) Static .....
Fisse
.....Non ve ne sono.-.....

ii) Mobile .....
Mobili
.....Non ve ne sono.-.....

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d) Particulars of cargo handling gear available.
Particolari circa l'attrezzatura meccanica per movimento carichi . . . . . .

Non esiste attrezzatura meccanica.-

. . . . . .

. . . . . .

. . . . . .

. . . . . .

e) Details of other gear available.
Dettagli circa altre attrezzature meccaniche . . . . . .

Non esistono altre attrezzature maccaniche.-

. . . . . .

. . . . . .

. . . . . .

. . . . . .

f) Details of any gear required which you cannot obtain locally.
Dettagli circa ogni attrezzatura meccanica che non potete ottenere sul luogo . . . . . .

. . . . . .

. . . . . .

. . . . . .

. . . . . .

g) Electric power :-
Energia elettrica :-

i) Is it in operation at present ?
E' in opera ora ? . . NO.-. . . . . .

ii) If not , can it be made available, and when ?
Se non lo è, può essere disponibile più tardi e quando ?

. . . Non esistono attrezzature meccaniche non si rende necessaria l'energia elettrica.-

. . . . . .

8) Details of wrecks of obstructions, stating facility with which they can be removed, and the extent of their effect on the operation of the port. What local personnel and facilities are available for repair and maintenance of port.
Dettagli circa relitti od ostruzioni, attrezzature colle quali essi possono essere rimossi. Portata del loro effetto sulle operazioni del porto. Quale personale del luogo e attrezzature sono disponibili per riparare e provvedere alla manutenzione

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

e) Details of other gear available.
Dettagli circa altre attrezzature meccaniche . . . . . .
Non esistono altre attrezzature maccaniche.- . . . . . .
. . . . . .
. . . . . .
. . . . . .
. . . . . .

f) Details of any gear required which you cannot obtain locally.
Dettagli circa ogni attrezzatura meccanica che non potete ottenere sul luogo . . . . . .
. . . . . .
. . . . . .
. . . . . .
. . . . . .

g) Electric power :-
Energia elettrica :-

i) Is it in operation at present ?
E' in opera ora ? . . NO.- . . . . . .

ii) If not , can it be made available, and when ?
Se non lo è, può essere disponibile più tardi e quando ?

. . . Non esistono attrezzature meccaniche non si rende necessaria l'energia elettrica.-
. . . . . .

8) Details of wrecks of obstructions, stating facility with which they can be removed, and the extent of their effect on the operation of the port. What local personnel and facilities are available for repair and maintenance of port.
Dettagli circa relitti od ostruzioni, attrezzature colle quali essi possono essere rimossi. Portata del loro effetto sulle operazioni del porto. Quale personale del luogo e attrezzature sono disponibili per riparare e provvedere alla manutenzione del porto.

Nel porto vi sono affondati 2 motopescherecci. Nei posti di armeggio, lungo
. . . . . i moli, vi sono molti detriti causati da brillamento di mine tedesche.-
. . Occorrerebbe il servizio di dragaggio per i detriti e l'azione di un pontone per la rimozione degli scafi affondati.-
. . . Sul posto non vi sono attrezzature idonee per i lavori sopra accennati.-
. . Sia la rimozione degli scafi che il dragaggio dei detriti apporterebbero molto vantaggio all'ormeggio dei natanti.-

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9) Conditions of quays and roads.
Stato delle banchine e delle strade .La banchina, per un tratto di circa 50 metri e in discreto stato e per un altro tratto pure di circa 50 metri e inservibile essendosi notevolmente abbassata a causa di una recente piena del fiume " Bruna".-
Adiacenti al porto vi sono 2 strade in buone condizioni.- . . . . . .

. . . . . .

. . . . . .

10) Condition of rail clearance from Port area.
Condizioni per lo smistamento ferroviario dalla zona del porto.
Non esiste ferrovia sul posto.-
Lo scalo ferroviario più vicino è quello di Grosseto.-
. . . . . .

. . . . . .

11) Estimated daily rail clearance.
Smistamento ferroviario che si presume possa avvenire giornalmente . . . . . .
=========
. . . . . .

12) Estimated immediate daily discharge capacity through port, with existing facilities and available craft.
Presunta capacità immediata di scarico giornaliero attraverso il porto, mediante l'attrezzature esistente e le navi disponibili.
. . . . Non vi sono attrezzature di scarico. Lo scarico può essere effettuato mediante servizio di lancinaggio.- 2413
. . . . . .

13) Estimated daily dischargr capacity through port, after suitable repairs have been effected.
Presunta capacità di scarico giornaliera attraverso il porto, dopo aver effettuate le necessarie riparazioni.
. . . . . Come sopra.- . . . . . .

. . . . . .

14) Remarks.
Note . . Il porto si estende dal Ponte Giorgini alla foce della "Bruna" (circa 400 metri).-
. . . . . per un tratto di circa 250 metri dalla foce è largo circa 30 metri; per il rimanente tratto la larghezza varia dai 30 agli 80 metri.-
. . . . . I due moli del porto-Canale Lino al primo tratto sopradetto sono stati [illegible] mediante brillamento di mine da parte delle truppe tedesche

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

10) Condition of rail clearance from Port area.
Condizioni per lo smistamento ferroviario dalla zona del porto.

Non esiste ferrovia sul posto.-
Lo scalo ferroviario più vicino è quello di Grosseto.-

11) Estimated daily rail clearance.
Smistamento ferroviario che si presume possa avvenire giornalmente

==========

12) Estimated immediate daily discharge capacity through port, with existing facilities and available craft.
Presunta capacità immediata di scarico giornaliero attraverso il porto, mediante l'attrezzature esistente e le navi disponibili.

Non vi sono attrezzature di scarico. Lo scarico può essere effettuato mediante servizio di lancinaggio.-

2/12

13) Estimated daily dischargr capacity through port, after suitable repairs have been effected.
Presunta capacità di scarico giornaliera attraverso il porto, dopo aver effettuato le necessarie riparazioni.

Come sopra.-

14) Remarks.
Note . . Il porto si estende dal Ponte Giorgini alla foce della "Bruna" (circa 400 metri).-
per un tratto di circa 250 metri dalla foce è largo circa 30 metri; per il rimanente tratto la larghezza varia dai 50 agli 80 metri.-
i due moli del porto-canale fino al primo tratto anzidetto sono stati resi inservibili mediante affondamento di mine da parte delle truppe tedesche.
Il pescaggio massimo del canale è di circa metri 3.-

Date 2 febbraio 1945
Data

Signed.
Firmato
IL DELEGATO DI SPIAGGIA
(Emilio Petrillo)

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

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HQ. AC. Rome Corr.
Tan. Sub Com.

(8)

SECRET

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tn)5/219/GEM

21 FEB 45

Tel : FREEDOM 229

Subject : AFCOA Maintenance Programme

(7)

1. Reference 5/219/GEM of 16 FEB 45.

2. Attached is the Shipping Programme as at present planned.

C.F.Russell Lt Col.

C.F.RUSSELL, Lt.Col,
for Brigadier,
D.Q.M.G.(Mov & Tn).

CES/hj.

Distribution: As for 5/219/GEM of 3 FEB 45.

2419

11/Sub/Tan

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

16

SECRET

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/219/GDM

5 Apr 45

Tel: FREEDOM 318

Subject : ANCONA Maintenance Programme

1. Ref 5/219/GDM of 29 Mar 45.

2. Attached is the Shipping Programme as at present planned.

A.G. TOFIELD, Major,
/for Brigadier,
DQMG (Mov & Tn)

CRS/SC

DISTRIBUTION:-

C IN C MED
USN (3)
TSTO MED
MWTR MED
DOMC
HQ MOV CENTRAL ITALY
HQ MOV EAST ITALY
HQ MOV WEST ITALY
HQ AC ROME (For Tn Sub-Comm)

AFHQ:

G-4
G-5
Q (MAINT) (2)
Q (AE)
QM
FET SEC
D/WORKS
DST (3)
ORD (B)
ORD (B) AMN
REME
TN (B)
MED
SURVEY (B)
POSTAL
EFT
SIGNALS
P & SS
MAAF MOVEMENTS (2)
TN (A)
MOV 3

2411

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

SECRET

ANCONA MAINTENANCE PROGRAMME

Serial No	Name of Vessel	Port of Loading	Maintenance Period	Tonnage Stores	Tonnage POL	Due ANCONA	Remarks
AH 25:	ORKLA	NAPLES	27 - 5 Apr	1672		4 Apr	
	MARS	ME	16 - 25 Apr		1780	"	
	CHATEAU LATOUR	"	27 - 5 Apr	500		"	Sheep
	PALELEH	HEEL	27 - 5 Apr	467		"	
AH 26:							
161	FAR	HEEL	6 - 15 Apr	1798	1100	7 Apr	Derv
	EASTWOOD PARK	"	6 - 15 Apr	5844		"	
	TAUTRA	CROTONE	6 - 15 Apr	1748		"	
	LEWANT	ALGIERS	6 - 15 Apr	488	1612		
AH 27:	THISTLEMUIR	UK	6 - 15 Apr	5573		10 Apr	
	LYMINGE	HEEL	6 - 15 Apr	2745		"	
	RINUCCI	NAPLES	6 - 15 Apr	1500		"	AC Amn & Bombs
AH 28:	ESNEH	BENGHAZI	27 - 5 Apr	950		13 Apr	Plus Sheep
	LEOPOLD DAMROSCH	S/AFRICA	6 - 15 Apr	5237		13 Apr	Collier
156	TITUS	HEEL	27 - 5 Apr		1800	"	
	JOHN McINTOSH	USA	6 - 15 Apr	3204		"	
160	SALVORE	HEEL	6 - 15 Apr	1700		"	
AH 29:							
	FORT ANNE	ME	6 - 15 Apr	3915		16 Apr	
164	ORKLA	HEEL	16 - 25 Apr	1500		"	
165	OUSEL	"	16 - 25 Apr	1400		"	
AH 30:							
	OCEAN GYPSY	UK	16 - 25 Apr	5367		19 Apr	
	SIMON WILLARD	USA	16 - 25 Apr	5549		"	
	AUDUN	HEEL	16 - 25 Apr	1600		"	
167	LEWANT	"	16 - 25 Apr		1500	"	
162	SERULA	"	16 - 25 Apr		1500	"	
163	ARSIA	"	16 - 25 Apr		1050	"	PSP
AH 31:	GEORGE WALTHER	USA	16 - 25 Apr	3800		21 Apr	PSP
	Liberty to be nomin	ME	16 - 25 Apr	5340		"	
166	TAUTRA	HEEL	16 - 25 Apr	1600		"	
AH 32:							
168	BEN TAY	HEEL	16 - 25 Apr		1500	24 Apr	
	COSTANTE C	CORSICA	16 - 25 Apr	1200	-	"	PSP

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AMMC/lr

AC/555/4/Tn.3

6 April 45

SUBJECT : Use of Port Of Ravenna.

TO : Regional Commissioner,
Emilia Region.

The following signal dated 4 April 45 has been received from G-4 (Mov & Tn) A.F.H.Q. :

"Port of Ravenna can now take vessels drawing not more than 14 feet. It is not intended to use this port for military purposes. It will probably be used later for civilian traffic under Allied Commission arrangements."

The chief difficulty is going to be port 2[illegible] clearance, in the absence of rail facilities.

Can you therefore let this headquarters know what M.T. is likely to be available for port clearance by road.

By Command of Rear Admiral STONE :

M.B. THOMAS, Colonel
Deputy Director

Copy to : Transportation Officer
Emilia Region.

Lee

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

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

9 April 1945

REF. : RIX/TP/5.11

SUBJECT : Sea Transport.

TO : Transportation Sub=Commission, H.Q. Allied Commission.

1. Reference letter of Movements Shipping Section 343/15/Tn=3 dated 19 March 1945 it is requested that this Headquarters be informed when the Port of Ravenna is likely to be opened for Commercial Traffic. It is understood from the naval authorities at Ravenna that vessels of 2,000 to 2,500 tons may now use this Port; and it will be appreciated from the transportation point of view of this Region that the sooner this port is open for traffic the better. It is fully realized that higher authority must be consulted before this port is used, and there is also the security angle to this proposition, but it is requested that any information passed to you should be passed on here in order that we may be kept in the picture.

For the Regional Commissioner :

A.R. HUGHES
Major, R.A.
Regional Tptn.Officer

ARH/as

2409

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

(7)

SECRET

ALLIED FORCE HEADQUARTERS

G-4(Mov & TN) 5/219-GDM

16 Feb 45

Tel: FREEDOM 229

Subject:- ANCONA Maintenance Programme

(6)

1. Ref our 5/219/GDM of 7 Feb 45.

2. Attached is the Shipping Programme as at present planned.

(8)

C.F. Russell Lt Col.

C.F. RUSSELL, Lt. Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

CE3/DWC

Distribution: As for 5/219/GDM of 3 Feb 45.

2108

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

To be attached to minutes of 5 Oct.45 .Port Control Committee Venice .

The following minute N° 33 which was omitted:

33. U.S.A. Representative stated that the six conveyors which were in a state of repair would be very busy in the coming months. He was anxious to know when the six conveyors now temporarily out of action would become available again.Provveditorato stated that the conveyors was expected to be at work again within the next ten days.the chairman stated that a brenkdown such as had occured in this case should have been reported to the Port Committee.

Minute N° 33 to be amended to N° 34.

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

SECRET

37

MINUTES OF PORT CONTROL COMMITTEE MEETING No.32

HELD AT 0915, TUESDAY, 7 th AUGUST

Present: Naval Officer in Charge
Port Commandant
Admiralty Berthing Officer
Sea Transport Officer's Representative
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Transport Representative
Mr.Daly (War Shipping Administration)
Mr.Murphy (War Shipping Administration)
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and approved.

2. Naval Officer in Charge said that the Mobile Minesweeping Party were still working in the Harittima and would be finished by noon the following day at the latest, thus completing the clearance of all mines in the area.

3. Naval Officer in Charge informs the meeting that Rear Admiral G.L.Warren R.N., Flag Officer Italy and Liaison, was visiting Venice on 8th August 1945, for 2 days.

4. Italian Liaison Officer read a letter concerning several rooms at Marghera which have been requisitioned by the Petrol Depot. It was agreed that the Petrol Depot should only take such rooms as could be spared by the Italian Authorities, and the Port Commandant said that he would look into the matter.

5. Allied Military Government Representative said that trucks working in the pool at Mestre, capable of clearing civilian cargoes at the rate of 500 tons a day, would be available in September.

6. Ministry of War Transport Representative raised the question of the transporting of technical personnel to Marghera. Dock Superintendent Representative said this has now been arranged.

7. Ministry of War Transport Representative asked if there was any chance of using the silos at 22 and 23 berths for storing grain. Allied Military Government Representative said that they would be in good working condition in 6 to 8 weeks time. 2 suckers were already in working condition and a third would be available in about ten days time, but only two suckers could be worked until the roof was repaired. Between them they could suck a total of 70 tons per hour but only from barges. It was agreed that Allied Military Government Representative take steps to have the roof repaired and that Port Commandant approach C.R.E. with a view to clearing the jetty.

8. Naval Officer in Charge said that a seaplane base was being set up at Tre Porti for Air /Sea rescue- courier service, but as yet there was no specific date for completion.

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

SECRET

Ref: - PW5

To: - TN [illegible]
HQ A.M.G.
REGION XII
PADOVA

1) Copy of minutes dated 3 August are attached.

J. N. Bowes Capt.
Port Officer
TN A.M.G. REG.XII

7 Aug.45.
Venice

Copy to: Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Prov.
" " File

358

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

36A

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING No. 31

HELD AT 0915. FRIDAY, 3rd AUGUST.

Present: Naval Officer in Charge
Area Commander
S.B.T.O.
Port Commandant's Representative
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Representative
Mr. Daly (War Shipping Administration)
Mr. Murphy (War Shipping Administration)
A.F.H.Q. Petroleum Section Representative
Base Medical Officer
D.A.D.H. (Hygiene)

The minutes of the previous meeting were read and approved.

2. With reference to paragraph 3 of the minutes, Naval Officer in Charge said that the equipment at Chiara Mill had been found to be in good condition and the possibility of storing grain there was still being explored.

3. Naval Officer in Charge said that the "Otto Leonhardt" have now been moved out of the basin. Mine clearance was being carried out and would be completed in three days time.

4. Area Commander said C.R.E. were doing their best regarding the Transporters; 2700 tons having been discharged the previous days.

5. D.A.D.H. raised the question of re-instating the Port Health authorities to ensure the sanitation of the docks inspection of ships and issuing of necessary Bills of Health. Civilian sources have the necessary organisation but not supplies. It was decided to ask them to take up their old duties.

6. Port Commandant's Representative said that there had been a small fire in 103 shed caused by internal combustion of some sulphur but no damage had been caused to W.D. property.

558

Minutes of meeting of the Port Committee held at Venice on Tuesday 16 th October , 1945 at 0915

Present:

Mr.R.H.N. CHAPLIN- Chairman
Major R.C.R. POWELL - Port Commandant
Major G.M.M. SAVAGE - Docks Superintendent
Lieut.Comdr.C.C.HARDING - S.T.O.i/c.
Captain J.N. BOWES - A.M.G. Liaison Officer
Captain G. Harris - M.W.T. Representative
Captain A.C.COLLINS - W.S.A. Representative
Colonello G. BASILE - Comandante di Porto
Signor L. MARTIGNONI - Manager Provveditorato al Porto
Signor C. PICCOLO - Assistant Manager Provveditorato al Porto

62. The chairman stated that he had received a telephone message that morning from R.N.O. to the effect that it was regretted that no Officer was available that day to attend the meeting.

63. The minutes of the previous meeting were approved.

64. Arising out of para.57 S.T.O. stated that M.C. 79 had been de-requisitioned as from 20th September last. Captaneria took note and pointed out that the boat had been received back in very bad conditions the CINTI Yard having evidently used the engine for the purpose of spare parts.S.T.O. promised to enquire.

65. Arising out of para 46 and 47 Provveditorato stated that they took note of the complaints.Their main difficulty was lack of transport for labour at present they were using water transport but in the winter this method was not possible.He had taken up the matter in Rome but the lorries had passed from one Ministry to another Ministry and there would be delay. Port Commandant suggested rail transport as pre-war although there were tecnical difficulties. Provveditorato added that these difficulties were increased by reason of the working of two or three shifts.Provveditorato suggested a small Committee. Agreed. Composition:Port Commandant with his tecnical adviser , Provveditorato, Italian Railways.

66. Provveditorato stated that the four conveyors still out of action (two small and two large) would be ready by the end of December. He had not gone through the usual routine of surveys and sanction from Rome entailing great delay but had passed the order to the original Makers.In reply to a question he stated that the supply of power would be enough for the ten conveyors even without the Power station being built as the emergency transformators would deal with the situation.It was true he added, that one of these was situated nearer the end of the quy than the damage area but he proposed to get some conveyors over the damage spot and utilize that part of the quay.This by the end of the year.Two of the three rail tracks on the sea side would be in order by then.

67. A.M.G.Liaison Officer stated that the S. Basilio gate still being used unofficially. He proposed that if necessary it could be kept locked with an additional padlock to be used only when lighters were loaded from Shed N° 9. Port Commandant stated that they had two meetings with Provveditorato on the subject and it had been agreed to close S. Basilio.Provveditorato stated that the labour representative who had been present at these meetings had agreed that the arrangement was reasonable but had been overcome by the workmen.He thought that the workmen would have to accept this arrangement which the Port Commandant explained would be temporary.

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

Captain A.C.COLLINS - W.S.A. Representative
Colonello C. BASILE - Comandante di Porto
Signor L. MARTICHONI - Manager Provveditorato al Porto
Signor G. PICCOLO - Assistant Manager Provveditorato al Porto

62. The chairman stated that he had received a telephone message that morning from R.N.O. to the effect that it was regretted that no Officer was available that day to attend the meeting.

63. The minutes of the previous meeting were approved.

64. Arising out of para.57 S.T.O. stated that M.C. 79 had been de= requisitioned as from 28th September last. Captaneria took note and pointed out that the boat had been received back in very bad conditions the CINTI Yard having evidently used the engine for the purpose of spare parts.S.T.O. promised to enquire.

65. Arising out of para 46 and 47 Provveditorato stated that they took note of the complaints.Their main difficulty was lack of transport for labour at present they were using water transport but in the winter this method was not possible.He had taken up the matter in Rome but the lorries had passed from one Ministry to another Ministry and there would be delay. Port Commandant suggested rail transport as pre-war although there were tecnical difficulties. Provveditorato added that these difficulties were increased by reason of the working of two or three shifts.Provveditorato suggested a small Committee. Agreed. Composition:Port Commandant with his tecnical adviser , Provveditorato, Italian Railways.

66. Provveditorato stated that the four conveyors still out of action (two small and two large) would be ready by the end of December. He had not gone through the usual routine of surveys and sanction from Rome entailing great delay but had passed the order to the original Makers.In reply to a question he stated that the supply of power would be enough for the ten conveyors even without the Power station being built as the emergency transformators would deal with the situation.It was true he added, that one of these was situated nearer the end of the quy than the damage area but he proposed to get some conveyors over the damage spot and utilize that part of the quay.This by the end of the year.Two of the three rail tracks on the sea side would be in order by then.

67. A.M.C.Liaison Officer stated that the S. Basilio gate still being used unofficially. He proposed that if necessary it could be kept locked with an additional padlock to be used only when lighters were loaded from Shed N° 9. Port Commandant stated that they had two meetings with Provveditorato on the subject and it had been agreed to close S. Basilio.Provveditorato stated that the labour representative who had been present at these meetings had agreed that the arrangement was reasonable but had been overcome by the workmen.He thought that the workmen would have to accept this arrangementwhich the Port Commandant explained would be temporary. Agreed that the S.Basilio gate remain closed as proposed by Port Commandant and A.M.C.Liaison Officer.

68. Capitaneria stated that shed 17 was now firtfor habitation and that fifteen Carabinieri could be moved i

69. Docks Superintendent stated that he had attended a meeting on harbour tugs but that he had retired with I.W.T. representative half way through the meeting when the question of the use of military tugs had been settled.The meeting was thereafter a purely naval one.The Capitaneria di Porto stated that the Committee on tugs had decided that the following use was to be made of the four tugs available.One tug exclusively for towing, one tug for Provveditorato to use in the port area only, and one tug in reserve With additional private tugs they could always rely on four tugs.

70. Docks Superintendent stated that on that morning labour had turned up on two ships with no cargo handling gear and the ships would have been idle if he had not come to rescue.Provveditorato promised to inquire.

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

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING N° 27

HELD AT 0915, FRIDAY, 20th JULY

304

Present: Naval Officer in Charge
Area Commander
Port Commandant
Major Savage (Dock Superintendant's Designate
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
A.F.H.Q. Petroleum Section Representative
War Shipping Administration Representative
Italian Liaison Officer

Minutes of last meeting were read and approved.

2. Naval Officer in Charge said that Margherita was completely clear with the exception of the Orentilla Canal. Commander Minesweeping, Adriatic, had said that the Lido entrance would be clear within four days. 29' drafts could be accepted but depth of berths in Venice restricted maximum to 27'. In answer to a question by A.F.H.Q. Petroleum Section Representative, Naval Officer in Charge said that the buoys near the Arsenale would be used for big tankers.

2499

3. Port Commandant said that 41 Harbour Construction Company had left. There were no military personnel available for underwater work. Naval Officer in Charge mentioned that 77 C.R.E. had contracts with Genio Civile. A.F.H.Q. Petroleum Section Representative said that he was interested in this point because there were three piles at bottom of DIGGA Basin.

4. Naval Officer in Charge said that when schooners with civil cargoes arrive they were to be held for a day and question of berthing discussed at next berthing meeting.

304

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref :- PW 5

Subject :- Minutes of P.C.C.Meeting.

To :- TI
H.Q. A.M.G.
REGION XII

1) Copy of minutes dated 6th July 45 are attached.

10 JULY 1945
Venice

J.B.BOYES Capt.
Port & Warehouse
Officer
TI.A.M.G.REG.XII

Copy to :- Movement Shipping TI S/C HQ AG
" " Port & Transport TI S/C HQ AG
" " Venezia Prov.
" " File

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

Secret

MINUTES OF PORT CONTROL COMMITTEE MEETING N°24 HELD AT 0915, FRIDAY, 13 JULY.

Present: Naval Officer in Charge
Area Commander
Dock Superintendent
Admiralty Berthing Officer
Sea Transport Officer's Representative
Port Commandant's Representative
C.R.E. Representative
Allied Military Government Representative
Ministry of War Transport Representative
A.F.H.Q. Petroleum Section Representative
War Shipping Administration Representative

Minutes of last meeting were read and, subject to the deletion of the words "in Scomenzera Canal" in paragraph 5, were approved.

2; Naval Officer in Charge said that the owners of the schooners engaged in private trade wanted an allocation of warehouse space. In future when private schooners were expected, Italian Liaison Officer would attend the Berthing Conference. The first tanker would be going into Marghera that day.

3. War Shipping Administration Representative said that "Vulcania" would be sailed to United States as soon as ready for fitting out as troopship. Port Commandant Representative asked if Naval Officer in Charge could give an estimate of the date "Vulcania" would move. Naval Officer in Charge replied that she would move as soon as Lido entrance was clear. She would then proceed to Trieste on one engine to complete.

4. Dock Superintendent raised the question of pilferage on the quays and asked if Naval Provost Marshal could arrange a wat-er patrol. Naval Officer in Charge said that this was the job of the Harbour Police but he would intruct Naval Provost Marshal to approach them and to supervise the patrols.

5. In reply to a query of War Transport Representative, Naval Officer in Charge said that a survey had been made at the Stucky Berth and a new chart was in the hands of the Admiralty Berthing Officer.

6. A.F.H.Q. Petroleum Section Representative enquired about the S.I.A. installation at Marghera. Naval Officer in Charge said it had been cleared.

7. In connection with "Sergio Laghi" it was stated that final discharge would take ten days. Allied Military Government Representative enquired re the removal of the petrol lines etc. at her present berth. It was decided that this should be done.

(28)

Secret

MINUTES OF PORT CONTROL COMMITTEE N° 20 HELD AT 0915 FRIDAY, 29th JUNE 1945

Present: Naval Officer in Charge
Area Commander
Port Commandant
S.S.T.O.
Dock Superintendent
Admiralty Berthing Officer
Allied Military Government Representative
C.R.E. Representative
Ministry of War Transport Representative
Captain Harris, A.F.H.Q. Pet. Sec. Representative
Italian Liaison Officer

Minutes of meeting N°19 were read and approved. In connection with paragraph 4, Naval Officer in Charge said that dredging of berths 5 and 6 were complete. Ships of 27' draft could be accepted up to 150' out. Draft-s of 22' could be accepted at the Stucky Berth and survey was going to be carried out her-e. Salvage work on S.S. "Otto Leonhardt" had had to be abandoned owing to the fumes from the calcium carbide. Naval Officer in Charge said that one mine had been accounted for at Malamocco, two at the Lido and four at Marghera. It was probable that Marghera would be open before the Lido entrance.

2. With reference to complaints about berthing, Admiralty Berthing Officer said that Pilots get their instructions when they leave, which is early in the morning. Any subsequent alteration in berths have to be notified by signal and occasions arrise when the signal is not passed by the ship to the p-ilot.

3. Naval Officer in Charge said that "Vulcania" would not be moved back to the old berth. Ministry of war Transport Representative said it would be very convenient if she could be berthed alongside the "Gradisca".

4. In connection with tanker policy, Naval Officer in Charge said that tankers shuttling to and from Malamocco would be restricted to 19'dra-ft.

5. Italian Liaison Officer asked if the lighters, etc., sunk in the approach channels cold be lifted. Naval Officer in Charge asked him to provide details.

6. Next meeting arranged for Tuesday, 3rd July, at 0915.

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

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref:- PW 5 Subject:- Minutes of P.C.C.Meeting.

To:- TN
HQ A.M.G.
REGION XII

1) Copy of minutes dated 20th 22nd June 45 are attached.

26 June 1945

J.N.BOWES Capt.
Port & Warehouse
Officer
TN.A.M.G.REG.XII

Copy to: Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
Venezia Prov.
File

2393

24

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

VENEZIA PROVINCE
VEN ZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref:PW 5.
Subject:- Minutes of P.C.C. meeting.

To:- TN
HQ A.M.G.
REGION XII

1) Copy of minutes dated 12th June 45 are attached.

14 June 1945

J.N.BOWES Capt.
Port & Warehouse Officer
TN A.M.G.REG.XII

Copy to:- Movements Shipping TN S/C HQ AC
Port & Warehouse TN S/C HQ AC
Venezia Prov.
File.

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

8. S.S.T.O. reported that issue of permits for dock labourers would take some days owing to difficulties of assembling workmen.

9. Capt. Harries, Petroleum Section, A.F.H.Q., to be invited to attend meetings of Port Control Committee.

10. Next meeting arranged for Thursday, 14th May at 0915.

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref. PW 5
Subject:- Minutes of P.C.C. meeting.

To:- TH
HQ A.M.G.
REGION XII

1) Copy of minutes dated 8th June 1945 are attached.

12 June 1945

J.N.BOWES Capt.
Port & Warehouse
Officer
TH A.M.G. REG XII

Copy to:- Movements Shipping TH S/C HQ AC
Port & Warehouse TH S/C HQ AC
Venezia Prov.
File

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref. PW 5
Subject: Minutes of P.C.C. Meeting.

To:- TS
HQ A.M.G.
REGION XII

1) Copy of minutes dated 6 June 45 are attached.

