

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

Port of Naples

10000/148/1249
'Sept 45

MEETING HELD AT NAPLES HQ. PM ON 11th FEBRUARY 1946

To consider the future operation of the port.

1. Col Sarti, on behalf of the Italian Delegation, after having furnished details as to the anticipated traffic movements in the zones previously handed over Italian Control requested that the following further accommodation be allocated to them:-

- a) the quays commencing from the Sausan pier to the Vittorio Emanuele pier, inclusive.
- b) the Villa del Popolo quay (on which the silos are situated)
- c) at least one hundred meters of the Beverello quay, from the Cavalli pier end, in order to deal with the bulk of Naples passenger traffic.

2. After lengthy discussion, the following was obtained:-

- a) return of the Villa del Popolo quay and the Piscare mole.
- b) return of the Beverello quay as from 1st March.
- c) probable return of the Piliere quay.
- d) authority to carry out repair work at the Vittorio Emanuele pier but same to remain still under British Control.

Rome 13th February 1946

Major Laramie

526/113

URGENT

352

23

ALLIED FORCE HEADQUARTERS

251 A 101

Spk

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1. The information is being sent to you to ensure that you are in the best position to handle the situation. It is requested that you continue to monitor the situation and report any changes.

2. This message is being sent to you to ensure that you are in the best position to handle the situation. It is requested that you continue to monitor the situation and report any changes.

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Reference: FX 60312

Date of Origin: FEB 071700 A

Message Centre No: 4/6884

Date Time Rec'd: FEB 080845

Precedence: PRIORITY

FROM AFHQ GITE PUGH SIGNED SAGMED
TO PENSOUTH MOV NAPLES ALCON DISTROBE IN MAIN ROOM
INFO: FENBASE

CONFIDENTIAL

CONFIDENTIAL.

1. III meeting will be held 1500 HRS Monday 11 February in PENSOUTH conference room Naples under joint chairmanship DQAB (M) AFHQ and RHP CG PDS to discuss operation of part of Naples during and subsequent to us withdrawal. Request you be represented.
2. Letter with agenda and details follows.

AG DIST.

ACTION: EPTB 2

INFO: CHIEF COMMISSIONER

SCOM 2

FILE 2

FLOAT

ACTION

CONFIDENTIAL

2899

RECEIVED

C.

FI 60312

FEB 071700 A

G/8854

FEB 080845

PRIORITY

AFHQ CITE PRODM SIGNED SACKED
PENSOUTH MOV NAPLES ALCON DISTROCK IN MAIN ROME
INFO: PENSABE

CONFIDENTIAL

CONFIDENTIAL.

1. XIX Meeting will be held 1500 HRS Monday 11 February in PENSOUTH conference room Naples under joint chairmanship DQMS(M) AFHQ and REP CG PBS to discuss operation of port of Naples during and subsequent to us withdrawal. Request you be represented.
2. Letter with agenda and details follows.

AC DIST.

ACTION: TPTN 2

INFO: CHIEF COMMISSIONER

ECOM 2

FILE 2

YLOAT

CONFIDENTIAL

800-368-5828 ALLIANCE CONNECTION

100

Transportation & Shipping Supply-Chain-Management

Table 1. *Cont.*

40/571/72/52.3.

9707. *Artemisia* L.

subject - 100 lbs. food, part of supply

1. Direttore Generale della Marina Mercantile
Ministero della Marina, Roma.

1. Reference your 7157/G.12 of 12 December '45.
2. Various points in Col. Lauricelli's report were taken up with AFHQ and it is now intimated by that HQ that the 20 authorities are planning to vacate the majority of their area in the port of Naples in the near future. It is proposed to hold a meeting shortly to consider the reallocation of berths in the port in the light of reduced US and additional British commitments. It is considered that as a result of this reallocation most of the difficulties mentioned in the report can be overcome, and that a larger and more compact area, with rail-served berths, can be allocated to civilian operation.
3. This meeting will also consider the transfer of port equipment and other major points affecting the working of the port of Naples.
4. The following interim comments have been made by AFHQ on the report:-
- (a) The port of Reggoli was returned to civil control on 9 January.
- (b) Berths 15, 36 and 36A are within the Italian Section of the port and are not used by the British authorities.
- AFHQ states that it was agreed in September 1945, when the division of the port was arranged, that when the civilian requirements covered the capacity of the civilian port, the military sections of the port could be used by local arrangement.
- (c) No instructions concerning exports for trucks have been issued by either the British or US port authorities to the Italian Captain of Port.
- (d) There are no known arrangements for the final disposal of Allied port equipment to a "private enterprise".
- The procedure for making over British equipment at ports is that the estimates and lists the gear and plant that will be required in each Italian port for its civil operation when military control is removed. These lists - covering Fo, Orf, NB, NAB and other items - are then submitted to the port and the necessary arrangements are made.

is now anticipated by that the U.S. authorities are planning to vacate the majority of their area in the port of Naples in the near future. It is proposed to hold a meeting shortly to consider the realization of berths in the port in the light of reduced US and additional British commitments. It is considered that as a result of this realization most of the difficulties mentioned in the report can be overcome, and that a larger and more compact area, with well-served berths, can be allocated to civilian operation.

This meeting will also consider the transfer of port equipment and other major points affecting the working of the port of Naples.

The following interim comments have been made by AFHQ on the report:-
 (a) The port of Megaliti was returned to civil control on 9 January.
 (b) Berths 15, 16 and 17A are within the Italian Section of the port and are not used by the British authorities.
 AFHQ state that it was agreed in September 1945, when the division of the port was arranged, that when the civilian requirements exceed the capacity of the civilian port, the military sections of the port could be used by local arrangement.

(c) No instructions concerning exercises for trucks have been issued by either the British or US port authorities to the Italian Capitano di Porto.
 (d) There are no known arrangements for the final disposal of Allied port equipment to a "private enterprise".
 The procedures for making over British equipment at ports in that the (the) estimates and lists the gear and plant that will be required in each Italian port for its civil operation when military control is removed.

These lists - covering FA, Ord, AA, H&C and other items - are then submitted to AFHQ and Warhouse Division for scrutiny, comment and approval. The agreed lists, described as "Port Disposal Projects", are then submitted to the War Office, for approval. When this approval is received in respect of equipment at Naples, it is intended to arrange disposal of all plant, cargo handling gear and essential maintenance items as fired assets.

The present status of disposal of US equipment will be outlined at the meeting mentioned above.

(e) At Torre del Greco 247 NASC Motor Boat Coy have requisitioned a shipyard for repair of craft. It also keeps half of boat quay clear for its own use, but always allows civilian ships to berth there on request.

The date of the proposed meeting will be notified in due course to this HQ and these points may then be reviewed.

For the Director

[Signature]
 R.F. LAMBERT,
 Major, R.E.

Copy to : Ports & Warhouse Division.

ALLIED FORCE HEADQUARTERS

REF: 37

Nov 1/6 - R/12th

Tele FREEDOM 393

2 Feb 46.

SUBJECT: Italian Area, Port of NAPLES

TO: HQ Allied Commission, ITALY.
(for Transportation & Shipping Sub-Commission)

1040. 18
Your AG/571/16 Tns dated 9 Jan 46.

1. The US authorities are planning to vacate the majority of their area in the port of NAPLES in the near future. It is proposed to hold a meeting shortly to consider the reallocation of berths in the port in the light of reduced US and additional British commitments. It is considered that as a result of this reallocation most of the difficulties mentioned in the report forwarded by the Director General of Merchant Marine can be overcome, and that a larger and more compact area, with rail-served berths, can be allocated to civilian operation.

2. This meeting will also consider the transfer of port equipment and other major points affecting the working of the port of NAPLES, as well as the question of the reallocation of the port of BARENOLI.

3. The following are interim comments on the details of Col LAURICKIA's report:-

Para (a) Berths 35, 36 and 36A are within the Italian section of the port and are not used by the British authorities.

It was agreed in Sep 45, when the division of the port was arranged, that when the civilian requirements exceed the capacity of the civilian port, the military sections of the port could be used by local arrangement.