2 June 45)

J.M. Bowes Capt.
J.A. BOWES Capt.
Port & Warehouse
Officer
TS A.M.G. Reg. XII

Copy to:- Movements Shipping. TS S/C HQ AC
Port & Warehouse TS S/C HQ AC
Venezia Prov.
File

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

Ref. PW 5

Subject: Minutes of P.C.C. Meeting.

To:- TS

HQ A.M.G.

Section XIX

1) Copy of minutes dated 6 June 45 are attached.

2195

8 June 45

J.F. BOWES Capt.
Port & Warehouse
Officer
TS A.M.G. Sec. XIX

Copy to:- Movements Shipping. TS S/C HQ AC
Port & Warehouse TS S/C HQ AC
Venezia Prov.
File

20

5588

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Subject:- Minutes of P.C.C. meeting.

To:- TS
HQ A.M.G.
REGION VII

2394

1) Copy of minutes dated 4th June are attached.

6 June 1945

O.M. Bowes Capt.
J.M. Bowes Capt.
Port & Warehouse
Officer
TS. AMG. HQ VII

Copy to:- Movements Shipping. TS S/C HQ AC
Port & Warehouse TS S/C HQ AC
Venezia Prov.
File

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

Subject:- Minutes of P.C.C. meeting.

To:- TS
HQ [illegible].
[illegible] FILE

2194

1) Copy of Minutes dated 4th June are attached.

6 June 1945

J.M. Bowes Capt.
J.M. [illegible] Capt.
Port & Warehouse
Officer
TS.AAC. [illegible] FILE

Copy to:- Movements Shipping. TS S/C HQ AC
Port & Warehouse TS S/C HQ AC
Tonnage Pers.
FILE

(19)

558

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Subject:- Minutes P.C.C. meetings.

To: TW
HQ A.M.G.
REGION XII

2293

1) Minutes of Meeting held on 2nd June forwarded for information.

2) There is a German ship called "Otto Leonnardt" ,with approx 4000 Tons of flour and grain on board,which has been submerged for two/three months.This ship is being refloated and if it is moved,without being blown up, the cargo is being handed over to A.M.G. BY NAVAL SALVAGE

4th June 1945

J.N.BOWES Capt.
Port & Warehouse
Officer
TN.AMG. REG.XII

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

Subject:- Minutes P.O.C. meetings.

To TN
HQ A.M.G.
REGION XII

2298

1) Minutes of Meeting held on 2nd June forwarded for information.

2) There is a German ship called "Otto Leonhardt" ,with approx 4000 Tons of flour and grain on board.which has been submerged for two/three months.This ship is being refloated and if it is moved,without being blown up, the cargo is being handed over to A.M.G. BY NAVAL SARAG E

4th June 1945

J.N.BOWES Capt.
Port & Warehouse
Officer
TN.AMG. REG.XII

Copy to:- Movements-Shipping. TN S/C HQ AC
Port & Warehouse TN S/C HQ AC

Ve nezia Prov.
File

558

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Secret

Subject:- Minutes Venice P.C.C.
Meetings and location Report.

To TN
HQ A M G.
R e g i o n XII

1) Copy of minutes dated 27 May HS attached.

2) LOCATIONS

P.L.O. Venice 20320/66. 2nd Floor. HQ Movements.

PORT DETACH: Mestre/Port Ex: 44 1st Floor Shed 13
or Venice 25638/44

DEPOT A/CCOUNTING & CONSORZIO STAFF.	Venice 22960/38	Mag.Generali Office near Shed 11.
BILLET	VENICE 22340	Pensione Seguso Zattere N.779

3) REGISTERED SIGNAL ADDRESS.

A LCOM PORT LIAISON OFFICER c/o 86 ARMY AREA.

J.N. BOWES. CAPT.
PORT & WAREHOUSE
OFFICER
TN. A.M.G. REG.XII

COPY TO: Movements-Shipping. TN S/C. HQ AC
Port & Warehouses TN S/C HQ AC
Venezia Prov.

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

Subject:- Minutes Venice P.C.C.
Meetings and location Report.

To TN
HQ A M G.
R e g i o n XII

1) Copy of minutes dated 27 May HS attached.

2) LOCATIONS

P.L.O. Venice 20320/66. 2nd Floor. HQ Movements.

PORT DETACH: Mestre/Port Ex: 44 1st Floor Shed 13
or Venice 25638/44

DEPOT ACCOUNTING & CONSORZIO STAFF.	Venice 22960/38	Mag.Generali Office near Shed 11.
BILLET	VENICE 22340	Pensione Seguso Zattere N.779

3) REGISTERED SIGNAL ADDRESS.

ALCOM PORT LIAISON OFFICER c/o 86 ARMY AREA.

J.N. Bowes. capt.

J.N. BOWES.CAPT.
PORT & WAREHOUSE
OFFICER
TN. A.M.G. REG.XII

COPY TO: Movements-Shipping. TN S/C. HQ AC
Port & Warehouses TN S/C HQ AC
Venezia Prov.
File

(16)

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

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

EXTRACT FROM MINUTES OF THE MEETING OF THE PORT COMMITTEE HELD AT VE-
NICE ON TUESDAY, 13TH NOVEMBER, 1945, AT 0915

Min. 131 - Arising out of para 100 Port Commandant asked what was the maximum draft acceptable at Lido entrance. Capitaneria di Porto stated that the depth of water at the Lido entrance was 10 metres. Port Commandant stated that in view of the new policy of getting in Venice ships fully laden, he was anxious to know the drafts. Capitaneria di Porto stated that ships drawing not more than 27 Ft. could steam right up to Marghera, and that vessels drawing more than 27 Ft. could be lightened between buoys at Punta della Salute or near the Ghudecca and at Sacca Fisola, both of these two mooring places being expected to be available in a few days.

2391

Min. 132 - Capitaneria di Porto stated that the dredging of Vittorio Emenuele channel was being given priority as already stated in para 88 and that they hoped to deepen the channel with little work up to 28 Ft. within the month of December. Capitaneria di Porto added that even now at high tide vessels drawing up to 28 Ft. could proceed safely to Marghera the minimum depth of water at half tide being 8 1/2 metres. MWT Representative stated that according to the latest information received the depth of water at Lido entrance was 28 Ft. Capitaneria di Porto stated that at half tide the depth was 10 metres. MWT Representative pointed out that some vessels could arrive at low tide and in rough weather and that there was no place where they could anchor.

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

14 December 45

Ref:- PW 5/ 8

To:- CN HQ. A. .G.

REGION XII
V E N E Z I A

1) Attached is a copy of minutes dated 13 th

November 45.

LT. W.J. EVANS
PORT & WAREHOUSE OFFICER
TN. A.M.G. REG. XII

Copy to:- Movement Shipping - [illegible]

Port & Warehouse Division [illegible]

Food Sub Commission

Venezia Province

File

2390

Extract from

Minutes of the meeting of the Port Committee held at Venice, on Tuesday, 13th November, 1945, at 0915.

Present :

Mr. R.H.H.CHAPLIN - Chairman
Major C.W.F.DESBOTTES - Port Commandant
Major G.M.M.SAVAGE - Docks Superintendent
Lieut. A.H.PESKETT - R.N.V.R. - S.T.O. i/c
Lieut. W.J.EVANS - A.M.G. Liaison Officer
Captain G.MAPAIS - M.W.T. Representative
Sub.Lieut. E.St.G.M.AVERY - R.N.V.R. - R.N.O. Representative
Colonnello M.BASILE - Comandante di Porto
Cap. di Corvetta M.FERRARI - R.N.O. Representative
Dott. G.SERNI - Rappresentante il Provveditorato al Porto

The chairman informed the Committee that Lieut. Comdr. Harding and Mr. Collins had left, and that Major Powell had also left and regretted that he had been unable to say good-bye in person.- The chairman added that he also was going to Trieste soon . -

120. The minutes of the previous meeting were approved.

2389

127. Arising out of para 100 Capitaneria di Porto stated that the buoys near the " Giardini " had been placed but that they could not be used yet for some days as having to be tested.

128. Arising out of para. 101 R.N.O. stated that authority had been given for the change of the danger light from green to red. Capitaneria di Porto promised to advise as soon as possible when the work was finished.

129. Arising out of para. 104 R.N.O. stated that he was still awaiting information.

130. Arising out of para. 108 AMG Liaison Officer stated that he had written to Rome about the fuel for cranes

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

Mr. R.H.H.CHAPLIN - Chairman
Major C.W.F.DESPOTTES - Port Commandant
Major G.M.M.SAVAGE - Docks Superintendent
Lieut. A.H.PESKETT - R.N.V.R. - S.T.O. i/c
Lieut. W.J.EVANS - A.M.G. Liaison Officer
Captain G.HARRIS - M.W.T. Representative
Sub.Lieut. B.St.G.M.AVERY - R.N.V.R. - R.N.O. Representative
Colonnello A.BASILE - Comandante di Porto
Capt. (C) Corvetta M.FERRARI - R.N.O. Representative
Dott. G.CERMI - Representante il Provveditorato al Porto

The chairman informed the Committee that Lieut. Comdr. Harding and Mr. Collins had left, and that Major Powell had also left and regretted that he had been unable to say good-bye in person.- The chairman added that he also was going to Trieste soon . -

126. The minutes of the previous meeting were approved.

2389

127. Arising out of para. 100 Capitaneria di Porto stated that the buoys near the " Giardini " had been placed but that they could not be used yet for some days as having to be tested.

128. Arising out of para. 101 R.N.O. stated that authority had been given for the change of the danger light from green to red. Capitaneria di Porto promised to advise as soon as possible when the work was finished.

129. Arising out of para. 104 R.N.O. stated that he was still awaiting information.

130. Arising out of para. 108 AMG Liaison Officer stated that he had written to Rome about the fuel for cranes in the port but had received no reply yet. Capitaneria di Porto suggested that he could take up this matter with the Commission at Padua when he went there with the Chairman in the next few days.

131. Arising out of para. 100 Port Commandant asked what was the maximum dreft acceptable at Lido entrance. Capitaneria di Porto stated that the depth of water

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at the Lido entrance was 10 metres. Port Commandant stated that in view of the new policy of getting in Venice ships fully laden, he was anxious to know the drafts. Capitaneria di Porto stated that ships ~~dra~~ drawing not more than 27 Ft. could steam right up to Marghera, and that vessels drawing more than 27 Ft. could be lightened between buoys at Punta della Salute or near the Giudecca end at Sacca Fisola, both of these two mooring places being expected to be available in a few days.

132. Capitaneria di Porto stated that the dredging of Vittorio Emanuele Channel was being given priority as already stated in para. 98 and that they hoped to ~~de~~ deepen the Channel with little work up to 28 Ft. within the month of December. Capitaneria di Porto added that even now at high tide vessels drawing up to 28 Ft. could proceed safely to Marghera the minimum depth of water at half tide being 8 1/2 metres. M.W.T. Representative stated that according to the latest information received the depth of water at Lido entrance was 28 Ft. Capitaneria di Porto stated that at half tide the depth was 10 metres. M.W.T. Representative pointed out that some vessels could arrive at Low tide and in rough weather and that there was no place where they could anchor". 2389

133. Arising out of para. 114 Port Commandant asked Provveditorato when the work of repairs to sheds 114 and 115 was to begin. Provveditorato replied about the end of November.

134. AMG Liaison Officer asked whether at para. 115 number 22 was to be referred to as shed 22 or to berth 22. Provveditorato stated that in the above para. " shed N° 22"should be amended to read " berth N° 22 " . Agreed. -

135. AMG Liaison Officer stated that near shed N° 61 another shed badly damaged was recently blown up and that the ruins were obstructing the passage and would thus cause collisions between trains and

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135. AMG Liaison Officer stated that near shed N° 61 another shed badly damaged was recently blown up and that the ruins were obstructing the passage and would thus cause collisions between trains and lorries. Provveditorato promised to have a guard put at the dangerous place at any time a train was to pass. The Chairman asked whether the Army was concerned in the removal of the obstructing materials and Port Commandant promised to take up the matter and try to get the material removed. -

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136. Arising out of para. 116 AMG Liaison Officer stated that he had written to the Chamber of Commerce with a view to getting the necessary glass released. Capitaneria di Porto stated that they had instructions from the Ministry of Marine to signal to Rome details regarding all cargoes arriving on civil account at Venice; and that so far he had not been able to signal any cargo of oil, as all these cargoes were apparently considered military cargoes. M.W.T. Representative stated that all such cargoes were to be regarded as military cargoes, although the Army allocated part of the oil to the civil population.

137. Arising out of para. 102 Capitaneria di Porto stated that a meeting of the Managers of the Refineries of Marghera was recently held to discuss the position of the safety arrangements in the tanker dock area. It was found that most of the necessary material is available and only very little is missing. Such equipments require only to be repaired and inspected. No work was, however, possible without the previous authority of the Allies.

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138. Capitaneria di Porto added that they had written to CRASC but had received no reply yet. M.W.T.Representative suggested that Capitaneria di Porto should contact CRASC 13 Petrol Installation - Mestre.- M.W.T. Representative asked who was to bear the necessary expense in connection with the work.-

139. Capitaneria di Porto stated that the Refineries were not working at present on their own account but for account of the Allied. They would probably not be prepared to bear such expenditure. R.N.O. stated that the minesweeping programme for Venice had been cancelled and the minesweepers were to leave for Trieste on the following day. A ship had struck a mine and sunk near Trieste.-

140; R.N.O. asked what the position about ships going up to Marghera in the dark was and Capitaneria di Porto replied that so far only one ship had gone up to Marghera during the night and no other occasion had

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140; R.N.O. asked what the position about ships going up to Marghera in the dark was and Capitaneria di Porto replied that so far only one ship had gone up to Marghera during the night and no other occasion had arisen for a night passage.

141. R.N.O. stated that some time ago they had pointed out that the lighting of Vittorio Emanuele Channel was not satisfactory. Capitaneria di Porto stated that when the above vessel preceeded to Marghera in the

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night time, one of the lights was out because damaged. That had been repaired; The work of lighting the channel as in pre-war days (5 groups instead of 3) was proceeding. Capitaneria di Porto had received no official request on this subject.

142. AMG Liaison Officer stated that the civil cargo accomodated in sheds Nos. 61 and 62 was not being removed with the desired dispatch. Provveditorato al Porto stated in reply that this referred to the wine ex S/S " Santa Chiara ". The delay in removal was due to the fact that the purchaser of some parcels did not present himself to take delivery. AMG Liaison Officer stated that they did not want to have wine everywhere in the dock area.- The Chairman pointed out that the Provveditorato al Porto have the power to obtain the removal of goods from the sheds should their delayed removal interfere with the working of the port. AMG Liaison Officer asked whether this was not the occasion to enforce such powers. Provveditorato al Porto pointed out that as already stated at para. 92, in pre-war days there was at Venice no difference between storage sheds and transit sheds, and that such a difference was only provided by the regulations but never applied in practice. M.W.T. Representative stated that A.M.T. Liaison Officer had already raised the question before the Committee at para. 92, and the matter had been agreed upon. The Chairman explained that according to para 92 the receiver was supposed to remove the goods from the dock area within a rent free period of three days, but that this does not mean that the receiver cannot make arrangements with the Provveditorato al Porto to continue to use the shed for a further period paying rent, Provveditorato al Porto having the right to order the removal of the goods under special circumstances such as at present.- Provveditorato al Porto stated that the delayed removal of the wine ex " Santa Chiara " was the only one of such cases which had arisen so far. Port Commandant asked whether the date of the ~~xxxxxxx~~ proposed removal was known, and Provveditorato al Porto replied that it was not. Port Commandant stated that it was not

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supposed to function as a market. The Chairman agreed with this but pointed out that this should be strictly regulated and that receivers must act reasonably. Port Commandant stated that at present the amount of general cargoes arriving at Venice was larger than in pre-war days and that on the other hand many sheds were no longer available. They could not plan at all the working of the port if receivers did as they pleased. Provveditorato al Porto should ask the receivers when the goods would be removed.

143. Docks Superintendent stated that at AMG Liaison Officer's request all barges were being removed from Scomonzera Channel and berthed alongside the North-West quay where an area was being wired off.

144. M.W.T. Representative asked whether the deepening of Marghera Channel up to 27 Ft. included also Tagliabue. Capitaneria di Porto replied " yes " and added that he would give a definite reply as soon as they got the soundings.

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145. M.W.T. Representative asked about the depth of water alongside the berths and Capitaneria di Porto promised to give full information on the whole question as soon as possible, namely probably on the following day.

146. The Chairman suggested that he proposed to call the next meeting either at the request of several members or if he considered it necessary giving 24 hours notice in every case. Problems arising must be solved as far as possible by personal contacts between the parties concerned . Agreed.-

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Ref: PW 5/6

8 November 45

To:- TF
HQ. A.F.H.C.
REGION XII
V E N E Z I A

Subject:- Minutes of P.C.C. Meeting

2384

1. Attached is a copy of minutes dated 30 th' October 1945.

L'Evans Lt.

LT. W.J. EVANS
PUBLIC WELFARE OFFICER
HQ. A.F.H.C. REG. XII

Copy to:- Movement Shipping TN S/C HQ A/Cmd
Port & Warehouse TN S/C HQ A/C
Food Sub Commission
Venezia Province
File

Minutes of the meeting of the Port Committee held at Venice on Tuesday 30th October 1945, at 0915.

Present :

Mr. R.H.H.CHAPLIN - Chairman
Major G.M.M.SAVAGE - Docks Superintendent
Lieut. Comdr. G.C.HARDING - S.T.O. i/c
Lieut. W.J.EVANS - A.M.G. Liaison Officer
Captain A.C.COLLINS - W.S.A. Representative
Captain G.HARRIS - M.W.T. Representative
Sub.Lieut. B.St.G.M.AVERY - R.N.V.R. - R.N.O. Representative
Colonnello G.BASILE - Comandante di Porto
Dott. G.CERNI - Rappresentante il Provveditorato al Porto

The chairman stated that he had received a letter from Captain J.N.BOWES, A.M.G. Liaison Officer, who stated that he had been transferred away from Venice. He thought that everybody would like Captain Bowes to know how much they appreciated his great assistance to the committee in the change over of the port of Venice from category (C) to category (A).

98. The minutes of the previous meeting were approved. 2383

99. Capitaneria di Porto stated that the fifteen Carabinieri were quartered in shed 17 from the previous Friday. He thought that the barracks for the men of the Pubblica Sicurezza would be ready in the course of the next few days.

100. Capitaneria di Porto stated that the moorings at the Salute were now ready and could accomodate one large ship with a draft up to 29 feet.

101. Capitaneria di Porto raised the question of the lighted buoy over the wreck in Lido port. He stated that " entering " Lido the channel was marked by green light buoys on the starboard side and red on the port side. This green danger light was close other green lights and might be taken for one of them. He suggested that the wreck should be marked according to Italian custom with a red light. RNO promised to enquire. W.S.A. stated that he could not understand why there should be a suggestion that the British regulations for marking wrecks were for a green light and the Italian for a red light. He thought that there must be international regulations and that these ought to apply.

102. Capitaneria di Porto stated that he was responsible for ~~xxxx~~ port safety arrangements. At the moment there were two fire services in the port, one British and one Italian. He thpught there was fear of some confusion if a fire occurred. Port Commandant stated that the British fire service was an area and not a port service although

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Licut. W.J.EVANS - A.M.G. Liaison Officer
Captain A.C.COLLINS - W.S.A. Representative
Captain G.HARRIS - M.W.T. Representative
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102. Capitaneria di Porto stated that he was responsible for~~xxxx~~ port safety arrangements. At the moment there were two fire services in the port, one British and one Italian. He thpught there was fear of some confusion if a fire occurred. Port Commandant stated that the British fire service was an area and not a port service although stationed in the port. He thought that Area would not agree to the withdrawal of such service so long as military cargoes were being handled in the port. The chairman suggested that Capitaneria di Porto should meet Port Commandant with a view to the efforts

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of the two services being coordinated in the event of fire. Agreed.

103. M.W.T. Representative asked whether the Capitaneria di Porto were responsible for fire in the Marghera industrial zone. Yes.

104. Arising out of para. 89 Capitaneria di Porto asked RNO whether the anti-magnetic installation was still in place. RNO replied yes and that he had communicated with NOIL for instructions.

105. Arising out of paras. 82 and 83 Provveditorato al Porto stated that an agreement had taken place about the engagement of port labour outside the port area. The agreement had been circulated amongst the members of the committee.

106. Arising out off para. 89 Provveditore al Porto stated that a meeting would take place in Rome in the next day or two between themselves and Federconsorzi about the employment of labour in the port area.

107. A.M.G. Liaison Officer stated that the SANTA CHIARA was being discharged very slowly, one cask at a time, and that she could be handled with much more expedition if more casks were discharged at one time. Provveditorato al Porto stated that this was not due to the the lack of equipment but owing to the very large number of separations on the quay necessary. The chairman suggested that this question might be brought up at the berthing meeting.

108. A.M.G. Liaison Officer raised the question of fuel for cranes and other equipment in the port as he understood that the army would supply no more fuel as from November 1st. Provveditorato stated that they had made application through the Chamber of Commerce about ten days previously but had so far received no allocation. A.M.G. Liaison Officer promised to enquire and insist. Docks Superintendent stated that whilst the time limit mentioned by Provveditorato al Porto was correct supplies would not be cut off suddenly and the new source of supplies would be given every reasonable opportunity of getting going before army supplies were completely cut off.

109. RNO asked the Capitaneria di Porto to give some information about the new Italian soundings alongside the port quays. Capitaneria di Porto replied that he hoped to state that the work had been completed at the next meeting. The practical work was more or less finished and they had now to do the necessary paper work.

110. Arising from para. 68 W.S.A. representative asked Capitaneria di Porto to give some information about dredging operations in the port. Capitaneria di Porto stated that the meeting at the Prefecture on this subject had taken place and that a programme of priorities had been set up. A first priority was the deepening of Vittorio Emanuele channel to Marghera, both the approaches to Quay A (coal) and to the Tagliabue (tanker) basin. It is hoped to dredge this

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beginning of November. The quantity of coal necessary for this operation was 500 tons and he hoped to get this coal on his trip to the commission at Padua which he was talking in the next few days with the chairman. He had meanwhile allotted 200 tons of coal to the work from his October allocation.

111. M.W.T. representative asked whether DICSA and SIAP installations at Marghera were private enterprises or under the Capitaneria di Porto. Capitaneria di Porto stated that all the works there were privately owned including even the moorings, they were however under Capitaneria for discipline and Capitaneria also controlled the waters.

112. W.S.A. representative wished to clarify para. 96. In normal times the employment of tugs was a commercial business but at the present times the method of payment was not commercial. He thought that even if payments were not on a commercial basis the services should be on such basis. Capitaneria di Porto stated that so far there had been no shortage of tugs and that so far as he was concerned the financial side did not enter into his calculations, his only concern was the safety of the ship.

113. Capitaneria di Porto asked about petrol for Port Office launches. M.W.T. representative stated that there was a signal according to which RNO would be responsible for this. Capitaneria di Porto stated that on paper he was in order but that in practice he could not obtain the petrol which he had been promised through Italian Naval channels. RNO stated that a proper route for the supply of fuel did exist but that unfortunately it was not functioning. STO asked whether the Capitaneria di Porto was to be considered as Italian Navy or as a separate entity. The chairman stated that this was a domestic problem.

114. Provveditorato al Porto stated that they had the necessary funds for the reconstruction of sheds Nos. 114 and 117 on West Quay but that the sheds were now occupied by military units at the moment. Dock Superintendent stated that the sheds were occupied by Ordnance which did not come under the port authority. He knew that they were gradually withdrawing. He suggested that Provveditorato al Porto should address a letter to the Port Commandant on the subject and they would then take it up.

115. Provveditorato al Porto stated that the railway line leading to shed No. 22 and which was obstructed had now been cleared.

116. Provveditorato al Porto stated that they badly needed some glass for the cranes as the wintry weather advanced. The rain would damage the machinery not only but they would find it impossible to work the cranes in bad weather. A.M.G. Liaison Officer promised to try and get some glass released by Vetrocoke, Marghera.

117. Docks Superintendent stated that electric light in the dock area was being wasted. Provveditorato al Porto and Capitaneria di Porto stated that it might be wasted in some places but that in

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117. Docks Superintendent stated that electric light in the dock area was being wasted . Provveditorato al Porto and Capitaneria di Porto stated that it might be wasted in some places but that in other places there was insufficient light due to lack of electric bulbs. They thought that this assisted pilferage. The chairman suggested that Provveditorato al Porto should look into the matter and that a rational plan of lighting should be adopted.

118. Docks Superintendent stated that some of the sanitary arrangements in the port were kept in a very dirty condition. Provveditorato al porto promised to enquire.

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119. Docks Superintendent stated that some of the constable wearing armlets were inefficient and perhaps even untrustworthy. Capitaneria di Porto stated that the men would be armed in a few days and that they were being carefully watched. Unsatisfactory characters would be eliminated. The number of such men was not large, Provveditorato al Porto stated that in the past several reports had been received by him of thefts and pilferage in which these men had interfered successfully. Dock Superintendent agreed but thought that two or three of these policemen were definitely undependable.

120. Capitaneria di Porto stated that the 1st of November was a full holiday. If necessary labour would work. Docks Superintendant stated that the " Woodland Park " might have to work to a finish as she was due for dty-docking on November 2nd.

121. Docks Superintendent stated that on the " CORDILLERA " THE men took one and a half hours for lunch off. The chairman thought that there had been some misunderstanding as to the hours vessel was to work. Provveditorato promised to enquire.

122. M.W.T. representative asked Capitaneria di Porto whether the special tanker mooring buoys were now ready. Capitaneria di Porto stated that they were not ready. The material was ready but the buoys had still to be placed in position.

123. W.S.A. reppesentative complained that certain women were allowed to go on board his ships. Provveditorato al Porto stated that these were authorized laundry women but that in view of W.S.A. Representative objection he would prevent these women going on board American ships in future.

2389

124. E.S.A. Representative stated that he had received a labour scheme from the Provveditorato al Porto which asked that one shift only should be worked in future at Marghera. He would point out that one shift was actually being worked because all work over eight hours was paid as overtime. Provveditorato al Porto Porto in reply stated that they were not concerned at the moment with payment of straight or overtime but that with the present system of work two separate lots of men had to be taken daily to and from work which strained their transport excessively. Even so with the various intervals only about thirteen hours were being worked. He proposed work from 0800 hours to 1800 with an interval of two hours for lunch and rest and then work work two more hours overtime. This would greatly reduce the cost of labour and their transport difficulties and even so they could guarantee a daily rate of 2000 tons, when working one ship, and 3000 tons when working two ships. W.S.A. representative stated that he was prepared to meet Provveditorato al Porto with a view to coming to a decision.

125. The chairman stated that he thought that a meeting once a fort-

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

not large, Provveditorato al Porto stated that in the past several reports had been received by him of thefts and pilferage in which these men had interfered successfully. Dock Superintendent agreed but thought that two or three of these policemen were definitely undependable.

120. Capitaneria di Porto stated that the 1st of November was a full holiday. If necessary labour would work. Docks Superintendant stated that the " Woodland Park " might have to work to a finish as she was due for dty-docking on November 2nd.

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125. The chairman stated that he thought that a meeting once a fortnightwould now be more than sufficient . He suggested that if problems arose in the meantime the interested parties could discuss them and reach as agreement amongst themselves or, in the case of absolute necessity, they could approach him for an extraordinary meeting which could be held by giving not less than 24 hours notice. Agreed

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

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

29 October 45

REF:- [redacted]

Subject:- Minutes of P.C.C. Meeting

To:-
TN
HQ. A.[illegible]C.
REGION XII
V e n e z i a

1. Attached is a copy of Minutes dated 23rd October 1945.

Copy to:- Movement Shipping TN S/C HQ A/C
Port & Warehouse TN S/C HQ A/C
Food Sub Commission
Venezia Province
File

L. Evans. Lt.

LT. W.J. EVANS
PORT & WAREHOUSE OFFICER
TN. A.M.G. REG. XII 2379

Minutes of the meeting of the Port Committee held at Venice on Tuesday 23rd October 1945, at 0915.

Present :

Mr. R.H.H.CHAPLIN - Chairman
Major R.C.Powell - Port Commandant
Major G.M.M.SAVAGE - Docks Superintendent
Lieut. Comdr. G.C.HARDING - S.T.O. i/c
Major E.H.COOPER - D.A.Q.M.G. - H.Q. 86 Area
Major A.B.CARTER - A.P.M. - H.Q. 86 Area
Captain J.N.BOWES - A.M.G. Liaison Officer
Lieut. C.H.S.BASNETT - R.N.V.R. - R.N.O.
Captain A.C.COLLINS - W.S.A. Representative
Captain G.HARRIS - M.W.T. Representative
Sub.Lieut. B.St.G.M.AVERY - R.N.V.R. - R.N.O. Representative
Colonnello G.BASILE - Comandante di Porto
Dott. G.CERNI - Rappresentante il Provveditorato al Porto

The Chairman stated that he felt sure that he was interpreting the wishes of all the members of the Committee in expressing their sympathy both to the Provveditorato al Porto and to the family for the death of Mr. Piccolo which had occurred suddenly on the previous day.

78. The chairman explained that the English version of the minutes of the meeting held on the 5th October contained a clerical error in that para. 33 should read para. 34 and para. 33 - which had been ommitted - should be inserted. This para. had been distributed to all receivers of the minutes.

79. S.T.O. explained that he had been in error when he stated that the M.C. 79 had been requisitioned. This launch - being State Property - had never been requisitioned but only registered. Capitaneria di Porto stated that unfortunately the launch had been requisitioned, although possibly in error. He said unfortunately because the launch had been removed from his control and left unguarded and had in consequence been stripped of many important parts. The Officer in charge of the CINTI Yard had promised to do his best and find replacements for the missing pieces. At the moment the launch was unserviceable. S.T.O. stated that if there was a mistake about the requisitioning this was one between the Royal Navy and the Italian Navy.

80. Arising out of para. 63 Capitaneria di Porto stated that they had not intended to suggest at the last meeting that the 15 Carabinieri had moved into shed No. 17 but that the quarters for them were ready. There was no telephone there yet. He hoped that the telephone would be put in that day or next day and the men could then move in.

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Major R.C.Powell - Port Commandant
Major G.M.M.SAVAGE - Docks Superintendent
Lieut. Comdr. G.C.HARDING - S.T.O. i/c
Major E.H.COOPER - D.A.Q.M.G. - H.Q. 86 Area
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Captain A.C.COLLINS - W.S.A. Representative
Captain G.HARRIS - M.W.T. Representative
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Declassified E.O. 12356 Section 3.3/NND No. 785021

81. AMG Liaison Officer asked whether the Port Carabinieri officer promised had been appointed and arrived. Capitaneria di Porto stated that the officer to be appointed from Rome had not arrived yet. He had spoken to the local authorities and hoped to see an increase in the number of uniformed men available for port duty. In reply to a question from the Port Commandant he stated that as a result of his local efforts he hoped to see the Carabinieri increased from 15 men to one N.C.O. and 20 men, and the Guardia di Finanza increased to 25 men all for police duty as against the men employed for ordinary customs work. In addition to these uniformed men 15 men of the Pubblica Sicurezza in plain clothes would be available.

82. Arising out of para. 67 Port Commandant asked about the S.Basilio Gate. Provveditorato stated that the gate was now closed. Port Commandant asked whether arrangements were now complete for the engagement of the workmen outside the port area. Provveditorato explained that owing to the fact that port labour had its club house in the port area the difficulties were very real especially in the present political moment. Port Commandant stated and the committee agreed that the arrangement of engagement labour outside must be enforced and that dock labour could be informed that it was temporary.

83. Port Commandant asked whether the arrangement by which permanent port labour must return their permanent metal pass discs on leaving the dock area was being enforced. Provveditorato stated that for the reasons given at para. 82 it was quite impossible. AMG Liaison Officer stated that it was certainly impossible so long as labour was engaged inside the dock area. Provveditorato also stated that their office staff were being intimidated to give passes. Port Commandant proposed to meet AFM 86 Army Area and Provveditorato in committe. Agreed.

84. Capitaneria di Porto stated that they had no petrol for their launch because the Italian Navy had none. MWT representative stated that there were ample stocks of liquid fuel available and that he would enquire. Meanwhile Capitaneria di Porto need have no anxiety for immediate requirements. He thought that Capitaneria di Porto had possibly not made an application for an allocation of petrol. Capitaneria di Porto stated that he had the written assurance of the Italian Navy that it would supply him with liquid fuel but they said that they had none at the moment.

2277

85. Capitaneria di Porto stated that opposite S.Basilio docks there was an anti-magnetic installation left by the Germans. RNO promised to enquire about its removal.

86. Capitaneria di Porto asked whether there was any news about the German corvette sunk in the harbour. RNO suggested that it would be quicker if ~~Capitaneria~~ Capitaneria di Porto caused the enquiry to go direct to TOEL. Capitaneria di Porto stated they would enquire through the Ministry of Marine.

87. Capitaneria di Porto stated that, in addition to the 30 tons of coal allocated to them further 200 tons had been allotted to them but all

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

20 men, and the Guardia di Finanza increased to [illegible]. In addition duty as against the men employed for ordinary customs work. to these uniformed men 15 men of the Pubblica Sicurezza in plain clothes would be available.

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87. Capitaneria di Porto stated that, in addition to the 30 tons of coal allocated to them further 200 tons had been allotted to them but all this coal was not yet available. RNO thought these 200 tons might be the same quantity to be supplied by the Italian State Railways to the Italian Navy on loan. Capitaneria di Porto stated that the quantity must be a different one as they were receiving their quantity through AMG Liaison Officer. They added that the sub-allocation of coal in the harbour area by the Commission at Padua was most unsatisfactory. They would press for the allocations to be made en bloc to Capitaneria di Porto who would suballocate.

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88. Capitaneria di Porto stated that they were to attend that afternoon a meeting at the Prefecture on the subject of dredging the port. They would press as a priority operation the deepening of the Vittorio Emanuele Channel to Marghera. Their programme included the approaches to the industrial basin which at the moment was practically only used by tankers.

89. Provveditorato al Porto asked whether the Federalconsorzi was to be treated as a private concern or as a State concern. AMG Liaison Officer stated that the concern was semi-state; Provveditorato stated that under those circumstances it must pay as semi-state organisations paid. AMG Liaison Officer suggested that Provveditorato al Porto should refer the matter to the Prefect.

90. Provveditorato al Porto stated that Federalconsorzi were engaging labour in the port area other than Provveditorato labour which they ought to employ. Provveditorato labour was being paid by the State for doing nothing at the moment. AMG Liaison Officer stated that this was due to the fact that Provveditorato labour had proved inefficient. There was a considerable volume of opinion expressed to the effect that the port labour situation must go back to peace time conditions. Port Commandant suggested a meeting at the office of AMG Liaison Officer with Provveditorato al Porto, and Federalconsorzi. Agreed.

91. Provveditorato al Porto stated that the Association of Forwarding Agents were asking to be allotted space for assembling export goods. AMG Liaison Officer stated that there were sheds No.61 and 62 but Provveditorato al Porto stated that they were insufficient . The " Santa Chiara " was discharging wine on the quay for lack of storage space. AMG Liaison Officer stated that sheds for export goods would be allocated by berthing committee when required as in the case of the hemp which was just being shipped to the U.K.

92. Provveditorato al Porto stated that they considered too short the [illegible] period of 24 hours during which the goods must be taken delivery of. in pre-war days there had been a rent free period of twelve days. In pre-war days there was no difference between storage sheds and transit sheds. The chairman pointed out that both 24 hours and 12 days were unreasonable for a normal port , Venice situation was not the same as pre-war and he suggested to increase the period to three days after the completion of discharge of the ship. Agreed.

93. Port Commandant on behalf of Docks Superintendent stated that in future he would pass after the berthing meetings a detailed working programme for military cargoes for the use of the Provveditorato al Porto so that what in the past was done between Movements and Port Commandant would in future be done between Provveditorato al Porto and ships' agents. W&A representative stated that he would do the same.

94. Port Commandant suggested that the Berthing Meeting in its present form should be suspended and that the Capitaneria del Porto should hold a Meeting with the concerned Italian Authorities to which the Port Commandant would send his Liaison Officer who would supply all

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

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94. Port Commandant suggested that the Berthing Meeting in its present form should be suspended and that the Capitaneria del Porto should hold a Meeting with the concerned Italian Authorities to which the Port Commandant would send his Liaison Officer who would supply all the details about requirements of berths etc. for ships carrying military cargoes. Capitaneria di Porto stated that he could start this new system straight away and it was decided that he and the Port Commandant would discuss this matter and make the necessary arrangement.

95. STO stated that an important point about ships' berths was the question of draft of water alongside berths and that there were great discrepancies between the British and Italian fidures. Capitaneria di Porto

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stated that all the Italian fugures were not up to date but promised that they would be up to date in the course of the next few days. The Genio Civile were carrying out this operation at the moment. STO stated that the British figures also were not always reliable and that as he was responsible so long as he was here for any accident, owing to possible error he was most anxious that the full official Italian figures should be made available at the earliest possible moment. He had some doubts therefore about changing the form of the berthing meeting at the moment. Capitaneria di Porto, however, assured STO that his figures would be available in the course of the next ten days.

96. MWT representative raised the question of tugs and stated that on the following day three large ships would be leaving the port. Capitaneria di Porto stated that the EMPIRE MINNOW, GORGONA, one TENAC and possibly a second TENAC would be available. Capitaneria di Porto stated that when the " TITANO " and " CARLO " were available he would be obliged to return the two naval tugs " GORGONA " and " CORDEVOLE " to the Italian Navy but that the Navy had agreed to loan these tugs if and when required. MWT representative stated that one TENAC tug could not be considered a tug. The chairman stated that he thought one could not ask the port of Venice to supply more tugs than had been available before the war. WSA representative stated that there were many private tugs in Venice. The chairman agreed that such tugs could behad against payment.

97. The next meeting was fixed for Tuesday, 30th October, 1945.

2275

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

Ref: PW 5

23 October 45

Subject:- Minutes of P.C.C. Meeting

To:- TS
HQ. A.M.G.
BOLZANO
PADOVA

1. Copy of minutes dated 16 th October is attached.

J.M. Bowes Capt.
J.M. Bowes Capt.
Port Officer
TH. A.M.G. REG. XII

Copy to:- Movement Shipping TS S/C HQ A/C
Port & Warehouse TS S/C HQ A/C
Food Sub Commission
Venezia Province
File

2374

71. W.S.A. asked whether there were restrictions about moving ships at night especially up the V.E. Channel to Marghera where ships had t wait for the tide occasionally. Capitaneria replied that there were no restrictions now and this situation was now as pre-war. The lighting in V.E. Channel was reduced but considered sufficient for safe navigation. The only exception was the industrial basin of Marghera which for the time being meant tankers at Tagliabue. Owing to the dangerousdouble bend this water way was not practicable in the dark but this was the situation also pre-war.

72. Arising out of para. 71 S. T.O. stated that R.N.O. and the pilots did not consider the lightning sufficient for safe navigation. Even after the lights in V.E. Channel had been reorganized the situation could not be considered satisfactory. Comandante di Porto stated that this statement was a considered statement after consulation with the head pilot who was his subordinate. Decided that the moving of ships in port area was a Capitaneria di Porto responsibility.

73. Capitaneria complained that the 400 tons coal allotted to him for th month of October had not been received and the port was nearly at a standstill in consequence. He understood that the quantity had been approved but this particular coal had not arrived yet. The Italian Navy had no coal. The liquid fuel situation was also causing anxiety. He added that accordingly to advises from the A.O.I.C. he had understood that the distribution of fuel was Capitaneria responsibility, now he understood that consumers must apply direct to Chamber of Commerce and through it to the Coal Commission at Padua. The 400 tons was also very small; his application for November which includes the needs of the ferry boats, was 2000 tons The chairman stated that the 400 tons were specifically for harbour tugs and dregers. A.M.G. Liaison Officer stated that he thought the matter a domestic one but would enquire into it. As regards oil he had forwerded the instructions received from Rome to the Capitaneria According to these instructions the oil was to be received from the Ministry of Marine. A.M.G. Liaison Officer stated that in any case as far this coal allocation was concerned it did not, as ferries had not for some months drawn coal.

75. Fees for health service. Capitaneria di Porto asked whether these should be charged to the ships or the Italian Government and paid by him. A.M.G Liaison Officer stated that he could charge such fees to Italian ships and schooners but that in respect of Allied Shippi the charges in question would be for the Italian Gover nment.

76. Capitaneria stated that Rome had agreed that the National Tariff, whi was intended for ports worked by ship's gear; could not apply to Venice. It was agreed that the Venice Tariff should apply plus a surcharge of 7% for Unemployment Insurance. The Capitaneria di Porto added that he would now hold meetings with the interested parties such as Provveditorato al Porto, Shipowners Representatives, Forwarding Agents and Labour. He invited A.M.G., M.W.T., and WSA Represen tatives to attend. WSA Representative stated that the matter was a domestic one, but he and his MWT collegue would send suggestions from their experience of the use of the port to the Capitaneria di Porto before the meeting.

77. Decided that next meeting would be held on Tuesday, 23 rd October 1945.

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

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

25 October 45

Ref:- PW5 Subject:- Ommitted MInute of P.C.C. Meeting

To:-
TN
HQ A.M.G.
REGION XII
V E N E Z I A

1. Attached is a copy of minute N° 74 which was ommitted at the minutes of 16 th October 45.

J.N. BOWes Capt.
Port Officer
TN.A.M.G. REG. XII

Copy to: - Movement Shipping TN S/C HQ A/C
Port & Warehouse TN S/C HQ A/C
Food Sub Commission
Venezia Province
File

2379

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

To be attached to minutes of 16 th October Port Control Committee Venice.

The following minute N° 74 which was ommitted:

74 Capitaneria di Porto stated that he had been requested for 30 tons oil for the trials trip of C.85 building by Breda. The chairman stated that this was not a Capitaneria di Porto responsibility but that builders should apply to Captain Harris of Petroleum Section.

2.71

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

16 October 45

Ref:- FW 5

Subject:- Minutes of P.O.C. Meeting

To:- TA
HQ.A.M.G.
REGION XII
T A 2 0 7A

1. Copy of minutes dated 9 October is attached.

M Bowes Capt.

J.M. Bowes Capt.
Port & Terminal
Officer
TA.A.M.G. R.G.XII

Copies:- Movement Shipping TA S/C HQ A/C 2370
" " Port & Terminal TA S/C HQ A/C
" " Food Subsistence
" " Venezia Provinces
" " File

Minutes of meeting of the Port Committee held at Venice on Tuesday 9th October 1945, at 0915.

The following were present:

Mr. R.H.H. Chaplin, Chairman

Major R.C.R. Powell; Port Commandant
Major G.H.E.Savage ,Docks Superintendent
Lieut.Comdr.C.C. Harding, S.N.O. i/c
Capt.J.A. Bowes , A.M.L.O. Liaison Officer
Mr.A.C.Collins, W.S.A. Representative
Sub.Lieut.R.S.T.G.H. Avery R.N.V.R. R.N.O.Representative
Ten.Col.A.Venenzi, Commandante in 2a del Porto
Sig.G.Piccolo, Assistant Manager ,Provv.al Porto.

43. The Chairman recommended that more agreed schemes should be brought before meetings.Points could be thrashed out more effectively by two or three members and the adopted course brough brought to meetings and time could be also saved by this course.

44. The minutes of the previous meeting were adopted with the following ammendments:

45. Docks Superintendent stated that para 35 would better convey his meaning if in the place of " that he had been prepared some time to transfer three tugs ", the words " that three tugs had been for some time in process of transfer " could be inserted. Cmdr. Collins stated with regard to para 25 that " his meaning would be better conveyed on line 7 if the words " claim damages" appeared.

2360

45. Provveditorato stated that there was in harbour a small ship called "ILVANIA" prepared to load 100 tons of the bauxite from the 300 tons lying at quay "A" Marghera. A.M.C. stated that owners should apply to A.M.C. Padova.He had given this information to ILva on the previous day.

46. A discussion rose regarding spare drivers for the Marghera conveyors (see para 36) Provveditorato stated that the gang which did not work on the "HOPEFAN" had not worked because owing to the lack of transportation the second shift in the W.S.A. ship "WINFIELD SCOTT" had to work a third shift from midnight to 8 a.m. on the previous day. This shift was not available again therefore at 16 hours of that day. W.S.A. pointed out that only two gangs had been worked. Provveditorato thought three gangs had been worked.The chairman thought that with a supply of drivers for 2 shifts on six conveyors, it was regrettable that the scheme worked so rigidly as to prevent four gangs being worked on one day, because there had been three gangs working on the previous day and a ship had arrived W.S.A. stated that overtime worked had nothing to do with straight time .Provveditorato stated that in the past men had worked for 24 hours on end but that was not possible under prevailing conditions.The chairman stated that the labour situation in regard to these key men was certainly not satisfactory at Marghera.W.S.A. stated that Marghera was not working properly.A.F.H.Q. were watching results and the port of Venice would reap its reward accordingly.The whole trouble rested with a few key men and not with labour generally.Things were better when they started Marghera than now. Decided that Provveditorato should appoint one of their officials to watch for the next forthnight the working of Marghera and report.

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

Major C.M.L.Brace ,Docks Superintendent
Lieut.Comdr.G.C. Harding, R.N.V.R. I/C
Capt.J.A. Howes , R.N.C. Liaison Officer
Mr.A.C.Collins, W.S.A. Representative
Sub.Lieut.R.C.G.C. Avery R.N.V.R. A.M.G.Representative
Gen.Col. F. Veronesi, Commissario in P. del Porto
Sig.G.Piccolo, Assistant Manager ,Provv.al Porto.

43. The chairman recommended that more agreed schemes should be brought before meetings.Points could be threshed out more effectively by two or three members and the adopted course brought brought to meetings and time could be also saved by this course.

44. The minutes of the previous meeting were adopted with the following amendments:

45. Docks Superintendent stated that para 35 would better convey his meaning if in the place of "that he had been prepared some time to transfer three tugs ," the words" that three tugs had been for some time in process of transfer " could be inserted. Capt. Collins stated with regard to para 29 that his meaning would be better conveyed on line 7 if the words "claim damages" appeared.

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45. Provveditorato stated that there was in harbour a small ship called "ILVANIA" prepared to load 100 tons of the bauxite from the 300 tons lying at quay "A" Margherm. A.M.G. stated that owners should apply to A.M.G. Padova.He had given this information to Ilva on the previous day.

46. A discussion rose regarding spare drivers for the Margherm conveyors (see para 30) Provveditorato stated that the gang which did not work on the "NORMAN" had not worked because owing to the lack of transportation the second shift in the W.S.A. ship "WINFIELD SCOTT" had to work a third shift from midnight to 8 a.m. on the previous day. This shift was not available again therefore at 16 hours of that day. W.S.A. pointed out that only two gangs had been worked, Provveditorato thought three gangs had been worked.The chairman thought that with a supply of drivers for 2 shifts on six conveyors, it was regrettable that the scheme worked so rigidly as to prevent four gangs being worked on one day, because there had been riser three gangs working on the previous day using hatches and earlier W.S.A. stated that overtime worked had nothing to do with straight time .Provveditorato stated that in the past men had worked for 24 hours on end but that was not possible under prevailing conditions.The chairman stated that the labour situation in regard to these key men was certainly not satisfactory at Margherm.W.S.A. stated that Margherm was not working properly.A.F.H.Q. were watching results and the port of Venice would reap its reward accordingly.The whole trouble rested with a few key men and not with labour generally.Things were better when they started Margherm than now.Decided that Provveditorato should appoint one of their officials to watch for the next forthight the working of Margherm and report.

47. Arising out of para 46 Provveditorato stated that the lack of transport for labour of Margherm was not Provveditorato's fault.The chairman thought it was Provveditorato's fault as they had had notice of the change some weeks ago.Provveditorato stated that they had been promised fifty lorries on the one hand and four lorries for labour transportation.A.M.G. stated that no promise had been ever given , Provveditorato stated that at any rate for the four lorries a firm promise had been given.The chairman pointed out that they were drifting away from the point of the discussion.Provveditorato stated that the question of transportation was the cardinal point of the whole problem.

48. A.M.G. stated that as the situation at Margherm was unsatisfactory he thought they should consider the possibility of sending colliers to Petrocoke berth.W.S.A. was worried about clearance facilities but A.M.G. Representative stated that the

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Chairman and he had visited Vetrocoke and that there was the railway available and sufficient space for backpiling a proportion of a cargo. Port Commandant stated that such ships would be on a priority list for railway trucks. A.M.G. asked Provveditorato to have a look at the manner in which they were discharging coal at Vetrocoke berth.

49. Arising out of para 40 A.M.G. stated that he had been approached about salvage operations and had referred enquirer to Capitaneria. Port Commandant stated that the files referring to salvage operations on barge number 300 had been returned to Capitaneria di Porto.

50. Provveditorato stated that the S. Basilio Gate was opened that morning Port Commandant stated that the opening was unannounced and the gate would have to be shut. The gate was somewhat under suspicion for past disappearances of goods. He further suggested that labour should be engaged outside the port and introduced into the dock area in small parties. Provveditorato stated that they had prepared every scheme some time ago and wished to discuss it with port Commandant. Agreed.

51. Arising out of the preceding para A.M.G. stated that the Port of Venice was category 'A' and was an Italian responsibility. Provveditorato should be held responsible for any looting and pilfering. Dock Superintendent stated that the discharging of cargo fro the
52. "BENJAMIN TAY" had been carried out to his entire satisfaction. Had thought it only fair to acknowledge this in view of their criticism of other phases of Provveditorato's port management.

53. With reference to para 35 Dock Superintendent stated that he was handing to Capitaneria (her) three tugs and Capitaneria stated that they proposed to make the following use of the tugs:

one as a spare port tug

two to be handed over to Provveditorato. 2368

Port Commandant asked Provveditorato what use they would make of these tugs and Provveditorato answered that they would be towing lighters in an area extending from Chioggia to Grado. Dock Superintendent stated that the tugs were being handed over against the personal signature of Capitaneria and must not leave Venice. In any case he did not see why Provveditorato should want to operate tugs outside their area. Port Commandant proposed that a Sub Committee consider this subject and report, and it was decided that Capitaneria di Port, Dock Superintendent, R.N.O. and I.W.T. 345 Coy. should be represented on this committee. The chairman asked that the committee should try and reach their conclusions as much as possible in such a way that the tugs would be used on pre-war lines. This of course within any limits dictated by military requirements. They were trying to put the port back on a peace time policy. Port Commandant suggested that the chairman's statement should be as a directive to the committee. Agreed.

54. R.N.O. stated in regard to para 36 that he had interviewed both the crew of the tug and the pilots and that they stated all that there was perfect understanding between the two and he was satisfactory but that was so. W.S.A. accepted the R.N.O. statement as satisfactory but pointed that he had raised the question on information received from master of ships who were ultimately responsible for the safe navigation of their ships even when in charge of a pilot. Decided that complains of this sort should be raised immediately in future.

55. C.P. asked about the supply of fuel coal and oil for harbour craft. A.M.G. liaison officer stated that A.M.G. had allocated for 100 tons of coal for the month of October. This coal would not be bunker coal. Capitaneria would have to distribute this coal to harbour craft both public and private, and would have to also apply for future supplies to A.V.I.C. Capitaneria asked about fuel oil stating that the Chamber of Commerce were prepared to consider the November situation but he did not know where to get the October supply. The chairman

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50. Provveditorato stated that the opening was unannounced on a one day Port Commandant stated that the opening was announced on a two days would have to be shut. The gate was somewhat under suspicion for past disappearances of goods. He further suggested that labour should be engaged outside the port and introduced into the dock area in small parties. Provveditorato stated that they had prepared every scheme some time ago and wished to discuss it with port Commandant. Agreed.

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56. Capitaneria di Porto stated that there was a German corvette sunk at the Western Quay. He wanted to know whether vessel was considered a prize. R.N.O. took note and promised to inquire.

57. Capitaneria stated that they had just obtained the use of one motor-launch, but this was insufficient for their work. They wanted launch M.C.79 derequisitioned. S.S.T.O. promised to inquire.

58. U.S.A.stated that he had been informed that I.W.T. were prepared to loan two tugs at any time at 24 hours notice.He had had the use of two of these tugs, coupled recently and they had been very successful.

59. Arising out of para 31 he was pleased to report that consignees of lightered cargo were now taking delivery.

60. The chairman asked whether the Committee did not think that in future one meeting per week would suffice.Provveditorato stated that he agreed that one weekly meeting was enough providing the business of introducing goods into the docks area could be dealt with by the Berthing Committee.A.M.G. thought the Berthing Committee dealt with much business which was akin to the fixing of sheds for export goods.The chairman stated that in normal times both the allotment of berths and sheds for ships and goods respectively was done at the same time.It was agreed that Provveditorato al Porto should be approached for shed accommodation for civilian cargoes through A.M.G. liaison officer and would then allot such accommodation.

61. Arising out of para 60 decided to hold weekly meeting in future. The chairman to call extra meetings if necessary giving not less than 24 hours notice.The next meeting to be held on Tuesday 16 th October 1945.

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9 Oct. 45

Subject :- Minutes of P.C.C Meeting

Ref:- PW 5

To:- TN
HQ. A.M.G.
REGION XII
Padova

1. Copy of minutes dated 5 October 1945 is attached.

J.N. Bowes Capt.
Port & Warehouse
Officer
TN.A.M.G. REG. XII

Copy to:- Movement Shipping TN S/C HQ.A/C
Port & Warehouse TN S/C HQ A/C
Food Sub- Commission
Venezia Province
File

2366

Vient Wade Co

MINUTES OF MEETING OF THE PORT COMMITTEE HELD AT VENICE ON FRIDAY

5th OCTOBER 1945, at 0915.

Present;- Mr.R.H.M.Chaplin, chairman,
Major P.C.B. Borrell Port Commandant

Major G.W.E. Savage, Locks Superintendent
Commander R.C.Aldridge R.N.R., S.T.O.
Captain J.R.Rowe, A.M.G. Liaison Officer
Captain C.Morris, U.S.T. Representative
Captain C.Zinn, U.S.A. Representative.
Sub.Lieut. H.B.C.Avery R.N.V.R., R.N.C. Representative.
Colonnello G.Basile, Comandante di Porto.
Capitano di Corvetta A.Frigerio, Italian Navy liaison offr.
Signor C.Piccolo, Assistant Manager, Provveditorato al Porto.

10. The minutes of the previous meeting were approved with the following amendments:-
a) Provveditorato al Porto asked that minute 1 after the words "Italian Government" second line of mention the words in brackets "Federazione Consorzi Agrari" should be inserted.
b) Captain Collins U.S.A. asked that minute 8 should be amended. It was decided that the first sentence should stand only and the following word added: "The Captain of the port agreed to look into the matter." Agreed.

11. With reference to minute 6 Capitaneria di Porto stated that at his request customs officers were carrying out a 24 hours service on all ships discharging at Margherita. He would introduce similar conditions at Venice as soon as there were sufficient personnel available.

12. With regard to minute 2 Commandante Frigerio stated that two letters had been sent by the Officer in charge of Works (now stationed at Trieste) in response to the letter from Capitaneria di Porto. One was addressed to Capitaneria di Porto stating that the officer in question had informed the firms concerned of the new situation and the other to the firms themselves.

13. Arising out of minute 12 Capitaneria di Porto stated that the firms concerned were willing to do their duty but in some cases lacked the necessary material. Decided that Capitaneria di Porto should make out a list of material required. A.M.G. liaison officer stated that the problem was a domestic one and that the Ministry of Marine would probably be able to supply the requirements. The meeting agreed with A.M.G liaison officer but still thought that a list of requirements should be supplied.

14. Capitaneria di Porto stated that he had been in touch with Maj.Harris A.M.G.security Officer, and that he hoped in the next few days to have a port security police available. The men would be armed but without uniform. They would wear an armband.

15. Capitaneria di Porto stated that the pre-war security scheme 22655 for the port (see minute 4) had been sent to Port Commandant. [illegible]

16. With reference to minute 5 Capitaneria di Porto will send an application for the necessary launches to Commandante Frigerio.

17. A.M.G.liaison officer reported that a local forwarding agent had advised a shipment of hemp to go to the U.K. He stated that no information had been received by the local port authorities. He had communicated with A.M.G.Milan and stressed the importance of future official advices when similar shipments were authorised.

18. Arising out of minute 17 warehousing space was authorised for 400 tons of hemp in the two east and west ends of shed A°14. Provveditorato took note.

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Sub.Lieut.R.C.Navy R.A.V.R., R.N.S. representative.
Colonnello F.Basile, Comandante di Porto.
Capitano di Corvetta A.Frisenda, Italian Navy liaison offr.
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18. Arising out of minute 17 warehousing space was authorized for 500 tons of hemp in the two east and west ends of shed A°14. Provveditorato took note.

19. A.M.G. liaison officer stated that he had a proposed C.O. regarding the removal of the bauxite stored on the coal quay. He had been told that the possibility of submitting the bauxite to a further industrial process was being considered and the removal of the bauxite would then be arranged.

20. Port Commandant asked Capitaneria di Porto to state what the procedure was in regard to the issue of dock passes to Italian service personnel. He pointed out that as allied personnel in uniform carried dock passes the same procedure must be adopted also by Capitaneria di Porto for their personnel in uniform. Dock passes would be also necessary for officers and men in uniform of the Italian Army, Navy, and Air Force. It was decided that Italian service personnel would be issued with dock passes on Provveditorato form but bearing the stamp and signature of Capitaneria. Port Commandant to have 10 blank Capitaneria di Porto passes, stamped and signed, as samples for the military police.

Above to Maj Smith at Toll Bar T Office

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21. R.N.O.Representative asked whether the crews of the Italian tugs required dock passes.Reply yes unless they were on a seamens' engagement and had valid seamens'identity cards.

22. Docks Superintendant stated that the docks were still full of idlers and suggested that this was due to the permanent dock labour having permanent passes. Decided that labourers with permanent passes must in future surrender these at the end of the day and that they would be only re-issued when the man was again at work in the port. Port Commandant mentioned that the system of passes was unimportant to him but he expected Provveditorato al Porto to provide an effective system. A.M.G. Representative suggested that idlers in Dock Area should be arrested and the Dock Superintendant replied that he would have no esitation in arresting such men.

23. Aris ing from the previous minute Dock Superintendent stated that the port labour was being engaged inside the port area contrary to regulation and this would nullify any pass system. Provveditorato stated that this was due to S. Basilio gate being closed owing to the Italian Customs who stated that they wanted the agreement of the Allied Authorities before they opened it. Port Commandent promised that he would look into the matter and would report.Capitaneria di Porto would meanwhile contact the customs authorities.