Para (g) This para is not understood. No such instructions have been issued by either the British or US port authorities to the Italian Capitano di Porto.

Para (d) There are no known arrangements for the final disposal of Allied port equipment.

28A

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2. This meeting will also consider the transfer of port equipment and other major points affecting the working of the port of NAPLES, as well as the question of the reallocation of the port of BAZZANO.

3. The following are interim comments on the details of Col LAMARCA's report:-

Para (a) Berths 35, 36 and 36A are within the Italian section of the port and are not used by the British authorities.

It was agreed in Sep 45, when the division of the port was arranged, that when the civilian requirements exceed the capacity of the civilian port, the military sections of the port could be used by local arrangement.

Para (c) This para is not understood. No such instructions have been issued by either the British or US port authorities to the Italian Capitanato di Porto.

Para (d) There are no known arrangements for the final disposal of Allied port equipment to a "private enterprise".

The procedure for making over British equipment at ports is that Th(Pr) estimates and lists the gear and plant that will be required in each Italian port for its civil operation when military control is removed. These lists - covering fu, ord, EE, BASO and other items - are then submitted to AD Port and Warehouse Division for scrutiny, comment and approval. The agreed lists, described as "Port Disposal Projects", are then submitted to Fu, War Office, for approval. When this approval is received in respect of equipment at NAPLES, it is intended to arrange disposal of all plant, cargo handling gear and essential maintenance items as fixed assets."

The present status of disposal of US equipment will be outlined at the meeting referred to in para 1.

Continued/... para (e)

DATA (a) At FORT DEL GRADO DEL RASO Motor Boat Coy have requisitioned a shipyard for repair of craft. It also keeps half of West quay clear for its own use, but always allows civilian ships to berth there on request.

The time and place of the meeting referred to in para 1 will be advised to you.

TIA/lwo

T. L. Mearns
T. L. MEARNS, Lt Col.
for Brigadier DQGC(M).

Copies 101 OO PWSOUTH
ADEC(M) NAPLES
Cnd.
Nov 2/5

2895

AC/571/183

TERRE ARRETRADA

21 January 1946

Rail facilities on "Mala Levante" have been totally destroyed.
Barracks and other constructions have been seriously damaged.
Col. Sarti (Port Commandant of Naples) suggests that no grain
ships be put in Terre owing to very poor warehousing facilities.
These conditions may last for 1 or 2 weeks.

af.

2895

This information was given to
Maj. Korman and Capt. Hazleton
on 22 January 46

Port of Naples

HEADQUARTERS
ALLIED COMMISSION LIAISON
NAPLES

Time A 19A
26

TTC/ms

22 January 1945

SUBJECT : Explosion in Torre Annunziata
TO : Chief Liaison Officer.
Allied Commission Liaison
Naples

1. A visit was made this morning with officials of the Federazione to inspect the damage done to Grain Warehouses of the Magazzini Generali by explosions of ammunition in Torre Annunziata last evening. Warehouses of the Magazzini Generali are located about 200 yards from the scene of explosion and received a tremendous concussion which caused 75% damage. Roofs of all buildings were destroyed and considerable damage was done to outside walls and interior of buildings. Approximately 700 tons of grain and 400 tons of chilean nitrate were reported to be stored in warehouses. Less than 5% damage to these supplies is estimated to have taken place, but part of the goods is exposed to elements. Grain elevators were damaged but slightly.

2. Buildings on the pier were destroyed, but berths were undamaged. No Allied or Italian ships were in port at time of explosion. Barges loading ammunition from rail siding remained in port or were withdrawn after first explosion and escaped material damage. Rail siding was completely destroyed as well as 50 rail wagons.

3. Copies of report were requested from Magazzini Generali, Federazione and Italian Ministry of Marine.

W. J. H. E. C.
T. J. BARRY
Capt. Spec-Res.
Liaison, Transportation.

2893

Copy to :
Ec. Sect. E/C HQ AC
Transportation E/C HQ AC.
Adj. File
File File

1st Lt. H. J. H. E. C.
2nd Lt. H. J. H. E. C.
3rd Lt. H. J. H. E. C.

Tel. 534
 TRANSPORTATION AND SHIPPING SUB-COMMISSION
 451 394
 221/22

See 21A
 2 Jan. 1948

Our Ref :- 40/971/46/203

SUBJECT :- Italian Area in the port of Naples, equipment etc.

TO :- 1- 1000 (Rev & En) 1/2/48

1. The Director General of the Italian Merchant Marine has asked that special consideration be given to the following points, which are detailed in a report from Col. Lauricella (Inspector of Port Operations), extracts of which are given for your information as an appendix to this letter.

2. The points under review are as follows :-

- (a) The present division of the Port of Naples into 1 area, which it is considered do not permit the port to be used to full advantage.
- (b) Request that the reclassification of the port of Naples to Category "A" (Italian controlled port) be considered.
- (c) Experts for trucks in Italian area of port.
- (d) Equipment in the Italian area of port.
- (e) Handling of bulk shipping.

3. In regard to (a) a representative of the three areas should be consulted and your views are sought. This should be arranged, if desired, for a representative of the Ministry of Marine to

1. The Director General of the Italian Maritime Service has asked that special consideration be given to the following points, which are detailed in a report from Col. Sauricelli (Inspector of Port Operations), extracts of which are given for your information as an appendix to this letter.

2. The points under review are as follows:-
 - (a) The present division of the Port of Naples into 3 areas, which it is considered as not permit the port to be used to full advantage.
 - (b) Request that the reclassification of the port of Magnoli to Category "A" (Italian controlled port) be considered.
 - (c) Request for trucks in Italian area of port.
 - (d) Equipment in the Italian area of port.
 - (e) Handling dock of Torre del Greco.
3. As regards 2(a) a readjustment of the three areas seems desirable and your views are sought. This HQ could arrange, if desired, for a representative of the Ministry of Marine to visit Naples to discuss the question on the spot.
4. The complete control of Torre del Greco (2a) by the Italians is, it seems, held up by the operations of 247 MASG Motor Boat Company, which is carrying out ship repairs in the harbour.
5. It is requested that you will examine these items and will say whether the points raised can be met.

For the Chief Commissioner:-

8-7 A
 P. D. J. SERRAVALLO
 Colonel
 Director.

Encl: Appendix.

REPORT OF COL. LAURICELLA

(Inspector of Port Operations)

HALE, PORT AREA

/s/

(a)

From an attentive investigation of the port activities and from a personal visit to the port, I have gathered that the present partition of the port is not the best for the efficient use of the three areas.

The part of the port assigned to Italy is most particularly inconvenient, since it is forced of two separate areas.

The first area formed by the pier and Vigliena Quay, and by the mooring station near the sunken vessel "Carnaro", comprises berth No. 56, 57, 58, 59 and 60. Commercial operations cannot take place at berth 57 and berth 58 as their length is not even sufficient for the mooring of medium tonnage vessels. Berth 59 and 60 (which were the best) have been allocated with the reservation made by the American authorities, of priority use for petrol tankers.

The second area comprises the wharf at the Southern Dock, the Genaro Console mole, the Carmine mole, and part of the Marinella Quay, (excluding the Sicini area, which is part of the Italian area but is under British control).

In theory, berth 29, 30, 34, 35, 36 and 37 have been allocated to Italy, but in practice, the last three are still kept by the British.

The Italian areas are not only far apart from each other but, since they are separated by the British area, a wide circle through the city must be made to go from one to the other. This slows up the movements, and is most felt by the Italians who have only limited means of transport.

In the o/s Italian areas no transportation equipment has been assigned for the movement of goods, and to make it worse, this area has the least number of railway facilities.

Under such conditions it is easy to understand the

operations cannot take place at berth 37 and berth 38. Their length is not even sufficient for the mooring of medium tonnage vessels. Berth 39 and 40 (which are the best) have been allocated with the reservation made by the American authorities, of priority use for petrol tankers.