24. Port Commandant, as chairman of the berthing committee, asked the Capitaneria di Porto and Provveditorato al Porto whether their delegates at berthing meetings were authorised to make binding engagements on their behalf.Both authorities stated that these delegates were duly authorised within the limits of the business proper to berthing meetings.

25. W.S.A. Representative stated that he was reverting to pre-war custom of American flag ships by which on arrival at any port a letter of arrival and readiness was addressed by the Master to the port.The chairman pointed out that this would not help the port in general as the American Custom referred to was not universal, although quite excellent of course.W.S.A. stated he would claim demurrage if there was delay after such a letter. Docks Superintendant stated that he had some doubt whether demurrage was enforceable in a port still rather under war conditions.The chairman thought that under the new conditions in the port damaged for negligence could and should be enforced as in peace time.A claim for actual demurrage as demurrage might not lie against the port authorities, a claim for damages for delay by reason of negligence would be more usual in such cases but in the end it was very much the same thing.

26. W.S.A. asked whether it was not a fact that Provveditorato was being furnished with all information about ship's name, nature of cargo, berth allotted , and name of agent and if so whether he should not contact the interested parties and see that there was no delays. Commandante Frigerio stated that in the case of the S.S."Winfield Scott" there had been a sequence of unfortunate misunderstandings which caused delay.The Provveditorato promised that in future he would get in touch with the agent of the ship. The Provveditorato delegate at berthing meetings would be the responsible officer for this.

27. Comandante Frigerio stted that at the moment teething troubles must be expected and he hoped that interested parties would approach him in case of difficulty.Capitaneri di Porto stated that as a matter of fact Capitaneria di Porto was the competent authority and application must be made to such authority.Comandante Frigerio agreed but hoped that his good offices would be utilised when necessary.

28. Docks Superintendant stated that since the change over in October Ist a large number of delays had been experienced owing to lack of equipment which delays , unimportant in themselves, became important in the aggregate.Porvveditarato stated that this complaint was not understood. They had applied for gear sufficient for their needs but ships were

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29. RNO representative stated that arrangements had been completed by which all messages sent by ships on a commercial W/T wave landsc length would be communicated to the intefested parties when received. All ships sailing from intermediate ports would give ETA and draft. He would be in touch with the W/T station at Lido and would pass all signals.

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30. RNO representative stated that a ship had recently arrived with-out advices. P.C.I.O. said that he would give the necessary information in future.

31. W.S.A. Representative stated that at a recent meeting of coal interests the Italian side had made a direct invitation for coal-ships with full cargoes to be directed to Venice, they were to lighten at Lido before proceeding to Margnera. Consignees of coal cargo were refusing to take delivery of lightered cargo. Decided that W.S.A. representative to write a letter pointing out that the ship must discharge into lighter for whom it might concern and that the way extra expense was allocated amongst the receivers had nothing to do with the ship.

32. Arising out of minute 31 W.S.A stated that a ship had arrived recently with coal for the Italian State Railways. The consignees had pointed out that the State Railways did not want any of their coal into lighter but all delivered by rail. The chairman pointed out that the receivers of coal for forwarding by water had stated that their craft was unsuitable for Lido discharge. The problem was general, there was, and not confined to railway coal ships. A.M.G. representative stated that he would contact the Coal Commission in Milan on the subject.

33. W.S.A. representative supported by M.W.T. stated that the supply of tugs recently had been entirely inadequate. A large tanker on the previous day had gone to Teglianbue with only one tug, two tugs were absolutely necessary in this case. She was followed by a large collier, deeply laden, without any tug at all. Minimum requirement in this case being one large tug. Capitaneria di Porto stated that of two naval tugs one was under repair, they were doing what they could with the available means. R.N.O. representative stated that tugs were his responsability. His duties were heavy in view of the many deep draft ships now going up to Marghera on high tide which all required the services of a tug at about the same time. In the case in point one of the tugs was busy at Margnera and he had ordered the tanker to proceed up channel with one tug with the understanding that the other tug would come down from Marghera in time to help her round Teglianbue ends. He would enquire whether anything had gone wrong with this programme. He was not minimising the shortage of tugs but pleaded that he had acted reasonably in a difficult situation. M.W.T. representative stated that the case must arise in the coming winter when several ships would enter or leave Margnera at the same time on a high tide under bad wind and weather conditions and he thought the supply of tugs was totally inadequate. It was suggested that the military should be approached and asked to lend several TMMC tugs as two of such tugs coupled could be utilised in lieu of a second tug. Docks Superintendent stated that he would make enquiries but that usually these tugs were fully employed

34. Docks Superintendent stated that these tugs for some time have been in process of transference to Capitaneria di Porto but he understood that there had been some difficulty about crews. Capitaneria explained that the tugs would be handed over to Capitaneria to al Porto who would man and operate them. He would supply the crews as in the case of all Italian ships. There were plenty of men available. Docks Superintendant stated that they could have the tugs at any time.

36. W.S. A representative stated that cases had been reported when the naval personnel of the tug IMPERN MINNOW had not obeyed the orders from the Italian Pilots. RNO representative promised to enquire. W.S.A. and M.W.T. representative urged that it was imperative for tug to obey instructions received by signal or voice from the tow.

37. M.W.T. representative stated that complains had been received of a shortage of water at Marghera for ships. One ship required 400 tons and took five days in which to get this quantity owing to low of

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to do with the ship.

32. Arising out of minute 31 W.S.A stated that a ship had arrived recently with coal for the Italian State Railways.The consignees had pointed out that the State Railways did not want any of their coal into lighter but all delivered by rail.The chairman pointed out that the receivers of coal for forwarding by water had stated that their craft was unsuitable for ship discharge.The problem was general, there now, and not confined to railway coal alone. A.S.B. representative advised that he would contact the Coal Commission in Milan on the subject.

33. W.S.A. representative supported by R.M.T.stated that the supply of tugs recently had been entirely inadequate. A large tanker on the previous day had gone to Inglisbue with only one tug,two tugs were absolutely necessary in this case.She was followed by a large collier,deeply laden,without any tug at all. Minimum requirement in this case being one large tug. Controller di Porto stated that of two naval tugs one was under repair,they were doing what they could with the available means. And representative stated that tugs were his responsibility.His duties were heavy in view of the many deep draft ships now going up to Mestre on high tide which all required the services of a tug at about the same time. In the case in point one of the tugs was busy at Marghera and he had ordered the tanker to proceed up channel with one tug with the understanding that the other tug would come down from Marghera in time to help her round Inglisbue ends. He would enquire whether anything had gone wrong with this programme, he was not minimising the shortage of tugs but pleaded that he had acted reasonably in a difficult situation. R.M.T. representative stated that the case must arise in the coming winter when several ships would enter or leave Marghera at the same time on a high tide under bad wind and weather conditions and he thought the supply of tugs was totally inadequate. It was suggested that the Military should be approached and asked to lend several TEMAC tugs as two of such tugs coupled could be utilised in lieu of a second tug.Docks Superintendent stated that he would make enquiries but that usually these tugs were fully employed

35. Docks Superintendant stated that these tugs for some time have been in process of transference to Capitaneria di Porto but he understood that there had been some difficulty about crews.Controller explained that the tugs would be handed over to Provveditorato al Porto who would man and operate them.He would supply the crews as in the case of all Italian ships.There were plenty of men available. Docks Superintendant stated that they could have the tugs at any time.

36. W.S. A representative stated that cases had been reported when the naval personnel of the tug EMPIRE MINNOW had not obeyed the orders from the Italian Pilots. NAC representative promised to enquire. W.S.A. and M.F.F. representative urged that it was imperative for tug to obey instructions received by signal or voice from the tow.

37. M.F.R. representative stated that complaint had been received of a shortage of water at Marghera for ships.One ship required 400 tons and took five days in which to get this quantity owing to lap of pressure. Provveditorato al Porto stated that this situation was a temporary one in a period of transition.Repairs at Mestre would be completed very shortly.

38. M.F.T. representative asked whether there were any spare men for driving the mechanical conveyors at Marghera.Provveditorato al Porto stated that they had a sufficient number of men to drive the ten conveyors, when repaired; this enabled to work two shifts on the present conveyors which were in working order. The Port could not afford the luxury of more men.Some of the crane drivers at S.Basilio could be utilised;if necessary,at Marghera.The chairman pointed out that with an additional conveyor out of action recently one of the gang ordered could not be worked because the driver was not available.The coal quay was expected to discharge additional quantities of coal every month and it was disturbing to see the coal quay down to three conveyors because of the shortage of drivers. Provveditorato al Porto promised to inquire .

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39. Port Commandant asked whether salvage position was and who was responsible for salvage. The meeting decided that the Capitaneria di Porto , normally responsible for salvage, should prepare salvage cases in exactly the same way as in peace time but that the meeting should be asked in all cases for final approval. Such approval would not be withheld lightly as the Port Committee was most anxious to see salvage work carried on.

40. Arising out of the preceeding para. Port Commandant stated that a small vessel was to be salvaged near shed N° 111 and asked whether any interruption to navigation was anticipated during salvage operations. Capitaneria di Porto said no and the operation was agreed to.

41. A.M.G. Liaison Offiver stated that as a large amount of coal was being discharged at Marghera lighters into which coal had been discharged might be unloaded into railway waggons at S. Basilio and so relieve Marghera. He suggested berth 24. Provveditorato al Porto agreed providing the particular berth had cranes suitable for grab bucket discharge. A.M.G. Liaison Officer pointed out that the cranes at berth 24 were identical with those at berth 25 where coal had been discharged in this manner.

42. Capitaneria di Porto asked the chairman whether merchant seamens' billets had been arranged which would permit him to fumigate ships. The chaiman stated that he could not make a statement that day but that the matter was well in hand.

43. The chaiman stated that they had a very long meeting. He would like if more agreed schemes could be brought before meetings and so avoid unnecessary discussion.

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BEST COPY POSSIBLE

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

Doc. 45.

Subject:- Minutes of P.C.C. Meeting

Ref:- [illegible]

To:- [illegible]
HQ. A.M.G.
REGION XI
PADUA

1. Copy of minutes dated 2 October 1945 is attached.

[illegible]
Civil Affairs Officer.
Lt. Col. A.M.G.
for Regional Commissioner

Copy to:- Movement Subplan To. S/C HQ. A/C.
Port & Warehouse Sub S/C HQ A/C
Food Sub - Commission
Venezia Province
File

2361

Minutes of the meeting of the Port Committee held at Venice on

Tuesday 2 nd October , 1945, at 09.15

The following were present:

Mr. R.H.H. Chaplin (chairman) Ministry of War Transport,
Major R.C. Powell, Port Commandant
Major G.M.M. Savage, Docks Superintendent,
Commander H.C. Aldrige, S.S.T.O.
Captain J.N. Bowes, A.M.G. Liaison Officer
Mr.A.C.Collins, W.S.A. Representative
Sub. Lieut.B.S.G. Avery, R.N.V.R., Representing RNO
Colonello G. Basile, Comandante di Porto
Capitano di Corvetta A. Frigerio, Italian Navy Liaison Officer
Signor G. Piccolo, Assistant Manager, Provveditorate al Porto.

After the chairman had made a few introductory remarks both in English and Itailan the meeting proceeded to bussness.

1. A.M.G. Representative submitted a scheme for the use of the port by the various civilian interests. In accordance with the scheme ICE was to use sheds N°s.3 - 9 for Itailan Government Miscellaneus and medical stores sheds 15 - 17 and the first floor of shed N° 103 Itailan Government (F.C.A.) foodstuff, the remaining civilian traffic to have the first floor N°s.61 and 62, also the Scomenzera Channel with the provisor that bulk grain would have to be accepted the in the Silos Berth 22 when such grain arrived. Provveditorate accepted the scheme on the understanding that it was not a rigid rule laid down permanently but would be adjusted as occasion demanded. Agreed.

2. Capitaneria di Porto pointed out that as from October ist they were responsible for safety arrangements in the port area. Before the war the Petroleum installation adopted certain precautions such as lines of buoys afound tankers discharging, and chemical and water fire equipments. He had sent a letter to NOIC on the subject. Captain Frigerio was asked to enquire and report.

3. Capitaneria di Porto raised the question of security. He had been unable to obtain so far the Carabinieri Officer and 30 men reinforcement asked for but had been given assurances on the subject in Rome. He was - however- supplying 24 hour service with Carabinieri, Guardie di Finanza and Pubblica Sicurezza plain clothed men. As soon as first floor of shed N° 17 had been placed in a state of effiviency some 15 Carabinieri would be quartered there permanently and so be on the spot. The question arose of arming the forty special constibles. Capitaneria promised to raise the question with A.M.G. security officer. Agreed.

4. Capitaneria promised Port Commandant to prepare a security scheme chart for the port as it existed pre war. Action Capitaneria.

5. On the question of security on the water front Capitano Frigerio assured Capitaneria that the motor launch situation was now easier and he would enquire whether it was not possible to allot one or more launches for the Guardia di Finanza to perform their pre war duties on this front. Action Itailian Naval Liaison Officer.

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Mr.A.C.Collins, W.S.A. Representative

Sub. Lieut.B.S.G. Avery, R.N.V.R., Representing RNO

Colonello G. Basile, Comandante di Porto

Capitano di Corvetta A. Frigerio, Italian Navy Liaison Officer

Signor G. Piccolo, Assistant Manager, Provveditorato al Porto.

After the chairman had made a few introductory remarks both in English and Itailan the meeting proceeded to business.

1. A.M.G. Representative submitted a scheme for the use of the port by the various civilian interests.In accordance with the scheme ICE was to use sheds N°s.3 - 9 for Itailan Government Miscellaneus and medical stores sheds 15 - 17 and the first floor of shed N° 103 Itailan Government (F.C.A.) foodstuff, the remaining civilian traffic to have the first floor N°s.61 and 62,also the Scomenzera Channel with the provisor that bulk grain would have to be accepted the in the Silos Berth 22 when such grain arrived. Provveditorato accepted the scheme on the understanding that it was not a rigid rule laid down permanently but would be adjusted as occasion demanded.Agreed.

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6. W.S.A. asked whether it was not possible to have Guardia di Finanza on board in order to increase security in view of the little authority of the private watchman.The Capitaneria undertook to look into the matter to report.

7. W.S.A. stated that in view of the fact that vessels no longer called at Ancona for routing it was very necessary that they should announce their expected time of arrival and draft on arrival by W.T. Capitano Frigerio stated that if ships used the ordinary commercial wave length and reported themselves by W/T such reports would be communicated to interested parties.

8. W.S.A. stated that a collier was expected at Lido for lightening on the following day and he wanted to have the assurance that Provveditorato considered itseld responsible for labour and transport of such labour.Provveditorato agreed that thsi was so.

9. WSA.asked what the tug situation was after the withdrawal of the Royal Navy; the chairman stated that in view of the signal of that day that the Empire Minnow was to be Italian manned in future he

over

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assumed that this tug would remain for the present in Venice. Capitano Frigerio stated that the tug " TITANUS " would be ready by the end of the month and the " CARLO " by the end of November.

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S E C R E T

Ref:- 2M 5

Subject:- Minutes of T.T.C. Meeting

To: - DA
HQ.A.M.G.
REGION XII
P A D O V A

1. Copy of minutes dated 25 September 1945 is attached.

J.W. Bowen Capt.
Port & Warehouse
Officer
TN.A.M.G. RGD. XII

Copy, to:- Movement Shipping TH S/C HQ A/C
Port & Warehouse TH S/C HQ A/C
Food Sub-Commission
Venezia Province
File

2359

356

MINUTES OF PORT CONTROL COMMITTEE MEETING No. 47

HELD AT 0915, Friday, SEPTEMBER 28.

Present: Ministry of War Transport Representative
Port Commandant
Dock Superintendent
Allied Military Government Representative
War Shipping Adm. Representative
A.F.H.Q. Petroleum Section Representative
S.S.T.O.
Italian Liaison Officer.

The minutes of the previous meeting were read and approved.

2. With reference to para 3 of the previous minutes, A.M.G. Representative stated that Polish troops were leaving Shed No. 4 on Saturday. Capitaneria di Porto should be informed that their quarters would be available if necessary.

3. With reference to para 5 of the previous minutes, A.M.G. Representative stated that he had seen the Electrical Officer and that the latter would see whether temporary arrangements were not possible for the 4 remaining coal conveyors.

4. With reference to para 6 of the previous minutes, A.M.G. Representative stated that he had not been able to speak to C.E.M. about the clearance of the bauxite ore from the coal quay.

5. With reference to para 7 of the previous minutes, Dock Superintendent said that Provveditorato al Porto had suggested going back to peace time working hours: 8 - 12, 13.30 - 17.30 in Winter and 8 - 12, 14 - 18 in Summer. This was agreed.

6. The Port Commandant stated that he had attended a meeting at 86 (Army) Area on the previous day in which the Provveditorato al Porto scheme for Port Passes had been approved. Provveditorato al Porto in future would issue all civilian passes, as from October 1st. Port Commandant would issue passes for Allied services and would write a letter to all concerned. One Military Police would be present in future at each gate, working with the Carabinieri. The Provveditorato al Porto Office of Labour and Passes was situated outside

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War Shipping Adm. Representative
A.F.H.Q. Petroleum Section Representative
S.S.I.O.
Italian Liaison Officer.

The minutes of the previous meeting were read and approved.

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7. Italian Liaison Officer stated that the harbour workers organisation had given assurance the day before that the workers would not go on strike even should a general strike be declared, and this would be the case also in future. Port Commandant said that in the event of harbour workers striking, German prisoners would be employed for the handling of military supplies and, if agreed, also for civilian discharge.

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8. The question of signals was raised and why signals were not being distributed as usual from Navy House. I.L.C. stated that no naval Signals were passing through the Italian Naval Service, except for Mine Sweepers messages, because F.O.I.L. had not accepted the scheme put forward that the Italian Navy should take over the Signal Service from the Royal Navy in its entirety. M.W.T. Representative stated that all his signals came from the Army and that his organisation was receiving a very generous distribution but other members were apparently receiving nothing. Port Commandant promised to take up the question of the distribution of messages and if this could not be done by the Army some other method of circulating information received by some organization and affecting others should be resorted to.

9. W.S.A. Representative asked permission to work the collier Henry Waterson on Sunday next to a finish. This was agreed.

10. The Chairman pointed out that this would be the last meeting of the Port Committee in its present form owing to the passage of the port from category 'C' to 'B', and it was decided that the first meeting of the Committee in its new form would take place at the usual time and premises, therefore on Tuesday next at 9.15. The next one would take place on Friday as usual but it was hoped that soon only one weekly meeting would be necessary. The first meeting of Berthing Committee would take place on Monday, October 1st at 10.30 in the Port Commandant's Office.

11. A.M.G. Representative suggested that ITMARE should be represented in the Port Committee. M.W.T. Representative had some doubts because if port users were to be represented on this Committee, labour would be entitled to the same treatment and he thought it would be better to leave Italian representation entirely official. This was agreed & M.W.T. Representative suggested that the Pilotage Officer, being a subordinate of Comandante del Porto should not be a member of the Berthing Committee. It was made clear that this would not prevent the Comandante di Porto to bring with him to the meetings the Pilotage Officer or any other of his departmental officers in an advisory capacity. Agreed.

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

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12. It was agreed that the distribution of notices to the Italian members of the Committee was to be sent to the Ufficio Offices of the Capitaneria di Porto and I.L.O. promised to make the necessary arrangements.

I. M. BOARD, CAPT.
PORT AND WAREHOUSE
OFFICER
TN. A.M.G. & C.C.

23

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

SECRET

Ref:- PM 5 Subject:- Minutes of F.C.C. Meeting

To:- TH
HQ. A.M.G.
REGION XII
PADUA

1. Copy of minutes dated 25 September 1945 is attached.

J.M. Bowes Capt.
Port Officer
TH. A.M.G. REG. XII

Copy to:- Movement Shipping/ TH A/C HQ A/C
Port - Warehouse TH A/C HQ A/C
Venezia Provincia
Food Distr. Commission
File

2356

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING Nº 46
HELD AT 0915 TUESDAY, 25 SEPTEMBER

Present: Ministry of War Transport Representative
Port Commandant
Dock Superintendent
Allied Military Government Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

1. The minutes of the previous meeting were read and approved with one amendment (see para 3)

2. With reference to paragraph 2, War Shipping Administration Representative said that 20 drafts could be accepted in the North Industrial Canal including Vetrococke berth and the necessary signals had now been made.

3. Allied Military Government Representative said that paragraph 4 regarding port security Carabinieri was not quite correct as the pre-war barracks were only suitable for 20 men and so other accomodation would still be necessary. This was available over Shed 17 but still needed sanitary and other facilities. It was agreed that Italian Liaison Officer would see the Capitaneria di Porto to have this attended to as soon as possible.

4. With reference to paragraph 8, Italian Liaison Officer reported that 12 hours notice had now been accepted by the crane drivers. Allied Military Government Representative asked about the electric plant and Ministry of War Transport Representative said that it was expected to be ready by the end of December. The new power station was the main factor and it was agreed that Allied Military Government Representative see Electrical Officer to have this speeded up.

6. Regarding paragraph 10, Allied Military Government Representative said he was seeing Area about having the debris cleared away. As regards the work on the damaged quay it was agreed that this was not an urgent Allied requirement and it was up to the Italian authorities to carry out the necessary work themselves if they required its use.

7. Port Commandant reported that he had agreed with S.S.T.O. to work Coasters only one shift from 8 till 1600. After discussion it was agreed that this was the normal practice but if it was found necessary more shifts would have to be worked and labour would be demanded.

8. Dock Superintendent said that if Provveditorato needed any assistance regarding handling gear on the docks Dock Superintendent would do what he could if Provveditorato applied to him.

4. With reference to paragraph 7 A.F.H.Q. Petroleum Section Representative said that he had discussed with S.S.T.O. and was informed that it would be quite in order for all ships to obtain diesel or fuel oil at Giudecca.

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

SECRET

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting

To:- TN
HQ.A.M.G.
REGION XII
PADOVA

1. Copy of minutes dated 21 September 1945 is attached.

J.M. Bowes Capt.
Port Officer
TN.A.M.G. REG.XII

Copy to:-
Movement Shipping TN S/C HQ A/C ✓
Port & Warehouse TN S/C HQ A/C
Venezia Province
Food Sub-Commission
File

2354

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING Nº. 45 HELD AT 0915, FRIDAY, 21 SEPTEMBER 45.

Present: Naval Officer in Charge
S.S.T.O.
Port Commandant
Dock Superintendent
D.A.Q.M.G.
Admiralty Berthing Officer
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and agreed.

2. With reference to paragraph 3, Admiralty Berthing Officer reported that the survey of the North Industrial Canal had now been completed but actual figures were not yet to hand. As soon as they were available he said he would inform the interested parties of the maximum draft.

3. Regarding paragraph 5, Italian Liaison Officer said that the necessary instructions had been given to the Health Authorities. Owing to a misunderstanding which had occured it was agreed that when doctors did not speak English they should be accompanied by an interpreter.

4. The security position was discussed, as pilfering was increasing and might soon become very serious. Allied Military Government Representative reported that accommodation was already available for the additional Carabinieri who had been asked for from Rome. As this accommodation is not permanent it was agreed that their old pre-war barracks be repaired. D.A.Q.M.G. reported that the whole question was under discussion at Area, and 15 Corps had been asked to provide further guards.

5. Naval Officer in Charge said that approximately 400 tons of ammunition needed dumping and a scheme was being arranged whereby this was loaded in two barges and taken out to sea and dumped.

6. Allied Military Government Representative reported that Magazine 60 at Berth 19 was being demolished in the near future by C.R.E. and said that a signal would be promulgated giving at least 24 hours notice. Port Commandant said that two guns needed moving at Berth 21 and Italian Liaison Officer said he would have this attended to.

7. A.F.H.Q. Petroleum Section Representative said that some diesel oil was arriving at Citadecca this week and asked if this was for Italian use only. It was agreed that he clear this point with his own HQ. 2353

8. War Shipping Representative said that it was possible to work colliers on the same day as they arrived, both Provveditorato and Capitaneria were willing, but the crane driver refused to work without 24 hours notice, which it was n't always possible to give. It was agreed that Naval Officer in Charge

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Admiralty Berthing Officer
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and agreed.

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3. Regarding paragraph 5, Italian Liaison Officer said that the necessary instructions had been given to the Health Authorities. Owing to a misunderstanding which had occured it was agreed that when doctors did not speak English they should be accompanied by an interpreter.

4. The security position was discussed, as pilfering was increasing and might soon become very serious. Allied Military Government Representative reported that accommodation was already available for the additional Carabinieri who had been asked for from Rome. As this accommodation is not permanent it was agreed that their old pre-war barracks be repaired. D.A.Q.M.G. reported that the whole question was under discussion at Area, and 15 Corps had been asked to provide further guards.

5. Naval Officer in Charge said that approximately 400 tons of ammunition needed dumping and a scheme was being arranged whereby this was loaded in two barges and taken out to sea and dumped.

6. Allied Military Government Representative reported that Magazine 60 at Berth 19 was being demolished in the near future by C.R.E. and said that a signal would be promulgated giving at least 24 hours notice. Port Commandant said that two guns needed moving at Berth 21 and Italian Liaison Officer said he would have this attended to.

7. A.F.H.Q. Petroleum Section Representative said that some diesel oil was arriving at Giudecca this week and asked if this was for Italian use only. It was agreed that he clear this point with his own HQ. 2353

8. War Shipping Representative said that it was possible to work colliers on the same day as they arrived, both Provveditorate and Capitaneria were willing, but the crane driver refused to work without 24 hours notice, which it was n't always possible to give. It was agreed that Naval Officer in Charge see the Provveditorate and see if the position could be rectified

9. Ministry of War Transport Representative said that he had had a meeting with the Capitaneria di Porto re port tariffs, as the position had now changed and the national tariff was to apply to Venice.

10. Minister of War Transport Representative said that there are still heaps of German bauxite at Marghera which need clearing. Allied Military Government Representative said that he would see C.E.M. in order to have this disposed of. Minister of War Transport Representative also said that the tracks at A guny needed cleaning as they were causing many breakdowns. Italian Liaison Officer said that he would have this attended to.

11. Naval Officer in Charge said that he would like to turn over the chairmanship of the Committee to Ministry of War Transport Representative, who agreed to do this.

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

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ps 5

Subject:- Minutes of P.C.C.Meeting.

To:-

To
HQ A.M.G.
REGION XII
Padova

1) Copy of minutes dated 16 and 18 Sept.45 are attached.

J.M.Bowes Capt.
J.M.BOWES Capt.
Port Officer
TH AMG REG XII

Copy to:- Movement Shipping TH S/C HQ A/C
" " Port & Warehouse TH S/C HQ A/C
" " Food Sub-Commission
" " Venezia Province
" " File

2352

558

SECRET

Minutes of Port Control Committe Meeting N°44

held at 0915, Tuesday, 18 September.

Present: Naval Officer in Charge
S.S.T.O.
Port Commandant
Dock Superintendent
Admiralty Berthing Officer
Allied Military Government Representative
Staff Captain (Movements)
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and approved, paragraph 2 being amended and re-issued.

2. Naval Officer in Charge said that the Minesweepers had now completed the work in which they had been engaged for the past four months, and the channel to the Lido entrance was now clear.

3. Staff Captain (Movements) said that civilian authorities had asked whether it was possible to berth ships in the North Industrial Canal, thus raising the question of whether ships could be allowed to berth in unsurveyed places. After discussion it was agreed to leave this question to the Berthing Committee for decision.

4. War Shipping Administration Representative said that the Provveditorato al Porto had approached him regarding the payment of quay labour when military coal cargoes were discharged. Dock Superintendent reported that he had referred this question to his finance authorities and would clear this point up as soon as a reply was received.

5. A.F.H.Q. Petroleum Section Representative said that the boarding of ships by Health Officers was not satisfactory, and after discussion it was agreed that instructions to Health authorities should be that ships coming from suspected areas, and not solely suspected ships, be boarded at the Lido entrance. Italian Liaison Officer agreed to see the Health authorities and have that done.

6. A.F.H.Q. Petroleum Section Representative asked if soundings at Taglietto were yet available. These were given by Admiralty Berthing Officer and it was agreed that 25' drafts could now be taken there. "BIASCA" and "RIAP" basins were also reported as capable of taking 25' drafts.

7. S.S.T.O. reported that he had now agreed to de-requisition the I.W.T. lighter pool.

8. S.S.T.O. said that none of the oil cargo ships have gas proof lighting and this cannot be provided by him or by the Army. He suggested that beyond only work these ships from 6 to 6 unless any special circumstances arose. It was agreed that the interested parties have a further meeting and send off an agreed signal.

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

2351

War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and approved, paragraph 2 being amended and re-issued.

2. Naval Officer in Charge said that the Minesweepers had now completed the work in which they had been engaged for the past four months, and the channel to the Lido entrance was now clear.

3. Staff Captain (Movements) said that civilian authorities had asked whether it was possible to berth ships in the North Industrial Canal, thus raising the question of whether ships could be allowed to berth in unsurveyed places. After discussion it was agreed to leave this question to the Berthing Committee for decision.

4. War Shipping Administration Representative said that the Provveditorato al Porto had approached him regarding the payment of dump labour when military coal cargoes were discharged. Dock Superintendent reported that he had referred this question to his finance authorities and would clear this point up as soon as a reply was received.

5. A.F.H.Q. Petroleum Section Representative said that the boarding of ships by Health Officers was not satisfactory, and after discussion it was agreed that instructions to Health authorities should be that ships coming from suspected areas, and not solely suspected ships, be boarded at the Lido entrance. Italian Liaison Officer agreed to see the Health authorities and have that done.

6. A.F.H.Q. Petroleum Section Representative asked if soundings at Taglialato were yet available. These were given by Admiralty Berthing Officer and it was agreed that 25'drafts could now be taken there. "BRACA" and "BIAP" basins were also reported as capable of taking 25'drafts.

7. S.S.T.O. reported that he had now agreed to de-requisition the I.W.T. lighter pool.

8. S.S.T.O. said that none of the oil cargo ships have gas proof lighting and this cannot be provided by him or by the Army. He suggested that they only work these ships from 6 to 6 unless any special circumstances arose. It was agreed that the interested parties have a further meeting and send off an agreed signal.

Capt Tosi The understanding was (at Nadbo) that Italian Medical Officers will board all Ships operating within Mediterranean

Ministry of Marine informed 25/9 Preston

Lfi

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

2351

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING N° 43 HELD AT 0915 , SUNDAY, 16 SEPTEMBER 1945

Present: Naval Officer in Charge
Area Commander
S.S.T.O.
Port Commandant
Dock Superintendent
Commanding Officer ,N° 1Port Operating Group
A.Q.M.G., Movements 13 Corps
Admiralty Berthing Officer
Allied Military Government Representative
Staff Captain (Movements)
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

2358

The minutes of the previous meeting were read and approved.

2. Area Commander said that large and valuable cargoes were still being received and it was our responsibility to discharge, guard and clear these cargoes.Naval Officer in charge reported that the Italian authorities have an adequate signal organisation ready to be put into operation as soon as the Naval party is withdrawn.After a long discussion it was agreed that it was acceptable for the Port to be classified as "A" on 1st October 1945.

This is likely to be postponed

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394 Secret

Ref: PW 5

Subject:- Minutes of P.C.C. Meeting.

To:- TN
HQ A.M.G.
REGION XII
VALCVA

1) Copy of Minutes dated 14 September 1945 is attached.

J.M.BOWIE Capt.
Port Officer
TN A.M.G. REG XII

Copy to:- Movement Shipping TN S/C HQ A/C
" " Port & Warehouse TN S/C HQ A/C
" " Venezia Province
" " Food Sub-Commission
" " File.

2349

SECRET

Minutes of Port Control Committee Meeting No 42

held at 0915, Friday, 14 September

Present : Naval Officer in Charge
S.S.T.O.
Port Commandant
Dock Superintendent
Admiralty Berthing Officer
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and approved with the amendment of paragraph 5 to read "end of October" and not 10th of October", though Italian Liaison Officer reported that everything was being done to make this date earlier.

2. With refernce to paragraph 4, Naval Officer in Charge pointed out that warships not carrying a doctor and auxiliaries must conform to the rules of the port the same as Merchant Shipping.

3. War Shipping Administration Representative reported that the coal commitment for October was 69,000 tons. It was agreed that this increased tonnage could be discharged and cleared if the additional rolling stock promised was forthcoming.

4. Naval Officer in Charge reported that apart from S.S.T.O. and N.C.S.O., Naval activities could be almost finished tomorrow. There appeared to be only two questions which needed settling before a definite recommendation could be made regarding re-classification to Category "B" and then to Category "A" very soon afterwards; the question of signal traffic, both internal and external, and the question of police. Naval Officer in Charge said he would look into these matters before the next meeting which was fixed for Sunday, 16 September.

5. War Shipping Administration Representative asked if it was possible to have ships brought from Trieste earlier, as an hour or two would make all the difference to discharging. Naval Officer in Charge said he would ask Trieste.

6. Regarding paragraph 3 of the previous minutes, Dock Superintendent's Representative reported that sufficient quay space had now been cleared to meet Allied Military Government's requiremets

7. port Port Commandant asked if it was agreed that there should be no working this Sunday, except the clearance of the coal quay. This was agreed.

8. A.F.H.Q. Petroleum Section Representative said that two tankers had not contacted their escort at No.5 buoy, thus causing delay. Naval Officer in Charge said that the escorts had not found it possible owing to the weather, and added that now that the channel was so wide and a lightship was being put there, permission was being asked to withdraw escorts.

9. Naval Officer in Charge said that his boat pool was

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

Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and approved with the amendment of paragraph 6 to read "end of October" and not 10th of October", though Italian Liaison Officer reported that everything was being done to make this date earlier.

2. With reference to paragraph 4, Naval Officer in Charge pointed out that warships not carrying a doctor and auxiliaries must conform to the rules of the port the same as Merchant Shipping.

3. War Shipping Administration Representative reported that the coal commitment for October was 69,000 tons. It was agreed that this increased tonnage could be discharged and cleared if the additional rolling stock promised was forthcoming.

4. Naval Officer in Charge reported that apart from S.S.T.O. and N.C.S.O., Naval activities could be almost finished tomorrow. There appeared to be only two questions which needed settling before a definite recommendation could be made regarding re-classification to Category "B" and then to Category "A" very soon afterwards; the question of signal traffic, both internal and external, and the question of police. Naval Officer in Charge said he would look into these matters before the next meeting which was fixed for Sunday, 16 September.

5. War Shipping Administration Representative asked if it was possible to have ships brought from Trieste earlier, as an Hour or two would make all the difference to discharging. Naval Officer in Charge said he would ask Trieste.

6. Regarding paragraph 3 of the previous minutes, Dock Superintendent's Representative reported that sufficient quay space had now been cleared to meet Allied Military Government's requirements

7. Port Port Commandant asked if it was agreed that there should be no working this Sunday, except the clearance of the coal quay. This was agreed.

8. A.F.H.Q. Petroleum Section Representative said that two tankers had not contacted their escort at N°.5 buoy, thus causing delay. Naval Officer in Charge said that the escorts had not found it possible owing to the weather, and added that now that the channel was so wide and a lightship was being put there, permission was being asked to withdraw escorts.

9. Naval Officer in Charge said that his boat pool was being handed over to the Itlians and asked that anyone who had boats in that pool let him know their requirements and they would be forthcoming from the Italian authorities.

10. Italian Liaison Officer raised the question of passes into the Marittima dock area, the trouble being that too many passes had been issued in the first place. After discussion it was agreed that Provveditorato al Porto should prepare new docks pass scheme for approval.

558

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

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref:PW 5

Subject: Minutes of P.C.C. Meeting.

To:- TN
HQ A.M.G.
REGION XII
PADOVA

1) Copy of Minutes dated 11 September 1945 is attached.

J.N.BOWES Capt.
Port Officer
TN A.M.G. REG XII

Copy to:- Movement Shipping TN S/C HQ A/C
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File

Food.

2347

SECRET

Minutes of Port Control Committee Meeting N°41 held

at 0915, Tuesday, 11 September 1945

Present : Port Commandant

S.S.T.O.
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Naval Control Service Officer
Italian Liaison Officer

In the absence of Naval Officer in Charge, the chair was taken by Port Commandant.

2. With reference to paragraph 5, War Shipping Administration Representative reported the actual coal commitment for September as 43,000 tons.

3. Regarding paragraph 2, Admiralty Berthing Officer said that soundings of the Scomenera Canal were now available and he would pass them to the Port Commandant. Port Commandant said that Allied Military Government wished to berth Schooners in the Scomenera Canal and Dock Superintendent's Representative said that he would look into the possibilities.

4. Port Commandant reported that the Port Health and Sanitary services had been taken over by the Italians. Bills of Health would now be issued to all ships by Health Officers who would go on board at the Lido.

5. Port Commandant said that he had held another meeting with Provveditorato al Porto concerning labour and the general working of the port, pointing out to him that the position must improve or it would have to be taken to higher authorities. The main troubles were lack of supervision and double-manning of labour at times, this resulting in Dock Superintendent's requirements not being met. Port Commandant said that one representative of the Syndicate and one Representative of the Provveditorato al Porte were now working with the Dock Superintendent in order to rectify anything unsatisfactory.

2346

6. With reference to paragraph 6, S.S.T.O. asked whether the small tugs would handle traffic if Naval tugs were withdrawn. Italian Liaison Officer said that the larger Italian tugs "Titanus" and "Carlo" might be ready by the end of October, but he hoped to be able to give a definite date at the next meeting.

7. A.F.H.Q. Petroleum Section Representative asked if soundings could be taken at Tagliabue, Margnera, in order that it might be seen whether bigger drafts than 24' could be taken. In view of the danger of mines being still present it was agreed that H.Q.S.O. look into the possibility of tankers going there and Admiralty Berthing Officer to obtain soundings.

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

A.F.H.Q. Petroleum Section Representative
Naval Control Service Officer
Italian Liaison Officer

In the absence of Naval Officer in Charge, the chair was taken by Port Commandant.

2. With reference to paragraph 2, War Shipping Administration representative reported the actual coal commitment for December as 43,000 tons.

3. Regarding paragraph 2, Admiralty Berthing Officer said that a number of the Pozzuoli Canal were now available and he would pass them to the Port Commandant. Port Commandant said that Allied Military Government wished to berth Scroconers in the Pozzuoli Canal and Dock Superintendent's Representative said that he would look into the possibilities.

4. Port Commandant reported that the Port Health and Sanitary services had been taken over by the Italians. Bills of Health would now be issued to all ships by Health Officers who would go on board at the time.

5. Port Commandant said that he had held another meeting with Provveditorato at Porto concerning labour and the general working of the Port, and had come to the conclusion that the position must be one of which there should be taken to Higher Authorities. The main trouble was lack of supervision and authorities. The main trouble was lack of supervision and discipline amongst labour at present, this resulting in Dock Superintendent's requirements not being met. Port Commandant said that one representative of the Syndicate and one representative of the Provveditorato at Porto were now working with the Dock Superintendent in order to rectify anything unsatisfactory.

2346

6. With reference to paragraph 6, A.F.H.Q. asked whether the small tugs could handle traffic if Naval tugs were withdrawn. Italian Liaison Officer said that the larger Italian tugs "Titanus" and "Carlo" might be ready by the end of October, but he hoped to be able to give a definite date at the next meeting.

7. A.F.H.Q. Petroleum Section Representative asked if soundings could be taken at Tagliabue, Margherra, in order that it might be seen whether bigger drafts than 24' could be taken. In view of the danger of mines being still present it was agreed that M.C.S.O. look into the possibility of tankers going there and Admiralty Berthing Officer to obtain soundings.

already sent abd extract as marked X. to Inspect. of Port operations 21/9 A Turton

X Capt Todi - should this be pointed out to Col Lanicelo as there must be some reasons for these complaints?

Good

LR

558

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

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

S E C R E T

Subject: Minutes of P.C.C. Meeting

Ref:PW 5

TO: TN
HQ. A.M.G.
REGION III
P A D O V A

1. Copy of minutes dated 7 September 1945 is attached.

J.M. Bowen capt;
Port Officer
TN.A.M.G. REG. 111

Copy to:- Movement Shipping TMS/C HQ.A/C ✓
" " Port & Warehouse TN S/C HQ AC
" " Venezia Provlnce
" " Food Sub- Commission
" " File

2265

550

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

SECRET.

MINUTES OF PORT CONTROL COMMITTEE MEETING No.40 Held AT 0915, FRIDAY, 7th SEPTEMBER 1945

Present: Naval Office in Charge
Port Commandant
Admiralty Berthing Officer
Dock Superintendent & Representative
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Representative
Italian Liaison Officer.

The minutes of the previous meeting were read and approved.

2. With reference to paragraph 4, Admiralty Berthing Officer said that the last survey of the Scomenzera and was carried out in 1942 and so another was being made and it was expected that this would be to hand the following day.

3. Regarding paragraph 6, Ministry of War Transport Representative said that though the final decision regarding tariffs would have to come from Rome, he thought that the interested parties in Venice should be able to make their proposals before this was reached. After discussion it was agreed to send the following signal. From NAVCO Venice to MEDLO (R) ALCOM. "Port inbout tariffs are being studied. Request permission to make recommendations on this subject. Agreed Control Committee".

4. With reference to paragraph 5, Port Commandant reported that a large amount of pilferage was still continuing and it was impossible to obtain Provost personnel. Italian Liaison Officer reported that 1 officer and 50 Carabinieri were being sent for Port Guard duties. It was agreed that a signal be sent requesting this number be augmented considerably if practicable.

Capt Tosi Any idea if these have arrived in Venice? LB

5. Naval Officer in Charge said that the Commander in Chief was not satisfied that all mines in the Vittorio Emeuele canal had been swept and that therefore every effort should be made to discharge as far as possible at Venice instead of Marghera. After discussion it was agreed that in view of the heavy commitments for September, such as at least 25000 tons of coal, it was impossible to deal with this at Venice, even if discharge to railway cars and barges went on at the same time. It was agreed that ships could bunker in Venice instead of Marghera. It was also agreed considered necessary for periodical sweeping of the channel from Lido to Marghera.

6. Naval Officer in Charge reported that arrangements were in hand to requisition several small tugs for harbour duties as these would be especially necessary during the winter months.

7. Port Commandant read a letter which he had received the main point of which was that work on Sundays should be discontinued, except in exceptional cases. It was agreed that the Port Control Committee could decide at Friday meetings what were exceptional cases and that anything later than that could be decided by the Port Commandant.

8. Italian Liaison Officer raised the question of trucks for transporting stevedores between Venice and Marghera. Allied Military Government representative said that trucks had been supplied by them and were now being run by the Italian autorities at a controlled hire price.

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING No.39

HELD AT 0915, TUESDAY, 4 SEPTEMBER 1945

Present: Naval Officer in Charge
S.B.O. T.O.
A.A. & Q.M.G. (8th Area ARMY)
Port Commandant
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Representative.

1. The minutes of the last meeting were read and approved.

2. With reference to paragraph 5, Port Commandant reported that by that evening all the coal on the quay should be cleared.

3. Naval Officer in Charge said that the Commander in Chief, Mediterranean was visiting on Thursday, 6 th September and would be in Venice from 1000 to 1300. No programme had yet been arranged, but he hoped that the Port Committee would be able to meet the Commander in Chief, possibly at berth 24.

4. Port Commandant asked when dredging at berth 16 would be completed. Admiralty Berthing Officer said that he would ascertain the probable date. Port Commandant also asked what was the depth of water in the Scomenzera Canal and Admiralty Berthing Officer said that he would find out through the hydrographic officer.

5. Port Commandant said that a great deal of coal being stolen from barges owing to the inadequacy of the guards. A.A. & Q.M.G. said that there was a very great shortage of Provost personnel, and men couldn't be spared for what was really an Italian Commitment. It was agreed that the Capitaneria di Porto should set up his own organisation, and Allied Government Representative said that he would see about having this force armed. Port Commandant said that he understood from the A.A.M. that he would supply a patrol until others men could be raised, but A.A. & Q.M.G. could not verify that at the moment.

6. Ministry of War Transport Representative said that he had received a list of tariffs from Capitaneria di Porto which had been agreed by the local authorities but by no one else. Allied Military Government Representative said that he had not seen those tariffs, but he had submitted his own proposals to Rome but as yet had no approval. After discussion it was agreed that Ministry of War Representative forward these local tariffs to AMMG with his suggestions and also send a copy to Allied Military Government.

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

SECRET

Subject:- Minutes of P.C.O. Meeting

No 1:- PW 5

To:- TH
HQ. A.M.G.
VENICE (2)
PADUA

1. Copy of minutes dated 31 August 45 are attached.

J.M.Bowes capt.
Port Officer
TH. A.M.G. RHD. XII

4 September 45.

Copy to:- Movement Shipping TH.A/C HQ AG
" " Port & Warehouse TH A/C HQ AG
Venezia Province
" " File

2342

558

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

MINUTES OF PORT/CONTROL COMMITTEE MEETING

No. 38 HELD AT 0915, FRIDAY 31st

AUGUST 45

SECRET

Present: Naval Officer in Charge
S.S. T.O.
A.A. & Q.M.G., 56 (ARMY) Area
Port Commandant
Admiralty Berthing Officer
Dock & Superintendent's Representative
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
Italian Liaison Officer.

The minutes of the previous meeting were read and approved.

2. With reference to paragraph 7. Ministry of War Transport Representative said that this daily state was now being signalled and A.A. & Q.M.G. said that it would be particularly valuable now as clearance was not expected to be as speedy as previously. He said that transport was the trouble, but it was hoped that extra drivers would be obtained in the near future. Port Commandant raised the point that tonnage was being reduced to 600 tons a day as from 3rd September, and that the Port might be reclassified on 1st October. After discussion it was agreed to wait a week and review the position then.

3. Ministry of War Transport Representative said that coal discharge at Marciana in the last three days had been 8300 tons and with such big discharges, the difficulty was transporting it away, owing to the shortage of trucks. Port Commandant said that the rolling stock position was expected to improve shortly. Ministry of War Transport Representative also said that in order to work the ships evenly it was sometimes necessary to work a third shift, and though labour had always been available as yet, there was a definite shortage of crane drivers. It was agreed that the Provveditorato at Porto be asked to have further men trained as crane drivers.

4. Ministry of War Transport Representative said that out of 20 bags of rice which had been discharged and left overnight on the quay, 4 had been stolen. Port Commandant said that it was not possible to remove everything from the quay, but if they could be told beforehand of any special items, they would be moved. There is no possibility of increasing the guard, but it was agreed that the Customs guards be instructed to keep a more careful watch.

2341

558

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

S E C R E T

Subject:- Minutes of P.C.C. Meeting

Ref:- PW 5

To: - TN
HQ.A.M.G.
REGION XII
P A D O V A

1 Copy of minutes dated 28 August 45 are attached.

J. M. Bowes capt.
Port Officer
TN. A.M.G. REG. XII.

31 August 45

Copy to: - Movement Shipping TN.S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File

23458

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING NO. 37 HELD

AT 0915, TUESDAY, 28 th AUGUST.

Present: Naval Officer in Charge
Port Commandant's Representative
Admiralty Berthing Officer
Dock Superintendent's Representative
Ministry of War Transport Representative
War Shipping Administration Representative
Italian Liaison Officer
Allied Military Government Representative

The minutes of the previous meeting were read and approved.

2. With reference to paragraph 3, War Shipping Administration Representative said that the capacity of these silos had been confirmed as 6000 tons and would be increased to 15000 tons by the middle of September. Naval Officer in Charge said that Officer in Charge of Docks had examined all discharge arrangement and was quite satisfied that the machinery was adequate to discharge any ship.

3. Concerning paragraph 2, Admiralty Berthing Officer said that suitable space for the bunker coal had been allocated in No 1 Basin. Allied Military Government Representative pointed out that there was only one night-watchman there, and it was decided that Italian Liaison Officer should ask Capitaneria di Porto if the guard could be increased.

4. Allied Military Government Representative said that bulk wine ships were expected shortly and he asked if they could be discharged at A4 quay in No.1 basin at Margherra. Naval Officer in Charge said that there was no objection.

5. Ministry of War Transport said that he understood that future dredging would be mainly on Italian commitment and asked if there was any objection to his approaching Allied Military Government for a certain amount to be done. Naval Officer in Charge said that if Ministry of War Transport was quite satisfied about the position there was no objection.

6. War Shipping Administration Representative asked if the silos at Berths 22 and 23 could be cleared and cleaned. Allied Military Government Representative said that the grain there was drying and would be removed shortly.

7. Ministry of War Transport Representative said that the Italian Authorities asked whether they could now signal details of ships, such as time of arrival and departure, daily state, cargoes etc. It was agreed that all ships movements could be given except major warships, and that details of civilian and but not military cargoes could be given. Naval Officer in Charge said that this should be put into operation at once and Italian Liaison Officer said that he would see to it.

552

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

SECRET

Ref:- PW 5

Subject:-Minutes of P.C.C. Meeting

To: - TN
HQ.A.M.G.
REGION XII
PADOVA

1 Copy of minutes dated 24 August 45 are attached.

J.M.Bowes Capt.
Port officer
TN. A.M.G. REG.XII

28 August 45

Copy to: Movement Shipping TN. S/C HQ AC
" " Port & War House TN.S/C HQ AC
" " Venezia Province
" " File

2338

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

SECRET:

MINUTES OF THE PORT CONTROLCOMMITTEE MEETING No. 36 HELD

AT 0915, FRIDAY, 24 th AUGUST

Present: Naval Officer in Charge
D.S.T.O.
Port Commandant
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Transport Representative
Non-Shipping Rehabilitation Representative
A.D.M.E. Petroleum Section Representative.

1. The minutes of the previous meeting were read and approved.

2. With reference to paragraph 9 of the minutes, Port Commandant said that another transport or would be available next week, but he would look into the matter still further.

3. Regarding the capacity of the silos at berths 22 and 23, Shipping Rehabilitation Representative said that the maximum figure at the moment was 2500 tons, but work repairs were made to the roof, which he reported would be done within the next week, this could be brought up to 3000 tons. Allied Military Government Representative queried whether the machinery was adequate for loading direct from Liberty ships, and after discussion it was agreed that Naval Officer in Charge obtain a complete report on the method and the machinery of discharge. from Officer in Charge of Works.

4. Port Commandant said that he had been received from A.F.H.Q. postponing the re-classification of the Port as a category "A" Port. Naval Officer in Charge said that he did not think this would affect the reduction of the Naval party, though he still had no information.

5. Ministry of War Transport Representative said that he was expecting 2000 to 3000 tons of bunker coal arriving at the end of the month, and wanted to be certain that storage space would be available. It was agreed that he go, together with the Port Commandant, and ensure a suitable place.

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

SECRET

Subject: Minutes of P.C.C. Meeting

Ref:-PT 5

To:- TN
HQ. A.F.H.Q.
REGION XII
PADUVA

1 Copy of minutes dated 21 August 45 are attached.

J.M. Bruce Capt.
Port Officer
TN.AF.H. HQ. XII

24 August 45

Copy to: Movement Shipping TN.S/C HQ AC ✓
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File

2336

338

MINUTES OF PORT CONTROL COMMITTEE MEETING No.35

HELD AT 0915, Tuesday, 21 AUGUST 1945

Present: Naval Officer in Charge
Area Commander
Brigadier Lucas-Philips
S.S.T.O.
Port Commandant
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Representative
War Shipping Administration Representative
A.F.H. Petroleum Section Representative
Lieutenant Commander A.A.Collins, R.N.V.R.
Allied Commission, Port Warehouses (Lt.Lester)
Italian Liaison Officer

The minutes of the previous meeting were read and approved.

2. Naval Officer in Charge presented details of the instructions which we had received for reducing the Port from category "C" to category "B". This amounted to a minimum operation and signals staff to assist Ministry of War Transport and Port Commandant to run the Port-S.S.T.O. and N.O.I.C. would not be affected. He gave September 1st as the earliest date, but the actual date was not yet known. Port Commandant said that the possibility had arisen of the Army not reducing until November 1st, but it was agreed that it was advisable to make all necessary arrangements now, so as to be ready whenever the change came.

3. The proposed scheme of Port Organisation was discussed and it was agreed that the representative of Movements and Transportation be bracketed at the head with Ministry of War Transport and also on the Berthing Commission; also that the English Military Police be delected. As regards the Chairmanship of the Berthing Committee, it was agreed that it should be held by Port Commandant and not Capitaneria di Porto.

4. Naval Officer in Charge said that regarding the questio of Port Security, the Navy were examinating the possibility of having small craft on patrol at the lagoon entrances.

5. S.S.T.O. said that Inland Water Transport had requeste to de-requisition the lighter pool, stating that in an emergency they could always provide W.D. craft or obtain lighters. After discussion it was agreed that the de- requisitioning could be carried out provided that 1500 to 3000 tons could be available at 48 hours notice.

6. Allied Military Government Representative raised the question of warehousing and it was decided that no hard and fast rules could be made at the present, except that all quay warehouses should be used only as transit warehouses and not as storage depots.

7. War Shipping Administration Representative said that there had been some difficulty over the transport of stevedores to and from Marghera. Dock Superintendent's Representative said that this always be arranged by him through S.&T. but only when

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

Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Representative
War Shipping Administration Representative
A.F.H. Petroleum Section Representative
Lieutenant Commander A.A.Collins, R.N.V.R.
Allied Commission, Port Warehouses (Lt. Lester)
Italian Liaison Officer

The minutes of the previous meeting were read and approved.

2. Naval Officer in Charge presented details of the instructions which we had received for reducing the Port from category "C" to category "E". This amounted to a minimum operation and signal staff to assist Ministry of War Transport and Port Commandant to run the Port-S.S.T.O. and N.O.I.C. would not be affected. He gave September 1st as the earliest date, but the actual date was not yet known. Port Commandant said that the possibility had arisen of the Army not reducing until November 1st, but it was agreed that it was advisable to make all necessary arrangements now, so as to be ready whenever the change came.

3. The proposed scheme of Port Organisation was discussed and it was agreed that the representative of Movements and Transportation be bracketed at the head with Ministry of War Transport and also on the Berthing Commission; also that the English Military Police be selected. As regards the Chairmanship of the Berthing Committee, it was agreed that it should be held by Port Commandant and not Capitaneria di Porto.

4. Naval Officer in Charge said that regarding the questio of Port Security, the Navy were examinating the possibility of having small craft on patrolut the Lagoon entrances.

5. S.S.T.O. said that Inland Water Transport had requeste to de-requisition the lighter pool, stating that in an emergency they could always provide W.D. craft or obtain lighters. After discussion it was agreed that the de- requisitioning could be carried out provided that 1500 to 3000 tons could be available at 48 hours notice.

6. Allied Military Government Representative raised the question of warehousing and it was decided that no hard and fast rules could be made at the present, except that all quay ware= houses should be used only as transit warehouses and not as storage depots.

7. War Shipping Administration Representative said that there had been some difficulty over the transport of stevedores to and from Marghera. Dock Superintendent's Representative said that this always be arranged by him through S.&T. but only when asked for, giving at least 24 hours notice.

8. War Shipping Administration Representative asked if there was any possibility of increasing the allocation of rail= way trucks. Port Commandant said that he had taken the matter up with 13 Corps and everything possible was being done.

9. Regarding the question of the Transporters at Marghera which had already been referred to C.R.E., Area Commander said he would see them again.

10. The capacity of the silos at berths 22 and 23 was queried and Naval Officer in Charge said that he would obtain an Intelligence Report.

11. War Shipping Administration Representative raised the question of tariffs, on which no uniform ruling had yet been given. SS S. T.O. said that he had written to A.F.H.Q. but was still awaiting definite instructions.

12. [illegible]

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

12 A.F.H.Q. Petroleum Section Representative said that ship to ship discharges would finish on September 1st, and the buys at the Lido would no longer be required.

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

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

S E C R E T

Subject: Minutes of P.C.C. Meeting

Ref:- FW 5

To: - TN
HQ. A.M.G.
REGION XII
P A D O V A

1 Copy of minutes dated 14 August are attached.

A.M. McClure Major R.A.
Port Officer
TN. A.M.G. REG. XII

21 August 45.

Copy to: Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File

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

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MINUTES OF PORT CONTROL COMMITTEE N° 34

HELD AT 0915, TUESDAY, 14th AUGUST.

Present: Naval Officer in Charge
Area Commander
Port Commandant
S.S.T.O. Representative
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Representative
War Shipping Administration Representative

The minute of the previous meeting were read and approved.

2 Naval Officer in Charge said that the hydrographic survey of the West Industrial Canal had now been completed and that Liberty Ships lightened up to 24 ft. could be accepted there. He pointed out, however, that it was inadvisable to move ships around there and that lighters would have to be used.

3 Ministry of War Transport Representative asked for lightening berths inside the harbour and Admiralty Berthing Officer said that they could use the buoys at the Lido. Naval Officer in Charge said that one berth would be available near Navy House, but the dredging report was still awaited. He said it would take approximately 40 days to dredge the channel to Marghera to a depth of 28 ft. Naval Officer in Charge said that the dredging of 16 Berth should not be a big task and that would give another lightening berth.

4 With reference to paragraph 6 of the previous meeting's minutes, the Area Commander said that the position had now been amicably settled.

5. Port Commandant presented the minutes of a meeting which had been held to discuss the working of the Port when Venice commences to operate as a category "B" port. It was decided to leave discussion of any points arising from this meeting until the next meeting. Naval Officer in Charge pointed out that when the port did change category, Ministry of War Transport would be Chairman of Port Control Committee.

6 Naval Officer in Charge said that the minesweepers were now working at Chioggia in connection with barge traffic from the Brenta river.

7 Naval Officer in Charge thanked Lieut.Col.David Curtis Royal Fusiliers, for the able manner in which he had carried out his duties as Port Commandant. Area Commander concurred. Mr. Collins joined the Committee as War Shipping Administration Representative.

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

SECRET

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting.

To: - TN
HQ. A.M.G.
REGION X 11
Padova

1 Copy of minutes dated 10 August are attached.

A.M. Mc Clare Major R.A.
Port Officer
TN.A.M.G. REG. XII

14 August 45

Copy to:- Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File

2392

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

(3)

MINUTES OF PORT CONTROL MEETING NO.33

HELD AT 0915, FRIDAY, 10 th August.

Present:

Naval Officer in Charge
Area Commander
Port Commandant
A.P.M.O.
Lt.Commander Harding (A.T.O.)
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Transport Representative
Mr.Murphy (War Shipping Administration)
A.F.H.Q. Petroleum Section Representative
A.A. and D.M.G. 6b Area

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1. The minutes of the previous meeting were read and approved.

2. Naval Officer in Charge said that all mines had now been cleared from the Maritime.

3. Admiralty Berthing Officer gave the programme for the "Valentia" and the "Ardisen", both of which ships were being sailed to Trieste on Sunday, 12th August.

4. It was decided that the possibility of berthing Liberty ships, which might arrive with grain, in the West Industrial Canal, be further investigated. Admiralty Berthing Officer gave the depth opposite Chiarbola as 24 feet.