The second area comprises the wharf at the Southern Docks, the Cesareo Console Mole, the Carmine Mole, and part of the Marina della quai, (excluding the mooring area, which is part of the Italian area but is under British control).

In theory, berth 29, 30, 34, 35, 36 and 38 have been allocated to Italy. But in practice, the last three are still kept by the British.

The Italian areas are not only far apart from each other but, since they are separated by the British area, wide circles through the city must be made to go from one to the other. This slows up the movements, and is most felt by the Italians who have only limited means of transport.

In the a/a Italian areas no transportation equipment has been assigned for the movement of goods, and to make it worse, this area has the least number of railway facilities.

Under such conditions it is easy to understand the difficulties encountered by the Italian authorities, further aggravated by the scanty equipment at our disposal.

The American area is formed by the extensive sector going from the S. Vincenzo Mole to the Villa del Popolo Quay, comprising berths from No. 1 to 38. (The allocation of the S. Vincenzo Mole and the Darsena Mollare to the Commander in Chief of the Department is about to take place). The British area includes the Mollare Pier, the Darsena di Santa Pier, the Vittorio Emanuele Pier and the internal part of the Darsena del Bacini, between the Caserio Console Mole, and the Carmine Mole. This area has berths 31, 32, 33, 37 up to 53 plus the fore-mentioned three berths 34, 35, 36 which had been formally assigned to the Italian area.

It is indispensable to keep these people quiet. It is necessary at least to have plain and large of each other, keep not another.

The management by three different organizations cause great waste and inefficient coordination e.g. (1) - a ship may be docked in an unsuitable berth while one which could serve the purpose is free in another area not meant to be used; (2) - the ships docked in, one area are short of handling gear and transport equipment while in another area these means are in surplus to the need; (3) - a large number of officers belonging to entirely different organizations working in the same port cannot bring about an effective and thorough use of the port, much as is desirable at this time.

The 2/26 considerations indicate as to suggest that the attention be requested to the Allied authorities who should examine the possibility, now that our activities of the port have ceased, to follow the experiment made in other Italian ports and to return the Port of Naples to Italian control. This would not change the interest of the United Nations for they would still be guaranteed by the right to first priority for military requirements in the port, a thing to which even Category A ports are subject. A single organization by coordinating all the port facilities might also simplify the carrying on of these operations.

(b) NATIONAL arrange to say the Port is still considered under American jurisdiction although the only traffic taking place is civilian, and make up of ships and people coal for Italy.

It is recommended for the purpose of the
the following information.

(c) Receipt for Goods according to Allied instructions, the Captain of Porto must furnish military receipts for trucks moving the commodities from the port. This charge, which comprised direct responsibility of the goods, from my point of view should not concern the Capitano di Porto. It may create confusion as regards the delivery of the goods, since the receiver accepts his commodities, with all the responsibility attached, at ships side. I believe that he should also take care to assign a guard of which he should make a report to the authorities concerned.

The S/A consideration indeed he is aware that the situation be represented to the Allied authorities who should examine the possibility, now that war activities of the port have ceased, to follow the experiment made in other Italian ports and to return the Port of Naples to Italian control. This would not change the interest of the United Nations for they would still be guaranteed by the right to first priority for military requirements in the port, a thing to which even Category A ports are subject. A single organization by coordinating all the port facilities might also assist the carrying on of these operations.

(b) BARONCELLI strange to say the port is still considered under American jurisdiction although the only traffic taking place is civilian, and made up of ships unloading coal for Italy.

All the conditions for the passage to Category A port 28 exist for the Port of BARONCELLI.

(c) Report for Trucks according to Allied instructions, the Capitano di Porto must furnish military escorts to trucks moving the commodities from the port. This charge, which comprises direct responsibility of the goods, from my point of view should not concern the Capitano di Porto. It may create confusion as regards the delivery of the goods, since the receiver accepts his commodities, with all the responsibility attached, at ships side. I believe that he should also take care to assign a guard of which he should make a request to the authorities concerned.

(4) Equipment in the Italian Area.

The area allocated to the Italian jurisdiction is completely lacking in technical equipment, the Allied authorities, not having assigned, as in other ports, an adequate number of cranes and other material needed for the work.

It is said that the allocation of such equipment is about to be made to a private enterprise, a thing which, if true, would create an unfavorable impression in Italian shipping circles. It would be ill advised to have such equipment used by private monopoly, instead of being at the disposal of all on an equal footing basis.

This is particularly unfortunate as in the port of Naples since a special Ente Autonomo del Porto operates in the port to which could be given the exclusive use and the management of port equipment.

(a) TOURNE DEL 28500

I have been informed that the Part of Torre del Greco, although officially classified Category I, has in fact not yet been turned over to the Italian authorities.

REPORT.

HUMILIARY PORT FOR FOREIGN SHIPS TO DISCHARGE COAL

184

Together with three members of the Ministry of War Transport including a Marine Superintendent, a Representative of the Provincial Office of Commerce and Industries Industry of Naples, and the Captain of the Port of Torre Annunziata, a thorough examination was gone into as regards the discharging of coal ships at Torre Annunziata in case of congestion at Baglioli. The question was raised in view of the serious delay to the Italian S.S. "Saverio" which vessel arrived off Naples on the 2nd January with a cargo of Sardinian coal, and only was enabled to discharge eventually at Baglioli on the 17th January.

The Captain of the Port stated that vessels of any draft could be lightened off the Breakwater at Torre Annunziata and with fine weather could be guaranteed a daily discharge of 1500-1800 tons per day of eight working hours. With a draft of 24' it was possible for the vessel to enter the Port and lying stern on in the inner Harbour with the available lighters 11 vessels could be discharged per day 1800 tons. The barges would be towed to the coal wharf where there is also Railway lines, and besides a dump for any quantity of coal, and in this manner the coal could be shipped by wagons as they became available.

Arriving at 19' draft, the vessel could come alongside of the coal quay and discharged into the dump likewise at the rate of not less than 1800 tons per day working hours eight.

At the same time it is suggested that in case Baglioli is not congested the lightering of the vessels until respectively 24' and 19' could be executed at Baglioli, when if other tonnage arrives with coals cargo for discharge at latter Port, they could be moved to Torre Annunziata.

REPORT. 17th January, 1945.

Show to Coal Div
Mr. Russell

Circulate

+ file in Torr. A. file

2588
STI/TN3

This coal to be used as per for Sardinian Colliers +
Coal can be dumped here.

Details will be confirmed by Mr. Williams following Coal Div
Exploration 2 1/2 in TB. L.R. Thank you. P.B. Cline

HEADQUARTERS ALLIED COMMISSION
A.O. 394
TRANSPORTATION and SHIPPING SUB COMMISSION

17

Tel. 347
Ref. AC/16/18/Tn.5

OAG/16
Rome 16th December 45

SUBJECT: Port of Naples.- Italian Sections.

TO : Movements Division - Shipping Branch
(attn. Major Laraman)

1. We enclose, herewith, for your information and appropriate action translation of letter No. 7740/D.I. dated 16th December 1945 received from the Director General Mercantile Marine, Rome.

2. Your advice on the matter will be appreciated.

For the Chief:

U. A. Ghilardi
U. A. GHILARDI
Operations Branch
Ports & Warehouse Division

Attachment:-
as per para 1.

Return with file 2887
Capt. Tosi: have you any
Comments to make?
dhk

TRANSLATION

MINISTRY OF MARINE

No. 7740/D.I.

Rome, 12 December 1945

HQ Allied Commission
Transportation S/C
Ports & Warehouse Division
Rome

SUBJECT: Italian Sections in Port of Naples

At the meeting in which the division of the port of Naples into three zones, American, British and Italian, was established, berths #35, 36, and 36A had been included among those subject to Italian control.

Contrary to the above division, the berths in question have been retained by the local British Authorities who reserved same for their own exclusive use.

We would appreciate your intervening so that the above circumstance may be clarified so, as is known, the portion of the port allocated to Italian authority is already inadequate for real necessity.

(signed)

C. MATTEINI

General Carlo Matteini
Director General of
Merchant Marine

2886

Feb. 3/4

HEADQUARTERS ALLIED COMMISSION

74 15
17/20

AFD 394

Transportation and Shipping Sub-Commission

Our Ref :- AG/571/13/En.1.

17 December 1945

SUBJECT :- Additional Equipment, Personnel and Guards for
Italian Port Area, Naples.

TO :- Senior Transportation Officer AMG - Naples Command.

1. Reference your letter of 9 October.

2. Please say this HQ be advised of the progress
made to date and whether the additional personnel requested
have arrived in the port. Upon receipt of your reply
further requests will be made through the appropriate channels.

For the Director :-

[Signature]
R.F. LARSEN
Major R.A.

Letter passed to
B&H Div.
Results almost
all Lk

TRANSLATION

AS/adm

SUBJECT : Italian Area in the Port of Naples.

Reference to letter AC/DPL/14/TN3, of the 10 Nov., I forward some notes regarding the Port of Naples made by Col. Lauricella during his recent visit to this port.

I will be thankful if the Commission will give due consideration to the important matters discussed, paying special heed to the present confused situation, brought about by the existing three way organization which obviously does not permit to use the Port to the full advantage.

If the suggested solution of having a single administration is not acceptable, then we beg you to examine the possibility that the Italian Port Area have a series of adjacent quays, on which organized port business can take place.

sgt Carlo Mattaini

Ten. Gen. A.N. Carlo Mattaini

Direttore Generale della Marina Mercantile

285021
File 571/TN3
Put out here
have a copy

APPENDIX

EXPLANATION

(a)

HAILED: A PORT AREA

From an attentive investigation of the port activities and from a personal visit to the port, I have gathered that the present partition of the port is not the best for the efficient use of the three areas.

The part of the port assigned to Italy is most particularly inconvenient, since it is formed of two separate areas.

The first area formed by the pier and Vigliana Quay, and by the mooring station near the sunken vessel "Carnaro", comprises berths No. 54, 57, 58, 59 and 60. Commercial operations ^{cannot} take place at berth 57 and berth 58 for their length ^{is} is not even sufficient for the mooring of medium tonnage vessels. Berth 59 and 60 (which are the best) have been allocated with the reservation made by the American Authorities, of priority use for petrol tankers.

The second area comprises the wharf of southern docks, the Casarini Quay, the Casarini Mole, and part of the Marcella Quay, (excluding the Basini area, which is part of the Italian area but is under British control).

In theory, berths 59, 60, 34, 35, 36 and 36A have been allocated to Italy, but in practice, the last three are still kept by the British.

The Italian areas are not only far apart from each other but, since they are separated by the British Area, a wide circle through the city must be made to go from one to the other. This slows up the movements, and is most felt by ^{the} ~~the~~ ^{who have only limited} ~~those~~ ^{few} ~~means of transport.~~

In the a/m Italian areas no transportation equipment has been assigned for the movement of goods, and to make it worse, this area has the least number of ^{facilities} railway facilities.

Under such conditions it is easy to understand the difficulties encountered by the Italian Authorities, further aggravated by the ^{scanty} ~~scarce~~ equipment at our disposal.

The American Area is formed by the extensive sector going from the S. Vincenzo Mole to the Villa del Popolo Quay, comprising berths from No. 1 to 20, (the allocation of the S. Vincenzo Mole and the Darsena Militare to the Commander in Chief of the Department is about to take place.). The British Area includes the Darsena Pier, the Darsena d'Armi Pier, the Vittorio Emanuele Pier and the internal part of the Darsena del Bacini, between the Cesareo Console Mole, and the Carmine Mole. This Area has berths 21, 22, 23, 24 up to 26 plus the fore-mentioned three berths 27, 28, 29 which had been formally assigned to the Italian area.

If it is indispensable to keep three separate areas, it is necessary at least, to have piers and quays of each ^{area near the other} ~~near one another~~.

The management by three different organizations caused ^{indifference} ~~great waste and lack~~ of coordination, i. e. (1) - a ship must be docked in an unsuitable berth while one which would serve the purpose is free in another area but ^{cannot} ~~cannot~~ be used; (2) - the ships docked in one area ^{are short of handling gear and} ~~lack discharge and~~ transport equipment while in another area these means are in surplus to the needs; (3) - ^{large number} ~~As numerous~~ quantities of ^{belonging to} ~~of~~ offices with entirely different organizations working in the same port can not bring about an effective and ^{smooth} ~~through~~ use of the port, as it is desirable at this time.

The a/m considerations induce me to suggest that the situation be ~~made~~ ^{presented} to the Allied Authorities ^{who should} ~~see them~~ to examine the possibility, now that war activities of the port have ceased, to follow the experiment made in other Italian ports and ^{to} ~~return~~ the Port of Naples under the Italian control. This would not change the interest of the United Nations for they would be guaranteed by the right to first priority ^{for military operations in the port} ~~in port~~ military operations, a thing to which even Category A

ports are subject to a single organization by subordinating all the port facilities might also ^{be} better the carrying ~~of~~ these operations.

Reginald Strange to say the Port is still considered under American jurisdiction although the only traffic taking place is civilian, and made up of ships unloading coal for Italy.

All the conditions for the passage to Category A Port exist for the Port of Genoa.

of Bagdad.

Report for Trucks According to the Allied instructions, the Port Commander must furnish military security for the trucks moving the commodities from the port. This charge, which comprises direct responsibility of the goods, from my point of view should not concern the ^{Capitaine de Port. H.} Port Commander ~~and~~ any create confusion ^{as} regards the delivery of the goods, since the receiver accepts his commodities, with all the responsibility attached, at ship side. I believe that he should also take care to assign a guard of which he should make a request to the concerned authorities.

Equipment in the vehicle was

The Area allocated to the Italian jurisdiction is completely lacking of ^{nothing} ~~technical~~ ^{nothing} ~~working~~ equipment, not having the skilled manpower assigned, as in other parts.

It is said that the allocation of such equipment is about to be made to a private enterprise, a thing which, if true, would create an unfavorable impression in the marine circles which would be necessary to have such equipment used by the Italian Shipping Co. *in factoring.*

a private monopoly, instead of being at the disposal of all on a fair basis.
 This is particularly unfortunate as in the port of Naples
 the thing would be still more illegitimate in the Port of Naples.
 special Ente Autonomo del Porto operates in the port to which should be given
 the exclusiveness ^{the} management of the port equipment.

CASTELLONAR DE STABIA

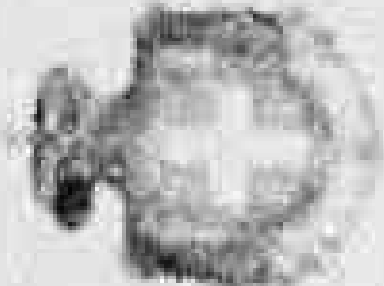
Thur

Control - Although the Port has been passed to the A Category and is officially under Italian control the Capitaneria di Porto Building, which is not being used is still under requisition by the Town Major. Since the measure, hinders the Port Authorities in the reorganization of its service I suggest that we put the case up to the Allied Authorities.

(2) TORRE DEL GRECO

I have been informed that the Port of Torre del Greco, although officially classified Category A, has in fact not yet been turned over to the Italian Authorities.

Copia per Cap. Tosi



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

UFFICIO DI
CANTIERI

Genova
Aut. 127457/32

Roma 12 Dicembre 1945

M. G. A. C.

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

ROMA

Spazio al tipo del

Oggetto: Zona italiana nel porto di Napoli/.

In relazione al foglio AC/571/14/24J del 10 novembre trasmesso una serie di appunti sottoposti dal Colonnello Lauricella in merito alle osservazioni da lui fatte in occasione della recente visita a Napoli.

Sarei grato se codesta Commissione Volente potesse il suo attento esame sulle importanti questioni trattate, specie per quanto riguarda la attuale assai confusa situazione del Porto di Napoli, nel quale la triplice organizzazione esistente non può in modo ovvio permettere al porto di dare tutto quel complessivo rendimento che sarebbe desiderabile.