5. Allied Military Government Representative asked if it would be possible to use berth 10 now that the Maritime was fully swept. Naval Officer in Charge said that Liberties could berth there, but only if lightened to 27ft. This raised the point as to whether it would be worth while dredging, and Port C Commandant said that if there was any question of priority he wanted the channel to Barcola dredged first. It was decided that the times and work involved be investigated before coming to any decision.

6. Regarding the roads at Barcola which had been requisitioned by the Petrol Depot, Port Commandant said, he had had no success, and it was agreed that the Area Commander go and see them.

7. Ministry of War Transport Representative raised the question of tallying ships' cargoes. Dock Superintendent's representative said that they were checked when delivered, but there was no actual check in the ships' cargoes. It was agreed that there was no objection to the Italian authorities checking civilian cargoes.

2331

Maj Boyett to file

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

SECRET

Ref

Ref:= PW 5

Subject: Minutes of P.O.C.Meeting

To: = T N
HQ A.M.G.
REGION XII

P a d o v a

1 - Copy of Minutes dated 31 July are attached.

J.N. Bowes Capt.
Port Officer
TN A.M.G. REG. XII

3 August 45

Copy to: - Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File

2330

558

MINUTES OF CONTROL COMMITTEE MEETING NO 30

HELD AT 0915, TUESDAY, 31 JULY

33

Present: Naval Officer in Charge
Area Commander
Port Commandant's Representative
Admiralty Berthing Officer
Sea Transport Officer's Representative
Dock Superintendent's Representative
Allied Military Government Representative
Ministery of War Transport Representative
War Shipping AdministrationR Representative
Mr. Daly(War Shipping Administration)
A.F.H.Q. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and approved .

2. Naval Officer in Charge said that the attempt to raise the "Otto Leonhardt" had failed. Another attempt would be made before the 4 th August. With reference to paragraph 6 of the minutes of the previous meeting , Naval Officer in Charge said that the pilots were of the opinion that the berth in question was quite good provided ships were well secured.

3. Port Commandant's Representative said, that some bulk grain ships were expected shortly. It was not known whether the grain would be bagged on board or afloaded in bulk. After discussion it was decided to ask for a report on the capacity, etc., of the Chiari Mill and a hydrographic survey of the West Industrial Canal. In view of the possibility of the ships going to Trieste it was decided to to investigate the matter before the next meeting.

4. A.F.H.Q. Petroleum Section Representative said that that too many tankers were being called forward. It was decided that Naval Officer in Charge should make a signal asking that tankers for Venice be sailed to Ancona for onward routeing.

5. Ministry of War Transport Representative raised question of coal discharge at Marghera. On account of the fact that only one third of the Transporters were in working order, the rate of discharge was slower than it should be. It was decided that C.R.E. should investigate the possibility of repairing the inoperative Transporters.

6. War Shipping Administration Representative said that " Vulcania " should sail on the 4 th, if ready. Naval Officer in Charge said that he had informed A.F.H. that it was intended to sail her.

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

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

SECRET

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Ref:- 2F 5

Subject:- Situation Rpt. [illegible]
[illegible] 1945.

To:- FB

[illegible]

1) Copy of message dated 31 July - 5 etc. [illegible].

M Bowes Capt

31 July -5
Venice

[illegible]
Area Officer
FB A.M.G. [illegible]

Copy to:- Movement Situation FB A/C 88 AG
" " Opns & Plans Sec. VE A/C 88 AG
" " Venezie [illegible].
" " AFHQ

2328

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING Nº 29

HELD AT 0915, FRIDAY 27th JULY.

39

Present: Naval Officer in Charge
Area Commander
Port Commandant
S.S.T.O.
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
A.F.H.Q. Petroleum Section Representative
Ministry of War Transport Representative
Mr.Chappell (M.W.T.)
War Shipping Administration Representative
Italian Liaison Officer.

Minutes of previous meeting were read and approved. Arising out of the minutes the Port Commandant pointed out that the berth 24 had not been allocated to the Italians for schooners.

2. Naval Officer in Charge said that Salvage Party hoped to move "O" to Leonhardt" the following day. As soon as she was out of the way, mine clearance could be carried out. Naval Officer in Charge asked if the Army were using shed Nº100. Dock Superintendent was using them for offices etc. but he could move without much difficulty. Naval Officer in Charge should contact P.M./S.O. to find out when they should move on account of mine clearance.

3. Port Commandant raised the question of ships chandlers boats going alongside ships. He asked Ministry of War Transport Representative to ensure that they had passes. Naval Officer in Charge said that the Customs Guards assisted by Naval Provost Company and Military Police were keeping a look-out.

4. With reference to the fire near 26 Berth, the Port Commandant said that the cause was unknown. However it had been established that the Royal Air Force had been keeping Petrol and Paraffin there contrary to the Port Orders. He considered that a strong letter be written to the Royal Air Force unit concerned.

5. Ministry of War Transport Representative enquired about dock passes for merchant seamen. It was decided to adopt the agreed xyz system whereby blocks of passes were drawn from Naval Officer in Charge's Office and given to the Master of the Ship, who was responsible for issuing them.

6. A.F.H.Q. Petroleum Section Representative said that the "Empire Jet" which broke adrift early Thursday morning had been well secured fore and aft. However the 8" lines were hemp and there was a strog current where she was moored. It was decided to get the opinion of the pilots on the use of this berth in the winter.

7. Naval Officer in Charge said that Italian Liaison Officer had drafted a diagramm of the Italian Port organisation but it was not quite ready.

8. A.F.H.Q. Petroleum Section Representative said that the "Sergio Lachi" was ready to be moved out to buoys and that the pipe lines were to be moved.

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

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

SECRET

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

3171

Ref:- PW 5

Subject:- Minutes of P.C.C.Meeting

To:- TN
HQ A.M.G.
REGION XII
P a d o v a

1) Copy of Minutes dated 24 July 45 are attached.

27 July 1945

J.M. BOWES Capt.
Port Officer
TN A.M.G. REG.XII

Copy to:- Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Prov.
" " File

2328

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Secret

MINUTES OF PORT CONTROL COMMITTEE MEETING N° 28

HELD AT 0915, TUESDAY, 24 JULY 45

3 1A1

Present: Naval Officer in Charge
Area Commander's Representative
Port Commandant
Dock Superintendent
Admiralty Berthing Officer
Sea Transport Officer's Representative
Allied Military Governments Representative.
Ministry of War Transport Representative
Ministry of War Transport Representative, Trieste
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Iyalian Liaison Officer.

Minutes of meeting N° 27 were read and approved subject to following amendments: (1) paragraph 4 - Schooners can be sent directly to berths 9 and 10; (2) List of those present -Major Savage(Dock Superintendent) (delete "Designate").

2. Arising out of the minutes, Italian Liaison Officer said that, owing to lack of cranes, berths 9 and 10 were not suitable for civil cargo schooners. If possible he would like berths 21,22,23 allocated for this purpose.

3. Naval Officer in Charge said that Porto di Lido was now open. 1 Coaster and 1 tanker were arriving that day. Port Commandant said that Naval Officer in Charge, Venice's 23.1220 stating 3 liberties and 1 tanker could be accepted was not agreed Movements. Naval Officer in Charge asked if "Sergio Laghi" could be sent away. A.F.H.Q Petroleum Section representative said that she was still needed here as there was not sufficient storage at Marghera. In reply to a question as to whether the pipe lines had been moved, Petroleum Section Representative said they had not. Admiralty Berthing Officer mentioned that the Italian had complained that they were leaking. Naval Officer in Charge said that now Marghera was available, the firerisk attached to the use of "Sergio Laghi" could not be accepted.

4. With reference to the fire in the warehouse near 26 berth, the Port Commandant said that the Fire Fighting Company had been asked for a report.

5. A.F.H.Q Petroleum Section Representative said that the DICSA basin was now clear of obstruction.

6. M.W.T. Representative, Trieste, asked if colliers of more than 19' draft could be accepted. It was suggested that if they were lightened to 24' they could be sent to Marghera. It was pointed out that only four Transporters were available at Marghera. It was decided that a Representative of the Transporter Firm and the Dock Superintendent shoul investigate this matter and report.

2325

7. M.W.T. Representative asked if storage for 5000 tons of coal could be provided at Marghera. This was agreed to.

8. The question of Venice transferring from a "C" to a "B" port on 1st August was discussed. It was decided to ask the Italian Liaison Officer to provide an outline of the Italian port organisation. It was further decided that the 1st August was rather early for the switch over and the following TACT signal was made:

Addressed : MWTRv(Med) FOR MEDBO (R) PSTO MED: MOV 13 CORPS:FREEDOM cite CMGDM: from: DMWTR VENICE

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

Area Commander's Representative
Port Commandant
Dock Superintendent
Admiralty Berthing Officer
Sea Transport Officer's Representative
Allied Military Governments Representative.
Ministry of War Transport Representative
Ministry of War Transport Representative, Trieste
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Iyalian Liaison Officer.

Minutes of meeting N° 27 were read and approved subject to following amendments: (1) paragraph 4 - Schooners can be sent directley to berths 9 and 10; (2) List of those present -Major Savage(Dock Superintendent) (delete "Desiguate").

2. Arising out of the minutes, Italian Liaison Officer said that, owing to lack of cranes, berths 9 and 10 were not suitable for civil cargo schooners. If possible he would like berths 21,22,23 allocated for this purpose.

3. Naval Officer in Charge said that Porto di Lido was now open. 1 Coaster and 1 tanker were arriving that day. Port Commandant said that Naval Officer in Charge, Venice's 23.1220 stating 3 liberties and 1 tanker could be accepted was not agreed Movements. Naval Officer in Charge asked if "Sergio Laghi" could be sent away. A.F.H.Q Petroleum Section representative said that she was still needed here as there was not sufficient storage at Marghera. In reply to a question as to whether the pipe lines had been moved, Petroleum Section Representative said they had not. Admiralty Bertning Officer mentioned that the Italian had complained that they were leaking. Naval Officer in Charge said that now Marghera was available, the firerisk attached to the use of "Sergio Laghi" could not be accepted.

4. With reference to the fire in the warehouse near 26 berth, the Port Commandant said that the Fire Fighting Company had been asked for a report.

5. A.F.H.Q Petroleum Section Representative said that the DICSA basin was now clear of obstruction.

6. M.W.T. Representative, Trieste, asked if colliers of more than 19' draft could be accepted. It was suggested that if they were lightened to 24' they could be sent to Marghera. It was pointed out that only four Transporters were available at Marghera. It was decided that a Representative of the Transporter Firm and the Dock Superintendent shoul investigate this matter and report.

2325

7. M.W.T. Representative asked if storage for 5000 tons of coal could be provided at Marghera. This was agreed to.

8. The question of Venice transferring from a "C" to a "B" port on 1st August was discussed. It was decided to ask the Italian Liaison Officer to provide an outline of the Italian port organisation. It was further decided that the 1st August was rather early for the switch over and the following TACT signal was made:

Addressed : MWTR (Med) FOR MEDBO (R) PSTO MED: MOV 13 CORPS: FREEDOM cite CMGDM: from: DMWTR VENICE

"At meeting of Port Control Committee, Venice, on 24th July, it was agreed that proposed change of Venice Port category from class C to class B on 1st August, is premature in view of present military committments through Venice. It is suggested that change over shall be deferred to 1st September. Agreed Port Control Committee."

9. Naval Officer in Charge said that no programme for dredging at Marghera was being considered.

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

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

SECRET

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Ref:- PW 5

Subject:- Minutes of P.C.C.Meeting

30A

To:- TN
H.Q A.M.G
REGION XII

1) Copy of minutes dated 20 July 1945 are attached.

24 JULY 45

J.M. BOWES Capt.
Port officer
To A.M.G.REG.XII

Copy to:- Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Province
" " File.

2324

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting.

To:- TH
HQ A.M.G.
REGION XII

1) Copy of minutes dated 17th July 1945 are attached.

20 July 1945

J.N. BOWES Capt.
Port Officer
TH.A.M.G.RHD.XII

Copy to:- Movement Shipping TH S/C HQ AC
" " Port & Warehouse TH S/C HQ AC
" " Venezia Prov.
" " File

2323

Secret

MINUTES OF PORT CONTROL COMMITTEE MEETING N°25.

HELD AT 0915, TUESDAY, 17 JULY.

Present: Naval Officer in Charge
Area Commander
Port Commandant's Representative
Admiralty Berthing Officer
Sea Transport Officer's Representative
Dock Superintendent's Representative
Allied Military Government Representative
A.F.H.Q. Petroleum Section Representative
War Shipping Administration Representative
Italian Liaison Officer.

Minutes of last meeting were read and approved.

2. Naval Officer in Charge said that the whole of Marghera with the exception of the North Industrial Canal and one other canal was now clear. Work was proceeding on the North Industrial Canal but the other would not be swept as it was not intended to use it. The wreck in the Malamocco Canal had been lifted by the floating crane "Romanus".

3. Port Commandant raised the question of the "Don " arriving from Malta. In view of the risk of bubonic plague, it was decided that the Base Medical Officer and A.D.M.S. should go out with the pilot and board the ship.

4. Petroleum Section Representative asked if any limit had been fixed for the length of vessels berthing in the DICSA basin. Naval Officer in Charge said he would investigate the position of DICSA and SIAP. Approval was given for ships at Murano to be brought into Venice for wiping.

5. Naval Officer in Charge said that steady progress was being made at Lido and that an average of six mines per day were being dealt with. An offer has been received from 200 German Prisoners of War, who were underwater experts to assist in mine clearance. This matter was being considered but there were administrative difficulties.

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

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Secret

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting.

To:- TN
HQ A.M.G
REGION XII

1) Copy of minutes dated 13th July 1945 are attached.

17 July 1945

J.N.BOWES Capt.
Port & Warehouse Officer
TN.A.M.G.REG.XII

Copy to:- Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Prov.
" " File

2321

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Ref:- PF 5

Subject:- Minutes of P.C.C.Meeting

To:- TH
R.C. A.M.G.
REGION XII

1) Copy of minutes dated 12th July 1945 are attached.

13th July 1945

J.M.BOWEN Capt.
Port & Terminals
Officer
U.S.A.M.G.REG.XII

Copy to:- Movement Shipping TH S/C HQ AC
Port & Terminals TH S/C HQ AC
" " Venezia Prov.
" " Fin.

2320
558

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING N°23

HELD AT 0915, TUESDAY, 10th JULY 45.

Present: Naval Officer in Charge
Area Commander
Port Commandant
Dock Superintendent
Admiralty Berthing Officer
Sea Transport Officer's Representative
C.R.E. Representative
Allied Military Government Representative
A.F.H.Q. Petroleum Section Representative
Ministry of War Transport Representative
War Shipping Administration Representative
Italian Liaison Officer

Minutes of meeting N° 22 were read and approved.

2. Naval Officer in Charge said he had received a report from C.R.E. on the damage to N°1 Basin, Porto Marghera. The quay wall had bulged out to a maximum of four feet displacement over a length of 250'. Subsidence had occurred to a maximum of 1'. The road, rail= way and crane tracks are affected. It was estimated that one week would be needed to effect road repairs, one week for rail repairs, and two months for restoring crane facilities. Straightening the quay wall would take a year and this was not considered a military commit= ment. Port Commandant enquired whether a civilian organisation could do the repairs of the crane rails. C.R.E. Representative said that the Genio Civile could undertake the work. It was agreed to let 77 C.R.E. draw up the contract etc.

3. Naval Officer in Charge said that Tagliabue should be open that evening.

4. Ministry of War Transpor-t Representative enquired when inside portion of Bacino Marittima would be cleared. Naval Officer in Charge said that the "Otto Leonhardt" would have to be lifted first.

5. Allied Military Government Representative raised the question of schooners with civilian cargoes and where they were to be berthed. It was agreed to allocate two permanent berths.

2319

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

Present: Naval Officer in Charge
Area Commander
Port Commandant
Dock Superintendent
Admiralty Berthing Officer
Sea Transport Officer's Representative
C.R.E. Representative
Allied Military Government Representative
A.F.H.Q. Petroleum Section Representative
Ministry of War Transport Representative
War Shipping Administration Representative
Italian Liaison Officer

Minutes of meeting N° 22 were read and approved.

2. Naval Officer in Charge said he had received a report from C.R.E. on the damage to N°1 Basin, Porto Marghera. The quay wall had bulged out to a maximum of four feet displacement over a length of 250'. Subsidence had occurred to a maximum of 1'. The road, rail= way and crane tracks are affected. It was estimated that one week would be needed to effect road repairs, one week for rail repairs, and two months for restoring crane facilities. Straightening the quay wall would take a year and this was not considered a military commit= ment. Port Commandant enquired whether a civilian organisation could do the repairs of the crane rails. C.R.E. Representative said that the Genio Civile could undertake the work. It was agreed to let 77 C.R.E. draw up the contract etc.

3. Naval Officer in Charge said that Tagliabue should be open that evening.

4. Ministry of War Transpor-t Representative enquired when inside portion of Bacino Marittima would be cleared. Naval Officer in Charge said that the "Otto Leonhardt" would have to be lifted first.

5. Allied Military Government Representative raised the question of schooners with civilian cargoes and where they were to be berthed. It was agreed to allocate two permanent berths.

2329

21A

558

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

Secret

MINUTES OF PORT CONTROL COMMITTEE MEETING N° 22 HELD

0915, FRIDAY, 6th JULY, 1945.

Present:- Naval Officer in Charge
Area Commander
S.S.T.O.
Port Commandant
Admiralty Berthing Officer
Dock Superintendent's Representative
C.R.E. Representative
Allied Military Government Representative
Ministry of War Transport Representative.
W.S.A.Representative
A.F.H.Q. Petroleum Section Representative.
Italian Liaison Officer.

Minutes of meeting N°21 were read and approved.

2. Naval Officer in Charge said that the Mobile Mine-sweeping Unit had exploded a mine in N° 1 Basin and, as a result, the surface of the quay had subsided. The berth was not badly affected. Repairs to railway lines would be necessary. C.R.E. Representative said that the crane rails might take some time to repair.

3. Area Commander said that owing to the installation of a new telephone system involving alteration of numbers, some inconvenience might be experienced over the week end.

4. Port Commandant inquired into the possibility of allocating one minesweeper to Marghera. Naval Officer in charge said that he would try to arrange it.

5. Ministry of War Transport Representative asked if the transit shed system could be used in Venice. Port Commandant said that the only transit sheds were full of military supplies, and in any case, owing to lack of loading bays and shortage of labour, not much saving of time would result from their use.

6. Admiralty Berthing Officer said that the "Vulcania" would be moved after clearance of the wreck. C.R.E. was going to move two cranes on Western Quay but was unable to obtain services of floating crane. It was decided to leave the moving of the cranes until "Vulcania" had been moved.

2318

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

C.R.E. Representative
Allied Military Government Representative
Ministry of War Transport Representative.
W.S.A.Representative
A.F.H.Q. Petroleum Section Representative.
Italian Liaison Officer.

Minutes of meeting N°21 were read and approved.

2. Naval Officer in Charge said that the Mobile Mine-sweeping Unit had exploded a mine in N° 1 Basin and, as a result, the surface of the quay had subsided. The berth was not badly affected. Repairs to railway lines would be necessary. C.R.E. Representative said that the crane rails might take some time to repair.

3. Area Commander said that owing to the installation of a new telephone system involving alteration of numbers, some inconvenience might be experienced over the week end.

4. Port Commandant inquired into the possibility of allocating one minesweeper to Marghera. Naval Officer in charge said that he would try to arrange it.

5. Ministry of War Transport Representative asked if the transit shed system could be used in Venice. Port Commandant said that the only transit sheds were full of military supplies, and in any case, owing to lack of loading bays and shortage of labour, not much saving of time would result from their use.

6. Admiralty Berthing Officer said that the "Vulcania" would be moved after clearance of the wreck. C.R.E. was going to move two cranes on Western Quay but was unable to obtain services of floating crane. It was decided to leave the moving of the cranes until "Vulcania" had been move-d.

27B

2358

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

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref:- P.W.5 Subject:- Minutes of P.C.C.Meeting.

TO:- TN
H.Q. A.M.G.
REGION XII

1) Copy of minutes dated 3rd July 1945 are attached.

6 July 1945
Venice

J.N.BOWIE Capt.
Port & Werehouse
Officer
TN.A.M.G.REG.XII

Copy to:- Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Prov.
" " File

2217

Secret

MINUTES OF PORT CONTROL COMMITTEE N°12 HELD AT 0915, TUESDAY, 3rd JULY 1945.

Present:- Naval Officer in Charge
Area Commander
Port Commandant
Sea Transport Office Representative
Dock Superintendant Representative
Admiralty Berthing Officer
C.R.E. Representative
A.F.H.Q. Petroleum Section Representative
Allied Military Government Representative
Ministry of War Transport Representative
W.S.A. Representative
Italian Liaison Officer

The minutes of meeting N° 20 were read and approved. In connection with paragraph 2, Naval Officer in charge said that investigations were proceeding. Allied Military Government Representative asked if a check up on the draft at Stucky Berth had been made. Naval Officer in charge said that a survey had been arranged and advised Allied Military Government Representative to look into the question of the flexibility of the grain pipes.

2. Naval Officer in Charge said that a check sweep had been carried out at Marghera but, as a mine had been exploded, another check sweep would be necessary. As the Lido entrance clearance was first priority, sweeping at Marghera was carried out only when the weather made operations at the Lido impossible. The date of opening was, therefore, postponed.

3. Port Commandant raised the question of mixed military and civilian cargo on board the "Itu". It was decided that when such cases arose in future, a civil representative should attend the berthing meeting in order to co-ordinate the berthing arrangements. It would also be necessary to ensure that advance notification was received in Venice.

4. The Port Commandant gave the average daily figures for June, which were as follows

Average daily discharge	-	3005 tons.
Average daily clearance	-	3031 "
Average remaining on quay daily		616.7 "

The average time of completion for coasters was 42 hours and for craft, 8.5 hours. In his opinion these figures were very satisfactory and were largely due to the cooperation and assistance of 86 (Army) Area in providing labour and transport.

5. Naval Officer in Charge said that a large force of Minesweepers was operating at the Lido entrance. Operations had been hampered by the bad weather prevailing during the last five days.

2316

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Secret

Ref:- P.W.5 Subject:- Minutes of P.C.C.meeting.

To:- TM
H.Q. A.M.G.
REGION XII

1) Copy of minutes dated 29th June 1945 are attached.

3 July 1945

J.M.Bowes Capt
J.N.BOWES Capt.
Port & Warehouse
Officer
TM.A.M.G.REG.XII

Copy to:- Movement Shipping TM S/C HQ AC
" " Port & Warehouse TM/S/C HQ AC
" " Venezia Prov.
" " File

2

23/5
558

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

VENE A PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref:- P.W.5

Subject:- Minutes of P.C.C.Meeting

To:- TM
H.Q. A.M.G.
REGION XII

1) Copy of minutes dated 26th June 45 are attached.

29th June 1945

J.N.BOWES Capt.
Port & Warehouse
Officer
TN.A.M.G.REG.XII

Copy to:- Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC
" " Venezia Prov.
" " File.

2314.

SECRET

954

MINUTES OF PORT CONTROL COMMITTEE MEETING HELD AT
0915, TUESDAY, 26th JUNE 1945.

Present: Naval Officer in Charge.
Representative of Area Commander
Representative of Port Commandant
Representative of S.S.T.O.
Dock Superintendent
Admiralty Berthing Officer
C.R.E. Representative
Allied Military Government Representative
Captain Harris, A.P.M.O. Pet Sec. Representative
Mr. Clementson, M.W.T. Representative
Mr. Murphy, W.S.A. Representative
Italian Liaison Officer

1) Minutes of meeting 17 and 18 were read and approved. Admiralty Berthing Officer said with reference to paragraph 2 of minutes of meeting 18, the berth where this had occurred was not suitable for L.S.T.s. Port Commandant's Representative was unable to say whether any more L.S.T.s would arrive.

2) Naval Officer in Charge said that the Commanding Officer of L.S.T. 77 had stated that he would like tilted bollards with lips for securing an L.S.T. The Salvage Party were starting work on the "Otto Leonhardt". Since she was clear, mine clearance in the rest of the basin could be proceeded with. There would be a two days delay in the clearance of the Lido entrance, making the completion date 3rd July. In answer to a query by the Dock Superintendent's Representative, Naval Officer in Charge said that the Lido Entrance would take vessels xx of up to 28' draft. The Marani Channel was now clear as far as Murano The floating crane "Romanus" and dredger would be out tomorrow.

3) Ministry of War Transport Representative had received instructions from Naples that the Tankers "Edgardo" and "Juliana" would be required, so Allied Military Government would not be able to have them.

4) In reply to a Query by Port Commandant's Representative, Naval Officer in Charge said that he would enquire into the question of dredging at berths 5 and 6.

5) C.R.E. Representative said that authority to start work on shifting the cranes in the dockyard had been received and that work would be proceeded with.

6) In connection with the question of late transport for the stevedores, Area Commander's Representative said that a military vehicle had been arranged for them.

7) Italian Liaison Officer raised the question of payment of the berthing personnel. Naval Officer in Charge replied that Base Supply Officer was dealing with this.

8) Allied Military Government Representative enquired whether the Stucky Mills could be used for Allied Military Government grain cargoes. No military supervision would be necessary. The committee had no objection and its use for this purpose was approved.

9) Next meeting was arranged for Friday, 29th June, 1945, at 0915.

944

2313

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING N°18

HELD AT 0915, 22nd June, 1945

Present: Naval Officer in Charge.
Area Commander
Port Commandant
Dock Superintendant
S.T.O.Representative
Admiralty Berthing Officer.
Allied Military Government Representative.
C.R.E.Representative
Capt.Harris A.F.H.Q. Pet.Sect., Representative
Italian Liaison Officer
Mr.Stoker, M.W.T. Representative.
Mr.Murphy, W.S.A.Representative
Mr;Thompson M.W.T. Representative.

Naval Officer in Charge apologised for the minutes of the last meeting not being ready.

2. Naval Officer in Charge stated that the Degaussing of the "Illiria" was unsatisfactory and that it was proposed to move her out to sea by sweeping ahead of her. In reply to a question by M.W.T., Naval Officer in charge said that compass adjustment could be done five miles out.

3; C.R.E. Representative reported that out of 21 available cranes not in use, 8 were capable of being moved. It was decided to move them to the Western Quay and to ask C.R.E to provide necessary material.

4. S.T.O. Representative said that he was getting a report on tugs, lighters, etc., owned by civilian companies on Friday.

5. Naval Officer in charge reported that L.S.T. 77 had got her wire across the fairway and that Admiralty Berthing Officer was inspecting it that morning.

6. C.R.E. Representative reported that there had been several cases of theft of electric light fittings and bulbs at the Basilio Quay.

7. A.M.G. Representative enquired about the position of the water carriers, "Edgardo" and "Giuliana". There were, apparently, no immediate commitment for them. It was decided to leave the matter over until

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

Admiralty Berthing Officer.
Allied Military Government Representative.
C.R.E.Representative
Capt.Harris A.F.H.Q. Pet.Sect., Representative
Italian Liaison Officer
Mr.Stoker,M.W.T. Representative.
Mr.Murphy,W.S.A.Representative
Mr;Thompson M.W.T. Representative.

Naval Officer in Charge apologised for the minutes of the last meeting not being ready.

2. Naval Officer in Charge stated that the Degaussing of the "Illiria" was unsatisfactory and that it was proposed to move her out to sea by sweeping ahead of her. In reply to a question by M.W.T.,Naval Officer in charge said that compass adjustment could be done five miles out.

3; C.R.E. Representative reported that out of all available cranes not in use,8 were capable of being moved.It was decided to move them to the Western Quay and to ask C.R.E to provide necessary material.

4. S.T.O. Representative said that he was getting a report on tugs, lighters,etc.,owned by civilian companies on Friday.

5. Naval Officer in charge reported that L.S.T. 77 had got her wire across the fairway and that Admiralty Berthing Officer was inspecting it that morning.

6. C.R.E. Representative reported that there had been several cases of theft of electric light fittings and bulbs at the Basilio Quay.

7. A.M.G. Representative enquired about the position of the water carriers, "Edgardo" and "Giuliana". There were,apparently,no immediate commitment for them. It was decided to leave the matter over until the next meeting.

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING N°17
HELD AT 0915, WEDNESDAY, 20th JUNE, 1945

Present: Naval Officer in Charge
Area Commander
S.S.T.O.
Port Commandant
Dock Superintendent
Admiralty Berthing Officer
C.R.S.R.Representative
Allied Military Government Representative
M.W.T.Representative
Italian Liaison Officer

Amended minutes of meeting N° 15 and the minutes of meeting N°16 were read and approved. With reference to the "Vulcania", Naval Officer in Charge stated that the "Vulcania" would be kept at her present berth for the time being and then sent out to the anchorage. S.S.T.O. said that the stevedores were still gazing about a late trolley bus. It was decided that S.S.T.O. should contact the trollet bus authorities.

2. Naval Officer in Charge stated that Port Salvage Officer wanted permission to deposit lifting gear from the "Romanus" at berth 23. Permission was granted. With reference to Tankers, Naval Officer in Charge stated that up to 28' draft could be berthed astern of Conte di Savoia. S.T.O. had been asked when troops could be accepted. A rough statement of the position of the "Vulcania, "Illiria" and "Gradisca" was given:

"Illiria" was practically ready and would be sailed to Taranto
"Gradisca" could possibly be towed to Trieste to complete
"Vulcania"; it was not yet clear as to date and place of completion.