CONTINUARE DEL 23 MARZO

Chiusura

Chiusura 7457/32 allegato 3

TRANSPORTATION SUB- COMMISSION
Porto A Varese Division

R O S A

Reporte al Regio del 1. 7. 1940

Oggetto Zona Italiana nel porto di Napoli/.

In relazione al foglio AC/371/14/223 del 10 novembre transmetto una serie di appunti sottoposti dal Colonnello Lauricella in merito alle espressioni da lui fatte in occasione dello recente ditta a Napoli.

Sarei grato se cedeste Commissione Valsassone per fare il suo attento esame sulle importanti questioni trattate, specie per quanto riguarda la attuale e assai confusa situazione del Porto di Napoli, nel quale la triplice organizzazione esistente non può in modo ovvio permettere al porto di dare tutto quel complessivo rendimento che sarebbe desiderabile.

Comunque, anche quando non fosse ritenuto possibile di adddivenire alla soluzione unitaria richiesta, si prege di esaminare la convenienza che la zona italiana disponga di una serie di banche contigue, nelle quali sia attuabile uno svolgimento organico delle operazioni commerciali.

1870

REGIO MATTEINI

Ten. Gen. A. R. Carlo MATTEINI
Direttore Generale della Marina Mercantile

N A P O L I

ZONA DEL PORTO

Da un esame completo dell'andamento delle attività portuali e da una visita dettagliata al porto ho rilevato l'insufficienza che la divisione attuale del porto stesso non è sufficiente in più faticose per un efficiente funzionamento contemporaneo di tutte e tre le zone.

Specialmente infelice è la parte assegnata al controllo delle autorità italiane, costituita di due zone separate.

La prima, costituita dal portello e dalla zona di vigilanza nonché dell'area, che presenta presso il piroscalo secondo l'annesso, comprendendo gli orologi 5°, 57°, 58° e 60°. Al 57° non possono presentarsi evoluzioni operative con velocità di 50° in una lunghezza insufficiente all'affollamento completo di una nave anche di medio tonnellaggio.

In un esame completo dell'andamento delle attività portuali e da una visita dettagliata al porto ho ripetuto l'impressione che la situazione attuale del porto stesso non è certamente la più felice per un efficiente funzionamento contemporaneo di tutte e tre le zone.

Specialmente infelice è la parte assegnata al controllo delle autorità italiane, costituita di due zone separate.

La prima, costituita dal pontile e dalla Casella Vigiliata nonché dall'approdo sistemato presso il plesso commerciale Carnaro, comprende alla ora circa 56, 57, 58, 59 e 60. Al 57 non possono presentemente svolgersi operazioni commerciali; il 58 ha una lunghezza insufficiente all'affollamento completo di una nave anche di medio tonnellaggio; il 59 ed il 60 (che sono i migliori) sono stati ceduti con riserve di priorità d'uso da parte del Comando americano per navi con combustibili liquidi.

La seconda zona comprende la banchina del Dockyard, il Molo Sordani Console, il Molo Cardine, e parte della caserma Marinella (esclusa la zona del Molo), inserita nella zona italiana, ma che resta sotto giurisdizione italiana.

gli ormeggi 11, 12, 13, 17 e seguenti fino al 35 con l'aggiunta dei predecessori tre ormeggi 15, 16, 16A che erano stati prima assegnati alla zona italiana.

Qualora sia indifferibile mantenere la separazione delle tre zone occorrerebbe per lo meno, a mio avviso, che ciascuna zona avesse uno sviluppo di banchine contigue in cui potessero essere accentrati tutti i servizi relativi. Ed è da considerarsi il grande sperpero di mezzi necessari per mantenere in vita tre organizzazioni diverse in uno stesso porto, a detrimento quasi costante delle esigenze di una determinata zona in confronto delle altre, quando, come spesso capita: a) una nave debba essere ormeggiata, per ragioni di giurisdizione, in un punto tutt'altro che idoneo, mentre una banchina specialmente adatta in altra zona del porto resta inoperosa; b) le navi ormeggiate in una zona difettano di mezzi di trasporto, di gru, di attrezzi, mentre in un'altra zona ve ne è esuberanza in relazione alle operazioni in corso; c) una pleiade di uffici concorrenti nella giurisdizione di uno stesso porto, con organizzazione complessa e diverge, non possono efficientemente raggiungere quello sfruttamento intensivo del porto che sarebbe necessario nel momento attuale.

Le predette considerazioni mi inducono a sottoporre alla V.V. se non sia il caso di pregare gli organi allenti competenti di esaminare se non converga, oggi che le attività portuali connesse con operazioni belliche sono terminate, seguire l'esperimento che ha già dato buon rendimento in altri porti nazionali, restituendo totalmente alla giurisdizione italiana il porto di

grandi sperperi di mezzi occorrenti per mantenere in vite tre organizzazioni diverse in uno stesso porto, a detrimento quasi costante delle esigenze di una determinata zona in confronto delle altre, quando, come spesso capita a) una nave debba essere ormeggiata, per ragioni di giurisdizione, in un punto tutt'altro che idoneo, mentre una banchina appaltata adatta in altra zona del porto resta inoperosa; b) le navi ormeggiate in una zona difettano di mezzi di trasporto, di gru, di attraccati, mentre in un'altra zona ve ne è esuberanza in relazione alle operazioni in corso; c) una piastra di uffici concorrenti nella giurisdizione di uno stesso porto, con organizzazione completa e mezzi diversi, non possono efficientemente raggiungere quello sfruttamento intensivo del porto che sarebbe necessario nel suo stato attuale.

Le predette considerazioni si inducono a sottoporre alla S.V. se non sia il caso di pregare gli organi alleati competenti di esaminare se non convenga, oggi che le attività portuali connesse con operazioni belliche sono terminate, seguire l'esperimento che ha già dato buon rendimento in altri porti nazionali, re-stituendo totalmente alla Giurisdizione Italiana il porto di Napoli, ciò che non turberebbe affatto i vitali interessi delle Nazioni Unite, in quanto la assoluta priorità delle operazioni militari, e la quale le autorità italiane sono impegnate a che per i porti di categoria A, garantirebbe il più regolare svolgimento di esse, nelle quali è anzi da pensare che possa conseguirsi un miglioramento, quando tutto la possibilità del porto siano concentrate ed organizzate con l'unico indirizzo

W. A. T. O. L. I.

On the same subject, the following is a list of the names of the persons who have been identified as having been in contact with the subject of this report, and who have been identified as having been in contact with the subject of this report.

1. 2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-2622-2623-2624-2625-2626-2627-2628-2629-2630-2631-2632-2633-2634-2635-2636-2637-2638-2639-2640-2641-2642-2643-2644-2645-2646-2647-2648-2649-2650-2651-2652-2653-2654-2655-2656-2657-2658-2659-2660-2661-2662-2663-2664-2665-2666-2667-2668-2669-2670-2671-2672-2673-2674-2675-2676-2677-2678-2679-2680-2681-2682-2683-2684-2685-2686-2687-2688-2689-2690-2691-2692-2693-2694-2695-2696-2697-2698-2699-2700-2701-2702-2703-2704-2705-2706-2707-2708-2709-2710-2711-2712-2713-2714-2715-2716-2717-2718-2719-2720-2721-2722-2723-2724-2725-2726-2727-2728-2729-2730-2731-2732-2733-2734-2735-2736-2737-2738-2739-2740-2741-2742-2743-2744-2745-2746-2747-2748-2749-2750-2751-2752-2753-2754-2755-2756-2757-2758-2759-2760-2761-2762-2763-2764-2765-2766-2767-2768-2769-2770-2771-2772-2773-2774-2775-2776-2777-2778-2779-2780-2781-2782-2783-2784-2785-2786-2787-2788-2789-2790-2791-2792-2793-2794-2795-2796-2797-2798-2799-2800-2801-2802-2803-2804-2805-2806-2807-2808-2809-2810-2811-2812-2813-2814-2815-2816-281

La prima, costituita dal partito e dalla com-
itato Villena nonché del 'nove che si tenne a presso
il plomonte soprano d'armato, comprato alla co-
sta di 57, 57, 57 e 57. Al 57 non possono pro-
tamente averlo per operazioni conosciute il 57
ha una locazione inaffidabile all'occasione
completa di una casa di 57 e 57 conosciuta;
il 57 è di 57 (che sono i 57) sono stati
fatti con un'idea di 57 da parte di 57
e 57 conosciuta per 57 conosciuta 57

particelli e da una visita dettagliata al porto ho
 riportato l'impressione che la divisione attuale
 del porto stesso non è certamente la più felice
 per un efficace funzionamento contemporaneo di tut-
 to tra le zone.

Specialmente infelice è la parte assegnata
 al controllo delle autorità italiane, costituita
 da due zone separate.

La prima, costituita dal pontile e dalla Cas-
 lata Vigliena nonché dall'approdo sistemato presso
 il piroscalo romano Carro, comprende gli or-
 dini 36, 57, 58, 59 e 60. Al 57 non possono pre-
 stamente svolgersi operazioni commerciali; al 58
 ha una larghezza insufficiente all'affollamento
 completo di una nave anche di medio tonnellaggio;
 al 59 ed al 60 (che sono i migliori) sono stati
 esclusi con riserva di priorità d'uso da parte del
 Comando americano per usi con combustibili liqui-
 di.

La seconda zona comprende la banchina del
 Dockyard Marittimo, il Molo Cesareo Canale, il
 Molo Caricino, e parte della colata Marittima (esclu-
 so la zona del Tacini, inserita nella zona ita-
 liana, ma che resta sotto giurisdizione inglese).

In teoria le ipotesi sono sono assegnate all'idea
 che gli organi 20, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Le due sono italiane non solo sono distinte l'una
 da dell'altra no, essendo tutte sotto della intelligenza
 che sono inglese la comunicazione lungo le calze,
 della non possono essere politiche che si troverebbe
 un luogo dove ne l'interno della città, così come
 anche rallentamento che deriva dall'interno trafo
 ficio cittadino, dando che è presente in solo
 cinque da chi dispone del minor numero di beni di
 trasporto.

Tutte predette sono italiane nonché anche dopo
 omicidio per movimento di merci è stato per me a luogo
 zione della Capitaneria di porto, e per di più è
 la zona in cui nulla o nulla ridotto è il collegato
 mente ferroviario.

Con le comprensibili le enormi difficoltà che
 si presentano in tali operazioni all'autorità ita-
 liana per lo svolgimento regolare delle operazioni
 commerciali, tanto più aggravate dagli enormi costi
 di cui disponiamo.

Le non me sono compreso l'esperto settore
 che va del solo . Vincenzo alla data 71.0 del 200
 polo , cioè gli arresti dal 2.1 al 20 (m. per) in
 corso la gestione

che sono in grado di comunicare lungo le coste, quelle non possono essere collegate che attraverso un luogo che nell'interno della città, nel centro, viene rallentamento che deriva dall'intenso traffico cittadino, danno che è risentito in modo speciale da chi dispone del minor numero di mezzi di trasporto.

Nelle predette zone italiane nessun mezzo meccanico per movimento di merci è stato messo a disposizione della Capitaneria di Porto, e per di più è la zona in cui nulla o quasi ridotto è il collegamento ferroviario.

Sono ben comprensibili le enormi difficoltà che si presentano in tali condizioni all'Autorità italiana per lo svolgimento regolare delle operazioni commerciali, tanto più aggravate dagli accenti negativi di cui disponiamo.

La zona americana comprende l'angolo settentrionale che va dal volo S. Vincenzo alla Calata Villa del Poleso, cioè gli arsenali dal n. 1 al 20 (N. però in corso in occasione del volo S. Vincenzo e delle loro opere militari al Canale e Capo del Dipartimento per le necessità militari.).

La zona inglese comprende il pontile Bannan, il pontile Duchesne d'Alto, il pontile Vittorio Emanuele e la parte interna della Marina dei bacini fra il volo Cesareo Tompkins e il volo Caraine, cioè

Gli ormeggi 31, 32, 33, 37 e seguenti fino al 55 con l'aggiunta dei presociati tre ormeggi 35, 36, 36A che erano stati prima assegnati alla zona italiana.

Qualora sia indispensabile mantenere la separazione delle tre zone occorrerebbe per lo meno, a mio avviso, che ciascuna zona avesse uno sviluppo di banchine contigue in cui potessero essere accentrati tutti i servizi relativi. Ed è da considerarsi il grande esposto di mezzi necessari per mantenere in vita tre organizzazioni diverse in uno stesso porto, a detrimento quasi costante delle esigenze di una determinata zona in confronto delle altre, quando, come spesso capita: a) una nave debba essere ormeggiata, per ragioni di giurisdizione, in un punto tutt'altro che idoneo, contro una banchina specialmente adatta in altra zona del porto resta inoperosa; b) le navi ormeggiate in una zona difettano di mezzi di trasporto, di gru, di attracci, mentre in un'altra zona ve ne è sovrabbondanza in relazione alle operazioni in corso; c) una pletera di uffici concorrenti nella giurisdizione di uno stesso porto, con organizzazione complessa e diverse, non possono evidentemente raggiungere quello sfruttamento intensivo del porto che sarebbe necessario nel momento attuale.

Le predette considerazioni si inducono a sottoporre alla S.V. se non sia il caso di pregare gli organi alleati competenti di valutare se non convenga, oggi che le attività portuali connesse con operazioni belliche sono terminate, seguire l'esperimento che ha già dato buon rendimento in altri porti nazionali, re-stituendo totalmente alla giurisdizione italiana il porto di Napoli, ciò che non turberebbe affatto i vitali interessi della

organizzazioni diverse in uno stesso porto, a detrimento quasi costante delle esigenze di una determinata zona in confronto delle altre, quando, come spesso capita: a) una nave debba essere ormeggiata, per ragioni di giurisdizione, in un punto tutt'altro che idoneo, senza una macchina specialmente adatta in altra zona del porto resta inoperosa; b) le navi ormeggiate in una zona rifiutano di muoversi di trasporto, di gru, di attraccare, mentre in un altro zona ve ne è abbondanza in relazione alle operazioni in corso; c) una pluri di uffici concorrenti nella giurisdizione di uno stesso porto, con organizzazione complessa e diverse, non possono evidentemente raggiungere quello sfruttamento intensivo del porto che sarebbe necessario nel momento attuale.

Le predette considerazioni mi inducono a sottoporre alla S.V. se non sia il caso di pregare gli organi allenti competenti di esaminare se non convenga, oggi che le attività portuali connesse con operazioni belliche sono terminate, seguire l'esperimento che ha già dato buon rendimento in altri porti nazionali, restando totalmente alla Giurisdizione italiana il porto di Napoli, ciò che non turberebbe affatto i vitali interessi delle Nazioni Unite, in quanto la assoluta priorità della operazione militari, e la quale le autorità italiane sono impegnate anche per i porti di categoria A, garantirebbe il più regolare svolgimento di esse, nelle quali è anzi da pensare che possa conseguirsi un miglioramento, quando tutte le possibilità del porto siano concentrate ed organizzate con l'unico indirizzo

verso le complete necessità che il porto è chiamato a soddisfare.

PARIGI - Indipendentemente dalle considerazioni sopra esposte non posso non rilevare la stranezza del fatto che il porto di "Marelli" sia tuttora considerato appa ancora alla zona militare nazionale, quando l'unico traffico che vi si svolge è esclusivamente di natura civile, approdando solo piranesi con cariche destinate all'Italia.

Esistono quindi oggi tutte le condizioni per il passaggio del porto alla categoria A, e similmente di quanto è stato deciso dalla autorità alleata per gli altri porti adetti a traffico di merci.