Minesweeping at Margherra was making satisfactory progress and the Hydro=phic survey was almost complete.

3. M.W.T. representative enquired position re Masters of ships telegraphing their owners in England via commercial channels. It was decided to get Ministry of War Transport, Mediterranean, to clarify the situation.

4. S.S.T.O. was having a meeting tomorrow with the Ferry owners in connection with the question of ferries reverting to civil control.

5. Italian Liaison Officer raised the question of Italian dockworkers who had hitherto been paid by Provveditorato al Porto. The organisation found itself unable to continue payment. It was decided that the Italian Liaison Officer should discuss this matter with S.S.T.O.

6. The question of cranes that were in good working order but not in use was discussed. It was decided to make a survey of these cranes and the general position before taking action.

7. In connection with the question of troopships at Venice the Port Commandant said that the Western Quay would provide the best berths. There were good rail and assembly facilities there.

8. After a discussion on the policy to be adopted at Margherra it was recommanded that, once civilian traffic starts on a big scale, a combined Berthing Committee be formed so that the best economic system of operating the whole port area could be arrived at.

9. A.M.G. Representative said that the Allied Military Government needed suitable warehouses for handling their cargoes. He had observed that the warehouses near the Sergio Laghi would be very suitable after a [illegible] had been carried out. It was agreed that these [illegible]

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

M.W.T.Representative
Italian Liaison Officer

Amended minutes of meeting No 15 and the minutes of meeting No 16 were read and approved. With reference to the "Vulcania", Naval Officer in charge stated that the "Vulcania" would be kept at her present berth for the time being and then sent out to the anchorage. S.S.T.O. said that stevedores were still making abuse of a late trolley bus. It was decided that S.S.T.O. should contact the trollet bus authorities.

2. Naval Officer in Charge stated that Port Salvage Officer wanted permission to deposit lifting gear from the "Romanus" at berth 23. Permission was granted. With reference to "Lankers, Naval Officer in Charge stated that up to 20' draft could be turned astern at Conte di Savoia. S.T.O. had been asked when troopships could be accepted. A rough statement of the position of the "Vulcania, "Illiria" and "Cradisca" was given:

"Illiria" was practically ready and would be sailed to Taranto
"Cradisca" would possibly be towed to Trieste to complete
"Vulcania"; it was not yet clear as to date and place of completion.

Minesweeping at Marghera was making satisfactory progress and the hydrographic survey was almost complete.

3. M.W.T. representative enquired position re Masters of ships telegraphing their orders in England via commercial channels. It was decided to get Ministry of War Transport, Mediterranean, to clarify the situation.

4. S.S.T.O. was having a meeting tomorrow with the ferry owners in connection with the question of ferries reverting to civil control.

5. Italian Liaison Officer raised the question of Italian dockworkers who had hitherto been paid by Provveditorato al Porto. The organisation found itself unable to continue payment. It was decided that the Italian Liaison Officer should discuss that matter with S.S.T.O.

6. The question of cranes that were in good working order but not in use was discussed. It was decided to make a survey of these cranes and the general position before taking action.

7. In connection with the question of troopships at Venice the Port Commandant said that the Western Quay would provide the best berths. There were good rail and assembly facilities there.

8. After a discussion on the policy to be adopted at Marghera it was recommended that, once civilian traffic starts on a big scale, a combined Berthing Committee be formed so that the best economic system of operating the whole port area could be arrived at.

9. A.M.G. Representative said that the Allied Military Government needed suitable warehouses for handling their cargoes. He had observed that the warehouses near the Sergio Laghi would be very suitable after a certain amount of clearance had been carried out. It was agreed that these should be put at the disposal of A.M.G. and that C.R.E. be requested to do the necessary work.

10. Dock Superintendent said that the lighter quay on the west side of the west quay was now in commission.

11. In answer to a query by M.W.T. Naval Officer in Charge said that there would be a direct sea route to Trieste by the end of the month.

(24)

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref:- P W 5.

Subject:-Minutes of P.C.C. Meetings.

To:- TM
HQ A.M.G.
REGION XII

1) Copy of minutes dated 14th and 16th June 45 are attached.

20th June 1945
Venice

J.N.Mount Capt.
Port & Warehouse
Officer
TM.A.M.G.REG.XII

Copy to:- Movement Shipping TM S/C HQ AC
" " Port & Warehouse TM S/C HQ AC
" " Venezia Prov.
" " File.

2346

Secret

MINUTES OF PORT CONTROL COMMITTEE MEETING N°16 HELD AT 0915, SATURDAY, 16 JUNE. 1945

Present: Naval Officer in Charge.
Area Commander
Port Commandant
Dock Superintendent
Admiralty Berthing Officer
Allied Military Government Representative.
C.R.E. Representative
S.T.O. Representative
Capt. Harris, A.F.H.Q. Pet. Section Representative.

Minutes of Meeting N° 15 were read and found inaccurate in some details. It was decided to amend them before the next meeting.

2. Naval Officer in Charge said that the "Vulcania" was being moved at 1600 to Berth 3. A meeting in connection with the operation was being held at 1145.

3. Naval Officer in Charge stated in connection with the mine clearance at Marghera that the Transporters had been moved to one end to reduce the risk of damage.

4. It was decided that, in future, the Italian Naval Liaison Officer would attend the Port Control Committee Meetings.

5. Capt. Harris reported that the "Vulcania" had only sufficient lubricating oil to serve the generators for 48 hours. The deck machinery also needed lubricating oil. The "Vulcania was drawing 27' aft.

6. C.R.E. Representative wanted to know if Naval Officer in Charge would give his permission for wooden lighters to be used for moving the machinery at Berth 16. Naval Officer in Charge granted permission.

7. Naval Officer in Charge suggested that, in future, meetings could be held less frequently. It was agreed to hold them twice a week, on Tuesdays and Fridays.

8. Next meeting at 0915 on Tuesday, 19th June, 1945.

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

Secret

MINUTES OF THE PORT CONTROL COMMITTEE MEETING
HELD AT 0915, THURSDAY, 14 JUNE 1945

Nº 15 Corrected

Present: Naval Officer in Charge.
Area Commander
Port Commandant
Dock Superintendent
Ministry of War Transport Representative
Allied Military Government Representative.
C.R.E.
S.S.T.O.
Admiralty Berthing Officer.
Capt. Harris, A.F.H.Q. Pet. Sec. Representative

Minutes of meeting Nº14 were read. With reference to paragraph 5 it was pointed out by the Port Commandant that the Berths on the Western Quay required, had been definitely specified, viz. 4, 5, 6, 7 and 8

2. In order to avoid using Grand Canal DUKWs should take the water at hard at lighter ~~xxxx~~ berth and pass down Scomenzera Canal. Mine risk was slight and should be accepted. The "Vulcania" was moving next day to Berth 3 and then returning. A preliminary survey showed insufficient depth at the West End of Giudecca Canal.

3. Naval Officer in Charge mentioned that Commander, "B" L.C.T. squadron has stressed the need for ensuring cleanliness of L.C.T.s The Dock Superintendent said that he had made the necessary arrangements for removing loose cargo from them and stacking dunnage on completion of unloading.

4. Dock Superintendent said that he had referred the question of "Z" Craft removing marble slabs, to the 6 I.W.T. Group.

5. Naval Officer in Charge asked Area Commander what were the Army local orders for short leave. Area Commander said normally leave expired at 2200 but late passes until 2359 could be issued at the discretion of Commanding Officers of Units.

6. Port Commandant asked what was the position re the Lido Entrance. Naval Officer in charge replied that the position was practically the same. Yesterday's strong wind had impeded operations somewhat and fifty more skids for the "Z" craft had been ordered. The entrance would probably be open by end of June.

7. S.S.T.O. said the stevedores wanted to know if a late trolley-bus could be put on between the port and Marghera. At present the last one was at 2300. Area Commander said the matter would be taken up with trolley-bus company.

8. Captain Harris (A.F.H.Q. Pet.Sec.Representative) drew attention to the fact that the "Vulcania" might not increase her draft very much on loading as it was possible she had a certain amount of ballast on board. He mentioned that the "Empire Beresford", drawing 28', was arriving. Naval Officer in Charge she would berth either at Malamocco Anchorage or near the Conte di Savoia.

9. Next meeting arranged for Saturday, 16th May.

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

SECRET

Minutes of Port Control Committee Meeting held at 0915, Tuesday, 12th June 1945

Present: Naval Officer in Charge.
Area Commander.
Port Commandant.
S.S.T.O.
Dock Superintendent.
Allied Military Government Representative.
Admiralty Berthing Officer
M.W.T.R.
Officer in Charge of Works, Venice.
C.R.E. Representative.

The Minutes of Meeting N°14 were read and approved.

2. Naval Officer in Charge said that he had received representations relative to possible damage to transporters at Marghera. This is being attended to.

3. Naval Officer in Charge reported that "Antonia" had run aground at low water and that work of refloating her was in progress.

4. Area Commander reported that damage was being caused to steps on water front by lorries running down to R.C.L.s near Piazzale Roma. The work could be done at berths 2 and 3.

5. The question of dredging Berths 28 to 31 to 27' for liberty ships was raised by the Port Commandant. After a report by C.C.W. 2207 it was decided that, owing to underwater construction, it would not be possible to berth ships nearer than 12' from the quay and that liberty ships berths could not be provided. Further report is to be made on the possibility of providing Berths on Western quay by

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

S.S.T.O.
Dock Superintendent.
Allied Military Government Representative.
Admiralty Berthing Officer
M.W.T.R.
Officer in Charge of Works, Venice.
C.R.E. Representative.

The Minutes of Meeting N°14 were read and approved.

2. Naval Officer in Charge said that he had received representations relative to possible damage to transporters at Marghera. This is being attended to.

3. Naval Officer in Charge reported that "Antonia" had run aground at low water and that work of refloating her was in progress.

4. Area Commander reported that damage was being caused to steps on water front by lorries running down to R.C.L.s near Piazzale Roma. The work could be done at Berths 2 and 3.

5. The question of dredging Berths 28 to 31 to 27' for liberty ships was raised by the Port Commandant. After a report by C.C.W. it was decided that, owing to underwater construction, it would not be possible to berth ships nearer than 12' from the quay and that liberty ships berths could not be provided. Further report is to be made on the possibility of providing Berths on Western quay by means of dredging.

6. The Port Commandant reported that a meeting of interested parties would be held to decide on the possibilities of removing railway lines at S. Basilio Quay near to Bonded Warehouse to run road transport out of the docks.

(22)

7. Naval Officer in Charge said he had available a flotilla of fast boats for taking people to Trieste or Ancona in case of urgency.

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

SECRET

MINUTES OF THE PORT CONTROL COMMITTEE MEETING N° 14

HELD AT 0915, FRIDAY, 8th June 1945.

Present : Naval Officer in Charge.
Area Commander.
Port Commandant.
C.R.E.Representative.
S.S.T.O.
Dock Superintendent.
Allied Military Government Representative.
Admiralty Berthing Officer.
N.S.T.R.

The minutes of meeting N° 13 were read and approved.

2.=Naval Officer in Charge reported on the Minesweeping position and said that it was hoped to clear the West side of the Western Quay within three days.The Marghea approach would be rather difficult and it was estimated that clearence woult take about fourteen days. The Ship Canal to the Arsenale was being swept and it was hoped to have the Arsenale open for shipping in a few days.Special craft for sweeping the Lido approach were arriving that afternoon and operation were commencing on Monday, 11th June.The Malamocco approach channel was now two miles wide.

3. Port Commandant raised question of L.S.T's. It was stated that the hard astern of the"Vulcania" would be used and that 2 L.S.T.'s at a time could be worked. It was agreed that Ancona be given notice when L.S.T.'s can be accepted which would probably be the 11th June. The question of the dredging was raised and N.C.I.C. stated that the dredgers would soon be ready.

4. The Area Commander brought up the subject of port passes and

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Present : Naval Officer in Charge.
Area Commander.
Port Commandant.
C.R.E.Representative.
S.S.T.O.
Dock Superintendent.
Allied Military Government Representative.
Admiralty Berthing Officer.
N.S.T.R.

The minutes of meeting N° 13 were read and approved.

2.=Naval Officer in Charge reported on the Minesweeping position and said that it was hoped to clear the West side of the Western Quay within three days.The Marghera approach would be rather difficult and it was estimated that clearence would take about fourteen days. The Ship Canal to the Arsenale was being swept and it was hoped to have the Arsenale open for shipping in a few days.Special craft for sweeping the Lido approach were arriving that afternoon and operation were commencing on Monday,11th June.The Malamocco approach channel was now two miles wide.

3. Port Commandant raised question of L.S.T's. It was stated that the hard astern of the"Vulcania" would be used and that 2 L.S.T.'s at a time could be worked. It was agreed that Ancona be given notice when L.S.T.'s can be accepted which would probably be the 11th June. The question of the dredging was raised and N.O.I.C. stated that the dredgers would soon be ready.

4. The Area Commander brought up the subject of port passes and said that it was intended to make users supervise the issue of the port passes. Movements had sent round a circular giving instructions on this matter.Bulk issue was available from "G" Branch. S.S.T.O. mentioned that ship's crews passes were not yet ready.

5. N.O.I.C. stated that the divers had reported an object under the Palazzo Quay but in the opinion of Lieut.Lawson it was extremely difficult to lodge mines there owing to the steepness of the bank.

6. It was agreed to hold the next meeting at 0915,Tuesday 12th June.

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SECRET

Minutes of Port Control Committee Meeting N° 13.held at 0915,Wednesday,6th June 1945

Present: Naval Officer in Charge
Area Commander.
Port Commandant
C.R.E.
S.S.T.O.
Dock Superintendent.
Representative of Allied Military Government.
Admiralty Berthing Officer.
M.W.T.R.

The minutes of meeting N° 12 were read and approved. Naval Officer in Charge informed the Committee that with reference to paragraph 2 (a) an agreement had been reached with the Salvage Company whereby "ROMANUS" would be available for Naval use at all times,priority being decided by Naval Officer in Charge and that it was thereforenot necessary to requisition.

2. Naval Officer in Charge said that eleven out of a possible thirty three mines in the controlled minefield at Porto Lido entrance were exploded and no damage was caused to property on the Lido. The reason for the remainder not exploding was not known but, it was hoped that they were defective.

3. Port Commandant raised the question ,of "Estimated Time od Arrival",of convoys.Naval Officer in charge concurred with the proposal that in future convoys should be called forward a day in advance of date of completion and sailing of Coasters already berthed alongside,and if berths were not immediately available such ships would be held at anch-or in the channel, subject to limit of tide.Port Commandant asked Naval Officer in Charge if F.O.T.A.L.I. cold be requested to sail coasters

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C.R.E.
S.C.T.O.
Dock Superintendent.
Representative of Allied Military Government.
Admiralty Berthing Officer.
M.W.T.R.

The minutes of meeting N° 12 were read and approved.

Naval Officer in Charge informed the Committee that with reference to paragraph 2 (a) an agreement had been reached with the Salvage Company whereby "ROMANUS" would be available for Naval use at all times, priority being decided by Naval Officer in Charge and that it was therefore not necessary to requisition.

2. Naval Officer in Charge said that eleven out of a possible thirty three mines in the controlled minefield at Porto Lido entrance were exploded and no damage was caused to property on the Lido. The reason for the remainder not exploding was not known but, it was hoped that they were defective.

3. Port Commandant raised the question of "Estimated Time od Arrival", of convoys. Naval Officer in charge concurred with the proposal that in future convoys should be called forward a day in advance of date of completion and sailing of Coasters already berthed alongside, and if berths were not immediately available such ships would be held at anch-or in the channel, subject to limit of tide. Port Commandant asked Naval Officer in Charge if F.C.T.A.L.I. cold be requested to sail coasters two at a time instead of three to ensure smooth and efficient turn round. Naval Officer in Charge agreed to do this.

4. C.R.E. Representative said that arrangements had been made to remove all Quay cranes from Palazzo Quay (Berth 16) prior to minesweeping to avoid damage. Naval Officer in Charge concurred in the action and said that plenty of warning would be given before minesweeping in the area began although it was not likely to begin for some time.

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5. M.W.T.R. raised the question of a Doctor for Merchant Ships crews in this Port, recommending that now was the time to put a service of this nature in being. A.D.M.S. had stated a preference that the services of an Italian doctor be obtained. He (M.W.T.R.) had found an Italian doctor. Area Commander asked if he could have the name of this Italian doctor and he would discuss the matter with A.D.M.S.

6. Next meeting arranged for 0915, 8th June, 1945.

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Minutes of Port Control Committee Meeting N° 12

Held at 0915, Monday 4th June 1945.

Present: NAVAL OFFICER IN CHARGE.
Area Commander
Port Commandant
C.R.E.
S.E.T.O.
Dock Superintendent
Representative of Allied Military Government.
Admiralty Berthing Officer
M.W.T.R.
Sec. Chair. U.S. Fr Gds Army

Minutes of Meeting N°. 11. were read and approved.

2; Naval Officer in Charge informed the Committee that:-

a) He was making arrangements to requisition the barge Floating Crane "HERCULES" which was capable of lifting 450 tons.

b) He thought that the discharge of over 10,000 tons of cargo during the first three days of unloading was excellent and that all Departments should be congratulated particularly Docks Superintendent. Port Commandant said that discharge figures for 3rd June was 4,312 tons, 3,997 tons cleared, and 596 tons left on Quay. 16 tons were loaded, and in addition, 342 personnel disembarked all in 2 shifts, totalling 16 hours.

3) Naval Officer in charge asked the C.R.E. Representative to review the Palazzo Quay (Berth 16) as information was required whether, in the event of damage due to Mine Explosions, road and rail Services would be impeded. C.R.E. replied that Bull Dozers would be handy, but it was considered that road and rail Services would not be affected.

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Present : NAVAL OFFICER I/C CHAIRMAN.
Area Commander
Port Commandant
A.A.A.
S.B.T.O.
Dock Superintendent
Representative of Allied Military Government.
Admiralty Salvage Officer
A.M.T.B.
Lieut. Earl [illegible] U.S. Army

Minutes of Meeting No. 11 were read and approved.

2: Naval Officer in Charge informed the Committee that:-

a) He was making arrangements to requisition the large Floating Crane "MORTARO" which was capable of lifting 400 tons.

b) He thought that the discharge of over 10,000 tons of cargo during the first three days of unloading was excellent and that all Departments should be congratulated particularly Docks Superintendent. Port Commandant said that discharge figures for 3rd June was 4,312 tons, 3,997 tons cleared, and 596 tons left on Quay. 16 tons were loaded, and in addition, 394 personnel disembarked all in 2 shifts, totalling 16 hours. 2303

3) Naval Officer in charge asked the C.R.E. representative to review the Palazzo Quay (Berth 16) as information was required whether, in the event of damage due to Mine Explosions, road and rail Services would be impeded. C.R.E. replied that Bull Dozers would be handy, but it was considered that road and rail Services would not be affected. Port Commandant suggested that Naval Department concerned should repres ent possible damage and Naval Officer in Charge agreed to this.

4) Naval Officer in Charge said that it had been reported to him that fishing with explosive was taking place in all parts of the Port Area, particularly between Arsenale and CERTOSA Island, in S.Nicolo and between Breakwaters. Area Commander said that he would take action to prevent recurrences and asked for the co-operation of all Departments

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in obtaining details of offenders if caught.

5) The speed of traffic in the San Marco Canal was then discussed and it was generally agreed that it was undesirable to impose a speed limit and that Notices should be erected on Dolphins telling Motor Launches to respect Small Craft. AreaCommander said that he had already issued a Warning to the effect that any Motor Launch causing undue wash in the S.Marco Canal would be impounded immediately without replacement to Unit operating the Launch.

6) Naval Officer in Charge said that F.O.I.A.D.I. had imposed restrictions on the sailing of ships in the Northern Adriatic due to danger of Mines and that this may affect the smooth shuttling of Coasters etc.

7) Col.Early raised the question of a ~~new~~ lighter Berth on East Face of Eastern quay in Scomenzera Canal and it was agreed to name this Berth SCOMENZERA Lighter Berth.

8) C.R.E. said that a floating crane would be needed for repairs to Berth 6. Berths 9 and 10 could be considered a dead loss.

9) Naval Officer in Charge informed the Committee that the Coal Schooner he had asked for, arrived p.m. 3rd with 200 tons of coal which would be sufficient for 14 days supply to tugs.

10) Next meeting was arranged for 0915 Wednesday 6th June.

2309

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VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Subject:- Minutes Venice P.C.C. Meeting and Arrival Report.

To TN
HQ A M G
Region XII

1) Copy of minutes dated 29 May are attached.

2) No shipments have been received for A M G.Reg.XII

3) Two L C T's arrived for A M G Austria:-

one on 29 May
one on 30 May

these were handled by S & T.

4) Sgt WAINE and 3 Ors reported for duty 29 May 45

J.M. BOWES CA-PT
Port & Warehouse Officer
TN. AMG REG.XII

Copy to:- Movements-Shipping. TN S/O HQ AO
Port & Warehouse TN S/O HQ AO
Venezia Prov.
File

2304

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

Subject:- Minutes Venice P.C.C. Meeting
and Arrival Report.

To TX
H4 A M G
Region XII

1) Copy of minutes dated 29 May are attached.

2) No shipments have been received for A M G.Reg.XII

3) Two L C T's arrived for A M G Austria:-

One on 29 May
One on 30 May

these were handled by S & T.

4) Sgt WAINE and 3 Cpls reported for duty 29 May 45

J.N. BOWES CA-PT
Port & Warehouse
Officer
TR. AMG Reg.XII

Copy to:- Movements-Shipping. TR S/C H4 AC
Port & Warehouse TR S/C H4 AC
Venezia Prov.
File

2301

558

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING.No.9

Venice,29th May.1945,at 0900.

Present : Naval Officer in Charge
Area Commander
Port Commandant
S.S.T.O.
M.W.T.R.
C.R.E.
Representative Allied Military Government
Admiralty Berthing Officer

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The Minutes of Meeting No 8 were read and approved.

Naval Officer in charge expressed his regret that Area Commander was omitted from"those present" in the heading of minute sheet.

2. Naval Officer in Charge asked Port Commandant if he could state whereabouts of railway wagons containing guns and torpedoes which travelled ~~to~~ from S.Basilio to Mestre.Port Commandant said he would investigate the matter.

3. Naval Officer in Charge said that Minesweeping in Giudecca Canal was progressing favourably and according to programme.Damage done to quays was considerable but not devastating.

4. First convoy of 20 R.C.L.s arrived from Corsini, p.m., 28th,1 hour ahead of schedule and went straight to the allotted berths without incident. "Z" lighters should arrive about 1000 today; Coasters and L.C.T.s about 1530.

5. C.R.E.,3rd P.C. & R., stated that he had approached local firms with regard to dredging and could get Berths 24 - 27 dredged to 20' and Berths 28 to 31 to 23'. Both depths corresponded to low-water depths.

6. Next Meeting,was arranged for 0915 hours,Thursday, 31st May,1945.

2000

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SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING HELD AT
0915, SATURDAY, 2nd JUNE 1945

Present: Naval Officer in Charge
Area Commander
Port Commandant
S.B.O.
S.S.T.O.
Dock Superintendent
Representative of Allied Military Government
Admiralty Berthing Officer

Minutes of meeting N° 10 were read and approved with an amendment to paragraph 5, viz; Berth 26 amended to Berth 25.

2. Naval Officer in Charge asked Port Commandant if it was possible for Tugs to have some coal from the consignment due shortly. Port Commandant said he would ask Colonel Early and would Naval Officer in Charge let him have tonnage required. S.S.T.O. stressed the urgency with regard to coal supplies for tugs but Port Commandant said that the greatest urgency was supply to railways and that he considered "Tanno's" should be exploited to maximum for temporary work if tugs were not able to function due to shortage of coal.

3. Naval Officer in Charge stated that an escort ship was mined in Adriatic channel on 1st June and that these waters were still dangerous. Next convoy of seven ships was due at Malmocco at noon and it was anticipated that the coaster "Ingertre" would be able to sail on Monday, 4th June.

2299

4. Naval Officer in Charge informed the Committee that it was proposed to blow the controlled mine entrance at Porto Lido on Tuesday, 5th June and that he would issue necessary warnings in good time. It was possible that breakwaters would receive some damage.

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Port Commandant
S.N.S.
S.B.T.O.
Dock Superintendent
Representative of Allied Military Government
Admiralty Berthing Officer

Minutes of meeting No 10 were read and approved with an amendment to paragraph 5, viz: Berth 26 amended to Berth 25.

2. Naval Officer in Charge asked Port Commandant if it was possible for Tugs to have some coal from the consignment due shortly. Port Commandant said he would ask Colonel Early and would Naval Officer in Charge let him have tonnage required. S.B.T.O. stressed the urgency with regard to coal supplies for tugs but Port Commandant said that the greatest urgency was supply to railways and that he considered "Tenno's" should be exploited to maximum for temporary work if tugs were not able to function due to shortage of coal.

3. Naval Officer in Charge stated that an escort ship was mined in Adriatic channel on 1st June and that these waters were still dangerous. Next convoy of seven ships was due at Malamocco at noon and it was anticipated that the coaster "Ingertre" would be able to sail on Monday, 4th June.

2294

4. Naval Officer in Charge informed the Committee that it was proposed to blow the controlled mine entrance at Porto Lido on Tuesday, 5th June and that he would issue necessary warnings in good time. It was possible that breakwaters would receive some damage.

5. Naval Officer in Charge stated that Hydrographer's party had examined the patch where coaster had reported possible wreck and had located a slide shoal which meant that greatest depth of water was to left of channel. It has been established that no wreck existed.

6. Allied Military Government Representative asked Naval Officer in Charge and Port Commandant if they had any objections to discharge of salt schooners at Venice. No objections were raised.

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7. Question of disposal of R.A.S.O. Schooners was raised and it was agreed by the Committee that disposal of all vessels other than Naval craft should be done through H.Q.,Movements.

8. Naval Officer in Charge asked C.R.E. representative what the programme was for repairing Western Quay. C.R.E. replied that they did not wish to start work or survey while Minesweeping operations were still in progress but that as soon as Minesweeping had ceased in the neighbourhood they would send divers down to investigate underwater damage and he would report to Committee in due course.

9. Naval Officer in Charge said that Salvage work in port was now co-ordinated by Lieut.Commander Mathews ,R.N.R., who had all civilian firms co-operating with him.

10. It was arranged to hold the next meeting at 0915 o n Monday, 4th June.

2298

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

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING N°10 HELD AT 0915

31st May,1945

Present: Naval Officer in Charge.
Area Commander
Port Commandant.
S.S.T.O.
M.W.T.R.
Dock Superintendent
Representative Allied Military Government
Admiralty Berthing Officer
Capt.William,R.N.R.(Rep.P.S.T.O.,Mediterranean)

Minutes of meeting N° 9 were read and approved.

2. Port Commandant asked if a responsible Naval Officer could accompany Pilots to Coasters when arriving,in order to see that King's Harbour Master's instructions are carried out,having regard to the incident attending the first convoy of Coasters. Naval Officer in charge said he would arrange for a Naval Officer to accompany Pilots for next convoy of Coasters but that it would not be possible to do this for each occasion of ships arriving.

3. Capt.Williams,R.N.R.,asked whether any definite information had been received as to the classifications of the Port.Naval Officer in charge said that to date no information had been received.

4. Naval Officer in charge informed the Committe that the moving of the"Sergo Laglio" would have to be postponed till 1st June.

5. Naval Officer in Charge asked Port Commandant where coal which was due on 2nd June was going to be dumped,to which Port Commandant replied that Berth 25 was most suitable and had been allocated for this purpose.

6. Chairman informed Committee that Minesweeping had commenced at S.Nicolo,a .m.,31st May,and that he would issue the necessary danger warnings.

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M.W.T.R.
Dock Superintendent
Representative Allied Military Government
Admiralty Berthing Officer
Capt.William,R.N.R.(Rep.P.S.T.O.,Mediterranean)

Minutes of meeting N° 9 were read and approved.

2. Port Commandant asked if a responsible Naval Officer could accompany Pilots to Coasters when arriving,in order to see that King's Harbour Master's instructions are carried out,having regard to the incident attending the first convoy of Coasters. Naval Officer in charge said he would arrange for a Naval Officer to accompany Pilots for next convoy of Coasters but that it would not be possible to do this for each occasion of ships arriving.

3. Capt.Williams,R.N.R.,asked whether any definite information had been received as to the classificatione of the Port.Naval Officer in charge said that to date no information had been received.

4. Naval Officer in charge informed the Committe that the moving of the"Sergo Laglio" would have to be postponed till 1st June.

2297

5. Naval Officer in Charge asked Port Commandant where coal which was due on 2nd June was going to be dumped,to which Port Commandant replied that Berth 25 was most suitable and had been allocated for this purpose.

6. Chairman informed Committee that Minesweeping had commenced at S.Nicolo,a .m.,31st May,and that he would issue the necessary danger warnings.

7. Capt.Williams,R.N.R.,said that the purpose of his visit was to investigate the state of "Cradisca "and "Vulcania".The latter was ideal for use as a troopship if one of her 6-ton generators could be rewound but this meant transporting it to Milan.Area Commander said that he could see no difficulty in getting that done.Former was completely gutted but if the Committe could give every assistance in supplying materials and labour to repair her,she could be repaired and be very useful. Area Commander said he would refer the matter of materials, which were in Venice,but frozen,to Allied Military Government.

8.

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8. M.W.T.R. said that the "Illiria" would be sailing very shortly and was it possible for the crew to draw on Army rations for their voyage. Area Commander said he would get this done. M.W.T.R. then asked if a suitable place could be found for a Bunker-boat which would be arriving shortly. It was agreed that the berth at the west end of the Scomenzera canal should be allocated.