REPORT ALLI AUTOCOMI - In base ad ispezione da parte della autorità Alleata il Comandante del porto prevede e fornire scorte militari su ciascuno degli autocomi che dal porto si recano in città carichi dell'esercito prelevate dalle navi in arrivo. Queste attività, che coinvolgono una diretta responsabilità sulla merce, mi sembra che esuli completamente dalla competenza del Comandante del porto e che possa essere gestita solo da funzionari circa la responsabilità inerenti alla merce della merce. Poiché il ricevimento della merce stessa se riceve la consegna e la responsabilità, a tutti gli effetti, sotto paranco, ritengo che a lui esclusivamente dovrebbe spettare la cura e la responsabilità di provvedere alla vigilanza, richiedendo direttamente il personale necessario alle competenti autorità.

stato deciso dalla Autorità alleata per gli altri porti ad-
detti a traffici di mili.

SCORTI AGLI AUTOCARZI - In base ad ispezioni da parte delle Auto-
rità Alleate il Comandante del porto provvede a fornire scort
te militari su ciascuna degli automezzi che dal porto si re-
cano in città carichi dell'esercito prelevate dalle navi in ar-
rivo. Questa attività, che coinvolge una diretta responsabilità
sulle merci, si sembra che esuli completamente dalla
competenza del Comandante del porto e che possa creare perle
colose confusioni circa le responsabilità inerenti alla com-
prensione delle merci. Poiché il ricevitore delle merci stes-
se riceve la consegna e la responsabilità, a tutti gli effe-
tti, sotto paranco, ritengo che a lui esclusivamente dovrebbe
spettare la cura e la responsabilità di provvedere alla vigi-
lanza, richiedendo direttamente il personale necessario alle
competenti Autorità.

NUOVANISMI ED ATTUALITÀ PORTUALI
PER LA ZONA ITALIANA

La zona ceduta alla Giurisdizione Italiana è priva di
una qualsiasi attrezzatura di lavoro non avendo colà le Auto-
rità Alleate consegnato, come negli altri porti italiani, un
adeguato quantitativo di gru e attrezzi vari necessari per
le operazioni da svolgersi.

Si è sperato la voce che sarebbe invece in corso la ces-
sione di tali mezzi a una Ditta privata, fatto questo che
- se vero - creerebbe un assai sfavorevole impressione nello

My beloved

Dear friend
I am sure you
are all the time
before me

Yours truly
John
H. ...
...
...
...

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

HTL/als

14

Sel : 534

10 November 1949

AQ/571/14/TB 3

TO : Direzione Generale
della Marina Mercantile
Ministero Marina

1. Our Liaison Officer, Capt. Taci, reports that Col. Lauricella will shortly be paying a visit to Naples. It is requested that, if this visit should take place in the near future, Col. Lauricella forward a short report - verbally or in writing - on the hand over of the new section in the civil part of the port of Naples.
2. It is not possible to send a representative from this Sub-Commission to Naples at the moment and any information that can be supplied would be appreciated.

P. A.
P.D.C. BUCHANAN, Col.
Director.

2875

571

Tel. 237

CF/ula

Ref. AC/STOD/IND

22 October 1945

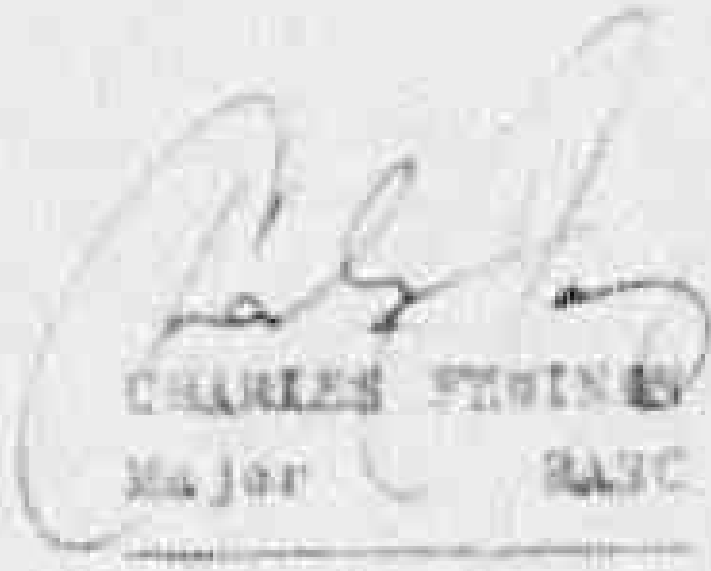
SUBJECT : Civil Area in Port of Naples.

TO : Transportation Sub-Commission.

FROM : Industry Sub-Commission.

1. Refer to our letter of even reference dated 18 October 1945.
2. Paragraph 2 line 3:
for "Italy" read "Naples".

Copy to :
Economic Section.


CHARLES F. JONES
Major SAC

for J.H. SULLIVAN
Director,
Industry & Commerce Division,
Economic Section.

287

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

CJ/mm

Tel. 489081 - Ext. 237

16 October 1945

Ref. AC/5700/IND.

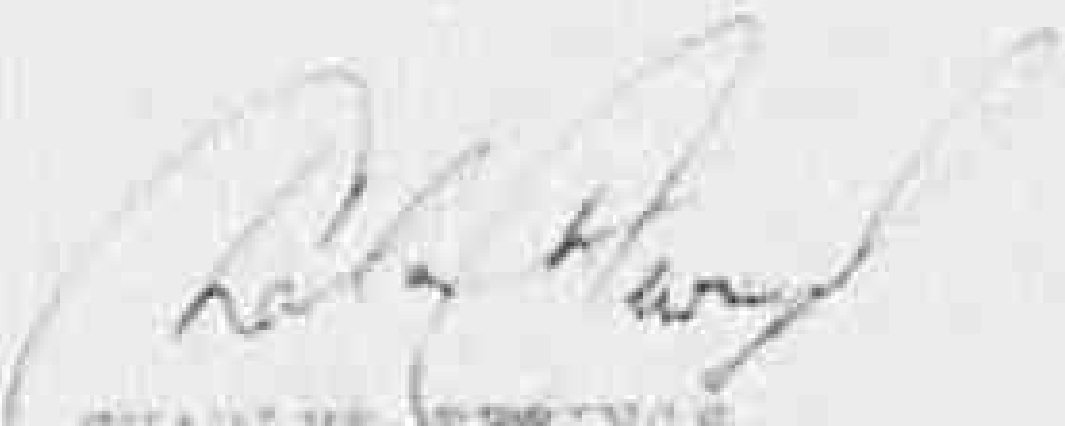
SUBJECT : Civil Area in Port of Naples.

TO : Transportation Sub-Commission

1. Reference is to your AC/5737/Tn.3 dated 5 October 1945.

2. It is not anticipated that the arrival of raw materials for industry will noticeably increase the tonnage coming in to Italy as Italian industries are in the main located in the north where the raw materials will be required.

Copy to:
Economic Section.


CHARLES SEWINGS
Major RASC

for A.H. SULLIVAN
Director,
Industry and Commerce Division
Economic Section.

2873

/lar

EXTRACT
FROM
TRANSPORTATION NEWS LETTER
OF
16 October, 1942

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

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

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

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

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

Casablanca---Controlled by the French Navy. See

57/113

two docks, one of 357 feet and the second, a small dock suitable for trawlers etc.

Gibraltar---Controlled by the British Navy. Has four docks, 859, 530, 430 and 241 feet.

Oran---Controlled by the French Navy. Has two docks, 678, and 390 feet. The docks are used mainly by the French but may be used by others' vessels if necessary.

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

Ferryville---Controlled by the French Navy. Has four docks, 541, 800, 350 and 610 feet. The scarcity of labor, however, limits the use of this port.

Naples---Controlled by the British Navy. Has five docks, 660, 370, 240, 320 and 238 feet. The 320-foot dock is a floating dock. The 370-foot dock is limited to vessels with beams of 45 feet or less.

Palermo---Controlled by the U.S. Navy. Has two docks 518 and 237 feet long. The port is used principally by the U.S. Navy, but a recent drop in commitments has increased the number of merchant ships being docked there.