9. Dock Superintendent asked if a routine order could be published to the effect that 31 Berth and quayside space must be kept clear for the discharge of cargo progressing from that berth. Area Commander asked Port Commandant to attend to this publication.

10. It was agreed to hold the next meeting at 0915 on Saturday, 2nd June.

2296

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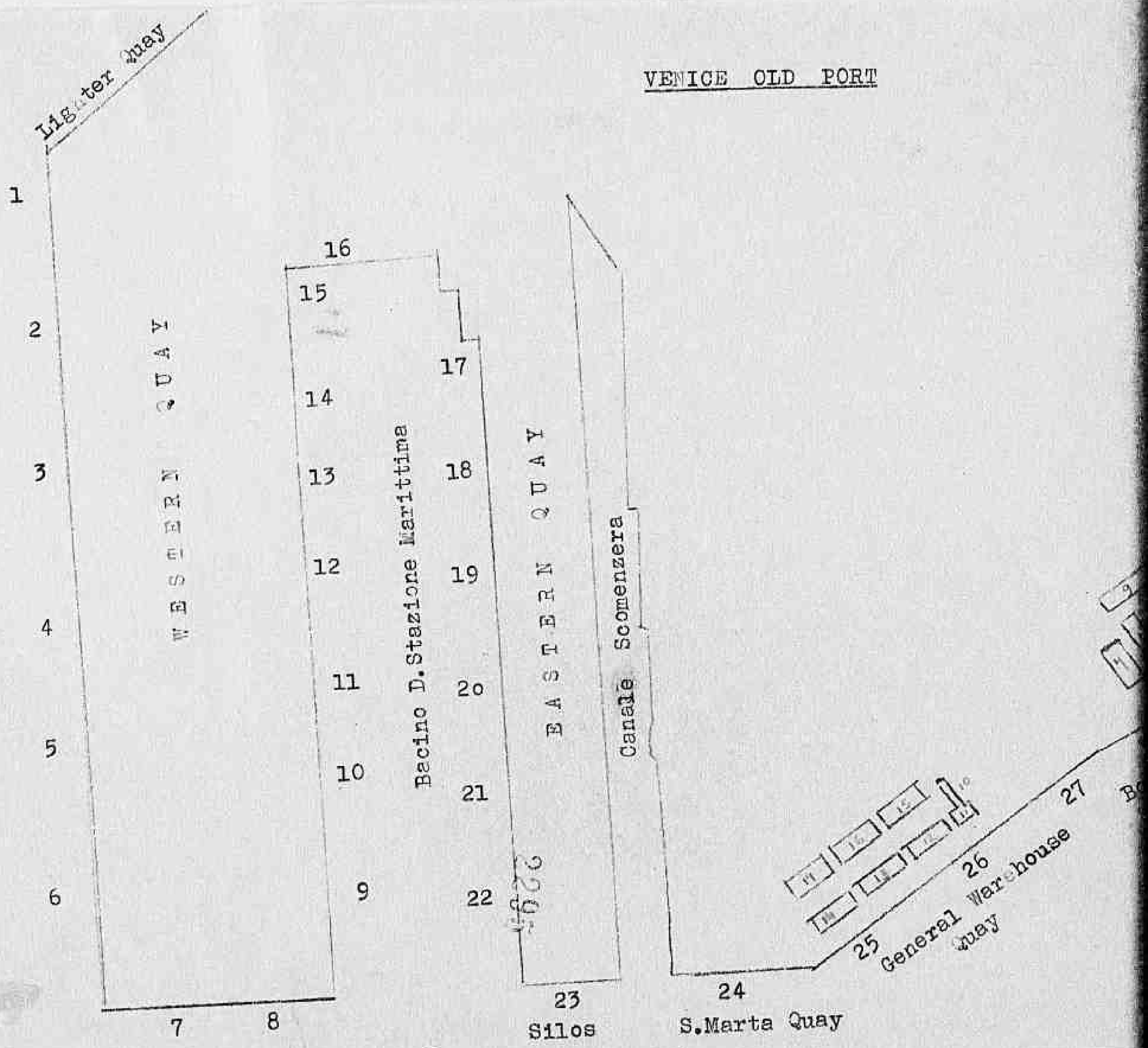
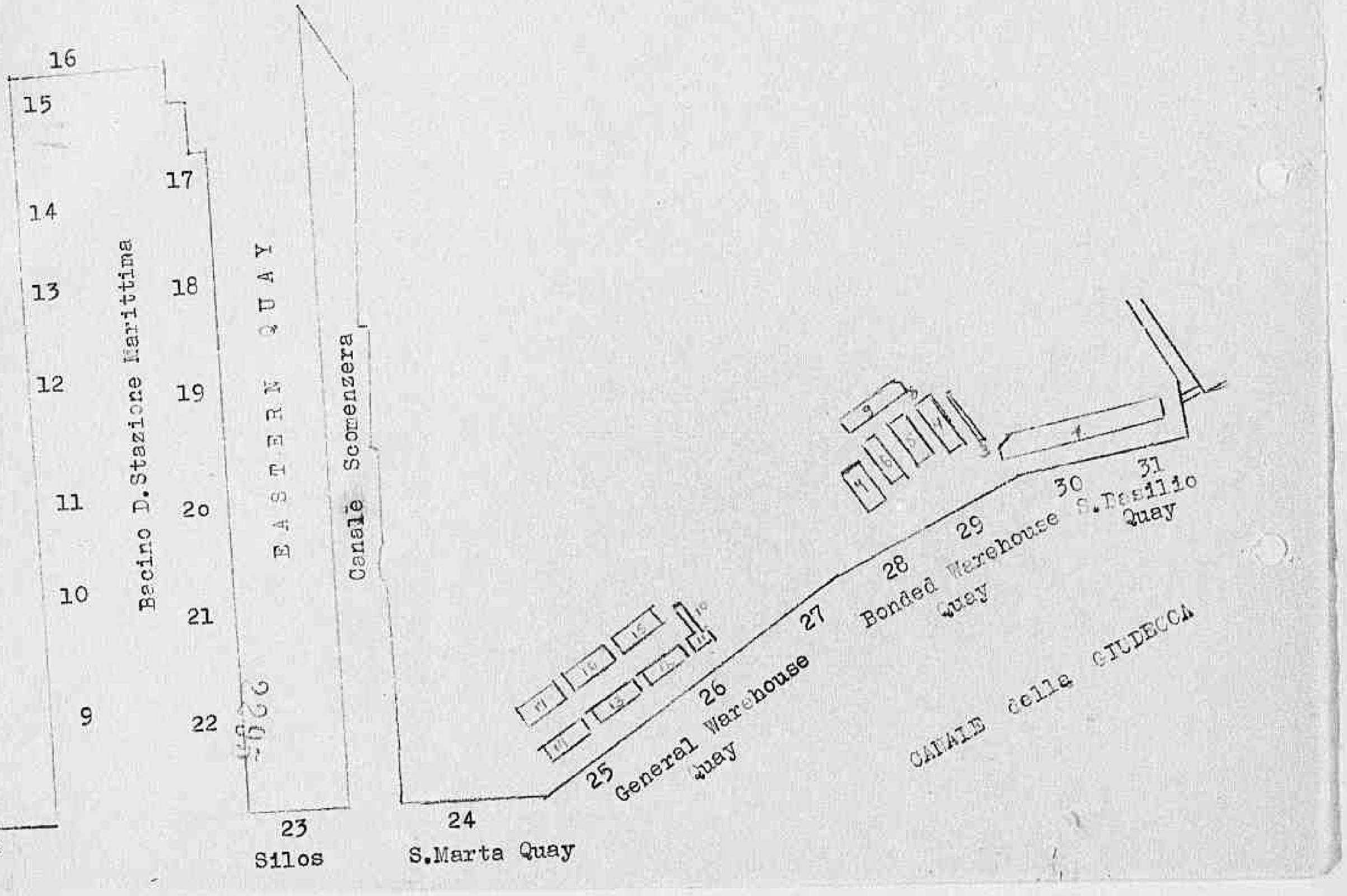
VENICE OLD PORT



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

VENICE OLD PORT

1st June 1945



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

SECRET

Minutes of Port Control Committee Meeting N° 8.

Venice,27th May 1945? at 1700.

Present:-N.O.I.C. Area Comdt.,Port Cdt.,S.S.T.O.,M.W.T.R.,C.R.E., Dock Spt., Rep.A.M.G.,A.B.O.,Col Rogers.

Minutes of Meeting N° 7. were read and approved.

N.O.I.C. informed Committee that with reference to paragraph 2, "Z" Lighter and Tugs and R.C.L.'s had been called forward for 28th May and Coasters for ~~for~~ p.m. 29th. Landing craft had still to be called forward. With reference to Paragraph 3,divers had reported a small success in clearing Mines near to Serghoo Laghi. They had blown a unit ~~xi~~ withaout exploding the mine and hoped to repeat this with the others.

2. N.O.I.C. stated that the Italian Navy had two Water Barges,one of which was being used for Minesweepers,and ~~xhx~~ one for San Pietro Barracks. As Minesweepers would presently require more water,could S.S.T.O undertake to acquire two more Water Barges through a private firm for use of San Pietro Barracks. S.S.T.O. agreed to do this.

3. Port Commandant asked whether a definite date would be given with reference to the clearing of Mines near Western Quay as Commander M/S had stated that approximately 14 days would be required. N.O.I.C. said he would endeavour to get a firm Date.

4. Port Commandant informed the Committee that a system of Dock Passes for Military personnel had now been agreed with Area,and they would come into force on a date to be published when they had been printed. Civilian personnel would receive a Military Pass suitably adapted.

5. Dock Supt. asked for approval of Committee to give priority of lighting on S.Basilio Quay owing to changed programme. This was agreed.

6. NO.I.C. informed Committee that Lieut.Mc.Donald, R.N.V.R. had been appointed Admiralty Berthing Officer.

7. Lieut. R. asked if P.C.C. meeting could in future ~~could~~ be held at 9 am. instead of 1700. The majority of Committee members were in agreement with this and next meeting was arranged for 9.am. 29th May,1945.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/15/Tn6

RMB/mvm
31 May 1945

SUBJECT: Port Control Committee Meeting - Venice

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

1. For your information and retention, attached you will find copy of letter dated 24 May 1945 from Captain J. N. Bowes on the above subject and also copy of minutes of Port Control Committee Meeting held in Venice on 21 May 1945.

R. M. RAZZANELLA, Chief
Ports & Warehouse Division

Attachments as stated above.

2293

15

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

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Subject:- Minutes of Venice P.C.C. Meeting
And progress Report

To TN
H.Q. A.M.G.
REGION XII

1) Copy of minutes dated 21st May 1945 attached.

2) Arrangements have been made ~~with N.O.I. Port op.rating pers.~~ p ~~s.~~ to billet and mess I.M.C.O. and 8 ORS in the Port Area. ~~S. Prevese N° 1076~~.

3) OFFICES P.L.O. in Adriatica Building - Port HQ.
Port N.C.O. in Depot 13 - Port operating COY Offices
Depot Accounting in Magazzini Generali Offices.

4) Telephone numbers will be notified as installed.

5) Signals ALCOM PORT LIAISON OFFICER c/o 86th ARmy Area.

J.M. Bowes Capt

J.N. Bowes Capt
P. and W. Officer
TN A.M.G. REGION XII 2292

24th May 1945

Copy to: Movements Shipping Div. TN S/C/ HQ. AC.
Ports War houses.....
Venezia Province.....
File.

14

Secret.

Minutes of Port Control Committee Meeting
No. 5

Venice 21st May, 1945.

Present: N.O.I.C., Area Commander, Brigadier Fellowes (A.F.H.Q.)
Col. Harly, Port Commander, S.S.T.O., C.R.E., P.C. and
R.D.M.W.T.R., Rep. A.M.G.

1. Minutes of meeting No. 4; were read and approved.

2. C.R.E. said that he hoped to start on this work on Quays in Marghera before the 4th of June and to have the first priority finished by the 20th June. This would not affect the program for VENICE as extra companies were being brought in for the Marghera commitment. Formal approval of this work at Port Marghera was given by the committee.

N.O.I.C. said he believed Venice would be required for a certain amount of trooping and by Hospital Ships. Port Commander confirmed this and said Western Quay was most suitable for this purpose.

3. N.O.I.C. asked if he could have the location of the main Venice water supply line where it crossed the V.Em. Canal so that precautions would be taken whilst sweeping that area. C.R.E. said he should ~~xxxxx~~ let N.O.I.C. have the information the following morning.

4. Brigadier Fellowes asked N.O.I.C. if complete Naval survey of the Port were yet available, as soundings were urgently required. He believed that in certain ports alongside, the the San Basilio Quay, as little as 16. ft. of water had been found. N.O.I.C. replied that survey was almost completed and detailed report should be ready on the 23rd.

2291

5. Brigadier Fellowes said four Coasters were due on the 27th, six on the 31st, and 10 on the 3rd June.

6. Brigadier Fellowes asked if a firm date would be given for completion of sweeping. N.O.I.C. said sweepers were due in the Port tomorrow and that a further three days should be required to sweep the fairways. Brigadier Fellowes pointed out that this was two days ahead of schedule and that it would be possible to call forward the first Coasters for the

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

1. Minutes of meeting No. 4; were read and approved.

2. C.R.E. said that he hoped to start on this work on Quays in Marghera before the 4th of June and to have the first priority finished by the 20th June. This would not affect the program for VENICE as extra companies were being brought in for the Marghera commitment. Formal approval of this work at Port Marghera was given by the committee.

N.O.I.C. said he believed Venice would be required for a certain amount of trooping and by Hospital Ships. Port Commander confirmed this and said Western Quay was most suitable for this purpose.

3. N.O.I.C. asked if he could have the location of the main Venice water supply line where it crossed the V.Sm. Canal so that precautions would be taken whilst sweeping that area. C.R.E. said he should xxxxx let N.O.I.C. have the information the following morning.

4. Brigadier Fellowes asked N.O.I.C. if complete Naval survey of the Port were yet available, as soundings were urgently required. He believed that in certain ports alongside, the the San Basilio Quay, as little as 16. ft. of water had been found. N.O.I.C. replied that survey was almost completed and detailed report should be ready on the 23rd.

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5. Brigadier Fellowes said four Coasters were due on the 27th, six on the 31st, and 10 on the 3rd June.

6. Brigadier Fellowes asked if a firm date would be given for completion of sweeping. N.O.I.C. said sweepers were due in the Port tomorrow and that a further three days should be required to sweep the fairways. Brigadier Fellowes pointed out that this was two days ahead of schedule and that it would be possible to call forward the first Coasters for the 25th and the 26th. N.O.I.C. replied that some delay might occurr in the sweeping, but that he should call forward the coasters earlier if possible and give the Port 24 hours notice of doing so. Area Commander said that he would arrange for transport for discharge, should Coasters come early. N.O.I.C. said that no dates could be given yet for the completion up to Marghera of Lido entrance. Salvage Officer had been asked for to widen gaps between blockships.

7. Brigadier Fellowes asking if there were sufficient local tugs to work the Port. N.O.I.C. replied that although all the harbour authority tugs had gone, about 12 privately owned ../-

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tugs remained and this ought to be sufficient meanwhile.

8. Brigadier Fellowes complained that Navy House was too far away from Port Commander's Office and that close cooperation was impaired. N.O.I.C. replied that he required Navy House at the Arsenal as most of his time should be taken up with small Naval vessels which would lie there and that R.N.M. and N.C.S.O. would have offices close to Port Commander. Port Commander agreed that this should meet his needs.

9. A.M.G. representative asked confirmation that Army would deliver A.M.G. cargo to wardhouses allotted him which were not on Dockside.
Are Commander agreed that this should be done.

10. Next meeting was called for Wednesday 23rd May.

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VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SUBJECT:= VENICE P.C.C. MINUTES.

SECRET.

TO TN
H AMG XII
A
APO 394

1) Copies are attached of the minutes of meetings held on 23 & 25 May.
2) The latest information is that no Civil supplies will be landed before the 29 May. Arrangements have been made to receive them.

J.M.Bowes Capt.

J.M.BOWES.Capt.
P.W.O OFFICER

28 MAY 45
VENICE.

TN AMG REGION XII.

Copy to Movements Shipping Div: TN S/C H.Q.AC.
Port & Warehouse Div: TN S/C. H.Q.AC.
VENEZIA PROV/
FILE.

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SECRET

Minutes of Port Control Committee Meeting No.6

Venice 23 May 1945

Present N.O.I.C.; Area Cdt, Brig.Waghorn,Capt.Black R.N. (SNOIA) Col.Earley,Port Cdt,S.S.T.O.,M.W.T.R.,C.R.E.,Dock Sup. Rep.A.M.G.

I) Minutes of meeting No;5 were read and approved.

II) N.O.I.C. said the M.T.W. surveyors were looking over available tugs in the Harbour with a view to having a number of them in commission for the first flight of Coasters.

3. N.O.I.C. said he had been asked to requisition two 20 tons barges for the 797 Water Transport Coy who required them for transporting stores to the Lido. N.O.I.C. thought that all barges should be requisitioned and controlled by S.S.T.O. who agreed that this was his normal responsability, and said he would go into the matter immediately. Area Cdt. said he should instruct W.T.Coy to deal with S.S.T.O. in this matter. S.S.T.O. said he had signalled F.S.T.O. for a directive on the peculiar position of small craft in Venice.

4. N.O.I.C. said that shortly after the first Coasters arrived about 50 I.W.T. craft should arrive from Corsini and he thought the best place to berth them was the Scomenzera Canal. 2280
This was Agreed.

5. N.O.I.C. said he wished to move the tanker " Sergio Laghi " from the end of West Quay (berth 4 and 6) to the S.North quay (berth 2) on the 25 th; also the "MADISON" to move alongside the "Falcania" on the 26 th.These moves were agreed.

6. N.O.I.C. askes if he could have the offices for the "Render-mine Safe Officer" and his staff and one of the offices for L.C.T.Flotilla Officer and his Engineer officer. These were required in shed 13 for L.C.T. Officer and 13 or 100 for R.M.S.O. Dock Supt. said he would do what he could in the matter.

7. N.O.I.C. asked if the North Irish Horse could loan any of their craft to help out in present critical shortage of launches.Area Cdt. said he would see what he could do on this suggestion.

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Rep.A.M.G.

I) Minutes of meeting N:5 were read and approved.

II) N.C.I.C. said the S.T.W. surveyors were looking over available tugs in the harbour with a view to having a number of them in commission for the first flight of Coasters.

3. N.O.I.C. said he had been asked to requisition two 20 tons barges for the 757 Water Transport Coy and required them for transporting stores to the Adr. D.O.I.C. thought that all barges should be requisitioned and controlled by S.S.T.O. who agreed that this was his normal responsibility, and said he would go into the matter immediately. Area Cdt. said he should instruct W.T.Coy to deal with S.S.T.O. in this matter. S.S.T.O. said he had signalled F.S.T.O. for a directive on the peculiar position of small craft in Venice.

4. N.O.I.C. said that shortly after the first Coasters arrived about 50 L.W.T. craft should arrive from Corsini and he thought the best place to berth them was the Scomenzera Canal. This was Agreed.

5. N.O.I.C. said he wished to move the tanker " Sergio Laghi " from the end of west Quay (berth 4 and 5) to the S.Maria quay (berth 24) on the 25 th; also the "SHADDOCK" to move alongside the "Vulcania" on the 26 th. These moves were agreed.

6. N.O.I.C. askes if he could have the offices for the "Render-mine Safe Officer" and his staff and one of the offices for L.C.T.Flotill Officer and his Engineer officer. These were required in shed 13 for L.C.T. Officer and 13 or 100 for R.M.S.O. Dock Supt. said he would do what he could in the matter.

7. N.O.I.C. asked if the North Irish Horse could loan any of their craft to help out in present critical shortage of launches. Area Cdt. said he would see what he could do on this suggestion.

8. Area Cdt. said he was very disturbed about the speed of launches in canals and ask that all officers be instructed to keep their drivers down to low speeds.

9. M.W.T. asked what organisation should deal with the berthing of vessels. N.O.I.C. replied that an A.M.O. was on his way to Venice and that he should deal with the berthing of all vessels.

10. Capt.Black, Royal Navy (S.N.O.N.A.); said F.O.T.A.L.I. was very perturbed about small numbers of craft allocated to N.O.I.C. for R.N. use. Area Cdt. said he understood N.O.I.C. had obtained 6 launches from the Italian Navy. NO.I.C. replied these had not materialized

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22 out of 24 Italian Naval Launches had been requisitioned by Area. Area Commander said he should give the matter his immediate attention and meanwhile he should loan Ducks for a Naval Commitment as a Duck Coy had arrived and should ease the situation a little.

11. Next meeting was called for Friday 25 th May.

Minutes of Port Control Committee No.7 SECRET

Date : 25 May 1945
Present : N.O.I.O., Area Cdt., Port Cdt., S.S.T.O., M.W.T.R., C.R.E., Dock Sup., Rep. A.M.G.

I) Minutes of meeting Nr.6 were read and approved with following points raised by M.T.T.R. and S.S.T.O.

a) Reference para. 2 M.W.T.R. stated that his surveyers were experienc= ing great difficulty in carrying on their work owing to lack of transport.The ducks at present allocated for their use were not suitable owing to cexwains lack of local knowledge.Area Commander agreed to provide 3 craft exclusively for their use.

b) Reference para.3 S.S.T.O. said he had arranged with the lighter firm that for the time beeing water transport that corresponded to Lorry traffic should be controlled by 86 Area.

II) N.O.I.C. informed the committee that:

a) all 3 m/s operations were behind schedule and that "D" Day for the opening of the Port,namely 27 May,would probably have to be postponed.

b) N.O.I.C. stated that arrangements had been made for berthing the I.W.T.Flotillas which numbered 150 craft appr. RCI's were to be berthed in the S.Giorgio basin, to lighters in Giudecca Canal and Minca barges and tugs in Scomenzera Canal.

c) An American Naval Officer who was interested in fishing visited N.O.I.C. to ascertain what ~~what~~ fishing regulations existed and requested maximum fishing facilities with minimum regulations. The Area Commander said that Army regulations permitted fishing up to 21.00 but N.O.I.C. said that he had no objection to all night fishing provided the curfew regulations were not broken. 2287

d) US Navy wished to establish a Blimp station in order to co=operate with R.N. in clearing minefields in Venice qpproaches and would probably site themselves at the airport Treviso.A Blimp mooring mast w would be required as well as usual site and billetting facilities.

III) M.V.T.R. asked what the chances were of damage to ships in harbour during m/s operations,as it was desired to move the tanker before ~~xxxx~~ sweeping began. N.O.I.C. stated that although drivers had been down for 3 days there was no way for dealing with the mines before the

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

transport.The ducks at present allocated for their use were not suitable owing to cexwains lack of local knowledge.Area Commander agreed to provide 3 craft exclusively for their use.

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d) US Navy wished to establish a Blimp station in order to co-operate with R.N. in clearing minefields in Venice qpproaches and would probably site themselves at the airport Treviso.A Blimp Mooring mast w would be required as well as usual site and billetting facilities.

III) M.V.T.R. asked what the chances were of damage to ships in harbour during m/s operations,as it was desired to move the tanker before ~~xxxx~~ sweeping began. N.O.I.C. stated that although drivers had been down for 3 days there was no way for dealing with the mines before the tanker was moved and that generally the chances of damages to ships was considerable.

IV) Port Supt. suggested that bottom and top of ramps leading to docks would be wired and the enclosed space be reserved Dock Area. C.R.E. said that arrangements were in hand to do this but that lighting of entrances will be left by C.R.E. to Dock Supt.

V) C.R.E. stated that water barges would be required to fill underground storage tanks on S.Pietro Island as pressure in pipe from mainland was insufficient to meet requirements. N.O.I.C. undertook to provide these barges when required.

VI) The next meeting was arranged for 17.00 27 May 1945.

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Minutes of Port Control Committee No. 4

Venice 19th May 1945

Present: NOIC, AA and CMC, Port Cdr t, SSTC, CRE, 3 PO and R, Dock Superintendent, Comdt. Adriatic, Rep. of AMG.

1. Minutes of last meeting were read and approved. C.R.E. stated that lighting mentioned in Para.8. now had priority over repair of cranes.

2. A.A. and D.M.G. stated that the launch position was still extremely difficult. A great many complaints had been received that certain units of Departments had more launches than was necessary. Some units had been checked on, and showed that they did require the number of launches held by them. Bids had been taken by Area of all Units who still required launches and an effort was being made to meet them. M.T.O. and Sea Transport had been allocated launches and they would be available for collection in the morning.

3. A.A. and D.M.G. said Brigadier Fellowes had arrived in Venice and stated that Porto Marghera should be used for Army Stores and Venice for commercial Vessels. Port Commander said that until Navy Survey had been made he could not give a precise opinion on Porto Marghera but from the short recce he had made he did not consider that more than 6 Lightened Liberty's and 2 more possibles could be berthed at present with a daily rate of 4.000 tons including 1.000 tons of coal. This would leave at least 1.000 tons for Venice if present figures of 5.000 tons per day still held. It was therefore unwise to give up Venice at the moment.

4. N.O.I.C. stated that a portable pulsar had arrived and that 2286 s hoped to start sweeping the dock Area tomorrow. Precautions to keep people at a safe distance should be made by Commander M/S and Area Police.

5. Commander Perrin D.S.O. R.N.V.R., Commander Minesweeping Adriatic gave his views on the sweeping of Venice and its approaches.

6. C.R.E. stated that if mines were blown near the wall of the main quay, the walls would collapse and it should take 12 months to repair it.

7. Docks Superintendent asked that all bids for accomodation in the Dock Area should be made to himself in order to avoid confusion.

8. (10) Naval Officer in Charge stated that he hoped to move Navy House to the Arsenal Gate on Monday the 21st.

9. Next meeting was called for Monday 21st in the Conference room of the "Adriatica" Building.

SECRET

Subject: - VENICE P.C.O. Minutes

To TN.
HQ Region XII
A.M.G.

1) A copy of the minutes held on 17th May 1945 is attached for your information.

2) ALSO FOR 19 MAY.

21st May 1945

D.N.Bowes capt

J.N.Bowes Capt.
P and W Officer
TN. Region XII A.M.G.

Copy to
- - Movements. Shipping Div. TN S/C. HQ.AC.
- - Ports and Warehouse Div. TN S/C/ HQ.AC.
- - Venezia Prov.
- - File.

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

To TN.
HQ Region XII
A.M.G.

1) A copy of the minutes held on 17th May 1945 is attached for your information.

2) ALSO FOR 16 MAY.

21st May 1945

J.N.Bowes Capt.
P and W Officer
TN. Region XII A.M.G.

Copy to
- - Movements. Shipping Div. TN S/C. HQ.AC.
- - Ports and Warehouse Div. TN S/C/ HQ.AC.
- - Venezia Prov.
- - File.

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

SECRET

Minutes of Port Control Committee Meeting No. 3

Venice - 17th May 1945

Present: NOIC, AA and QMG, Port Cdt. Docks Superintendent.
CRE, 3 PO and R. NAT, STO Rep, PWSO, Col. Dawson.

I) Minutes of the last meeting were read and approved except that in Para. VII ; 6.000 tons should read 5.000 tons.

II) N.O.I.C. regretted that no soundings were yet available but the survey party had arrived and started his work.

III) N.O.I.C. introduced Lt. Cdr. Pickering R.N.V.R. Port Minesweeping Officer.

IV) N.O.I.C. quoted a signal from A.F.H.Q. which stated port should open on 27th May for landing craft and coasters. Landing craft expected to discharge 1200 tons per day. Coasters 2000 tons.

V) Subject of accomodation was further discussed. 2284

VI) Port Commandant complained that his work had been impaired owing to shortage ~~owing to shortage~~ and bad condition of launches allotted him. Col. Dawson summarized the launch position which was acute at the moment and N.O.I.C. asked that a committee be formed to deal with the allocation of launches. AA and Q.M.G. said owing to the complex nature

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

Venice - 17th May 1945

Present: NOIC, AA and QMG, Port Cdt. Docks Superintendent.
CRE, 3 PC and R. MWT, STO Rep, PMSO, Col. Dawson.

I) Minutes of the last meeting were read and approved except that in Para. VII ; 5.000 tons should read 5.000 tons.

II) N.O.I.C. regretted that no soundings were yet available but the survey party had arrived and started his work.

III) N.O.I.C. introduced Lt. Cdr. Pickering R.N.V.R. Port Minesweeping Officer.

IV) N.O.I.C. quoted a signal from A.F.H.Q. which stated port should open on 27th May for landing craft and coasters. Landing craft expected to discharge 1200 tons per day, Coasters 2000 tons.

V) Subject of accomodation was further discussed. 2284

VI) Port Commandant complained that his work had been impaired owing to shortage ~~owing to shortage~~ and bad condition of launches allotted him. Col. Dawson summarized the launch position which was acute at the moment and N.O.I.C. asked that a committee be formed to deal with the allocation of launches. AA and Q.M.G. said owing to the complex nature of water transport in Venice it was preferred that Area should have control of the allocation of launches.

VII) Port Commandant asked if it were possible to start dredging some of the berths. N.O.I.C. replied that one dredger will shortly be available and four others are mine-bound.

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VIII) Dock Superintendent and C.R.E. discussed dockside lighting. Dock Superintendent said he should state his requirements after viewing site.

IX Port Minesweeping Officer gave a resumè of minesweeping position.

X) Next meeting was called for Saturday 13th May.

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