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

Genoa---Controlled by the British Navy. Has four docks, two of which are in operation at present. One of these docks is 318 feet long and can take two vessels simultaneously. The other dock is 683 feet, but its whole length is not being worked at present. Genoa is used for the repair of merchant ships only.

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

These are 834, 297, 584 and 460 feet in length. The 460-foot dock is a floating dock.

Brindisi---In the process of being returned to Italian authorities for operation. Has two docks; 368 and 348 feet.

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

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

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

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

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

WPI/elo

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

File
11

16 October 1945

Ref : 534

AG/573/10/TN 1

SUBJECT : Civil area in port of Naples

TO : Requisition Branch
Economic Section

1. During the month of October the area operated by Italian authorities in the port of Naples will be increased by about 5 berths. The matter is now being discussed and when agreement is reached AFHQ will advise this HQ.
2. You are requested to notify Transportation Sub-Commission if there is likely to be a large increase in tonnages of civil supplies arriving in Naples in the future from extra-Mediterranean sources.
3. It is important that available warehouse accommodation in Naples and rail and road clearance should not be overlooked in deciding future policy for diversions of ships.

For the Director

2504
L. H. ...
L. H. ...
Major U.S.

A. 263

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

11A
FTB:ps

Ref. AGR/793

15 October 1945

SUBJECT: Civil Area in Port of Naples

TO : Transportation Sub-Commission
Attn: Maj. Laraman

1. Reference your AG/573/7/Dn.3 of 5 October 1945 on reference subject.

2. Agriculture Sub-Commission has not been notified of any procurement of civil supplies which would indicate a large increase in tonnage from extra-Mediterranean sources in the near future.

J. H. Merritt
JAMES W. MERRITT
Director

0825

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUBCOMMISSION
Foreign Trade Division

Tel. 478192

SKIS/VM/lg

11 October 1945

REF. : AC/5203/TR/Imp/Commerce
SUBJECT : Civil area in port of Naples
TO : Transportation S/C
(Attn. Major Laraman)

1. Reference is made to your letter AC/573/7/Tn.3 of 5 October 1945 in connection with Naples port area.

2. There are indications that private trade is a near possibility, and in this case the prospect is that imports will increase certainly. However, it is not possible to forecast when this will take place, and it is unlikely that it will affect the flow of goods for the next two months.

3. On the other hand, certain requisition items are referred back to Italy for procurement in Europe, and in this respect the volume of supplies against the Italian Government's program of essential imports is likely to decrease rather than increase.

W.A. GENT

Major

Director

Commerce Sub-Commission

2867

SERVICE TRANSPORTATION OFFICE
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AND SUPPORT DIVISIONS
APO 34

10 October, 1945

SUBJECT: Material for Maintenance and Repair Unit -
Italian Port Area

TO : Co. S/C, Shipping Div. (Attn: Maj. Larimore) ✓
Co. S/C, P. & W. Div. (7)

1. Reference our letter.
2. Revised list is submitted herewith.

For the Commissioner:

J. E. RUMBLE
J. E. RUMBLE
Captain, Spec-Res
Port Italian Officer

Copy: AJS. File
PJA File

EQUIPMENT FOR MAINTENANCE & REPAIR UNIT
ITALIAN PORT AREA

	Quantity
1. Grinders, hand-operated	ea
2. Arc Welding Machine w/rods	ea
3. Anvils, 1 @ 100 lb and 1 @ 200 lb	ea
4. Forge	ea
5. Acetylene Cutting & Welding Torch	ea
6. Acetylene Cutting & Welding Torch Tips (compl)	ea
7. Battery Charger, Heavy Duty Type	ea
8. Banchos, work, heavy duty	ea
9. Vices, 6" jaw	ea
10. Vices, 4" jaw	ea
11. Vices, carpenter	ea
12. Vices, pipe	ea
13. Tools, blacksmith, set (complete)	ea
14. Tools, mechanical, set (complete)	ea
15. Tools, carpenter, set (complete)	ea
16. Tools, automotive electric, set (complete)	ea
17. Tools, mechanic, heavy duty, set (complete)	ea
18. Tools, machinist, set (complete)	ea
19. Saws, hand, 2 @ 6", 2 @ 12", 2 @ 16"	ea
20. Pids, wood 6" to 16" assorted	ea
21. Drill Presses, electric	ea
22. Saw, power, hand, for metal	ea
23. Slice torch, gasoline	ea
24. Taps & Dies, SAE thread, set (complete)	ea
25. Taps & Dies, UNE thread, set (Complete)	ea
26. Letter & Number set 1/2" complete	ea
27. Crowbars, 72"	ea
28. Hatch bars, 30"	ea
29. Chain Fall, 1 @ 2-2 ton, 1 @ 5 ton	ea
30. French, stillson, 18"	ea
31. French, stillson, 24"	ea
32. Hedgesaw	ea
33. Jacks, railroad type, 20 ton	ea
34. Rope, manilla 1/2" diameter, coils	ea
35. Rope, manilla, 3/4" diameter, coils	ea
36. Rope, manilla, 1" diameter, coils	ea
37. Rope, manilla, 1 1/2" diameter, coils	ea
38. Rope, manilla, 2" diameter, coils	ea
39. Rope, manilla, 3" diameter, coils	ea
40. Rope, manilla, 4" diameter, coils	ea
41. Rope, wire cable, 1/2" diameter, coils	ea
42. Rope, wire cable, 3/4" diameter, coils	ea
43. Rope, wire cable, 1" diameter, coils	ea
44. Rope, wire cable, 1 1/2" diameter, coils	ea
45. Rope, wire cable, 2" diameter, coils	ea
46. Rope, wire cable, 2 1/2" diameter, coils	ea
47. Rope, wire cable, 3" diameter, coils	ea

INTER OFFICE MEMO

WV/au

TO : 701

Ref : 61-1/7/FOOD

10 October 1945

SUBJECT : Civil area in port of Naples

TO : Transportation Sub-Commission
(attn: Major Araman)

1. Reference your AG/573/7/In 3 of 5 October 1945.
2. There is not expected to be a large increase in tonnages of civil food supplies arriving in Naples in the future from extra - and sources.

Handwritten signature: Frank J. Foscini
FRANK J. FOSCINI
Lt. Col. F.A.
Director, Food Sub-Commission

2861

571

1. *Letter to the Chief of the* 7
 STATE TRANSPORTATION OFFICE
 TRANSPORTATION AND COMMUNICATIONS
 TRANSPORTATION
 AND AVIATION DIVISION
 WFO

3 October, 1945

SUBJECT: Additional Equipment, Personnel and Guards
 for Italian Port Area, Naples

TO: Transportation S/C, Shipping Div ✓
 Port & Warehouse Div

1. Request is made by Italian Port Authorities for following equipment, personnel and guards for operation of the new section of the port scheduled to be turned back to Italian Government 1/4 October 31, 1945.

- (a) Stevedoring gear and equipment (See list attached).
- (b) Material for maintenance and repair unit (See letter dated 27 Sept).
- (c) Vehicles 1/4 for 1, 2, 3 & 4 (See letter dated 27 Sept).
- (d) Personnel and Guards.

(1) 120 - 150 Italian Military Guards, preferably those trained by American Military Police. Previously requested through Port & Warehouse Division and Federation, Rome for warehouses and escorts for trucks from Port to warehouses.

(2) 5000 M2 guards for security of Port Area.

(3) 1 or more officers of Royal Italian Marine with rank of Lieutenant for port operations.

2. It is believed that most of stevedoring gear and equipment as well as material for maintenance and repair unit can be supplied from local Army depots when a proper basis for lease has been determined. Personnel and guards cost of course be provided through appropriate agencies of the Italian Government.

3. Please keep us advised of progress of procurement of a/s items.

For the Donations:

[Signature] 2857
 E. A. RUSSELL, Capt., USMC-Ret
 Port Liaison Officer

DISTR:
 Coast Ital. Marine, Naples
 All File
 WFO File

STORAGE AREA EQUIPMENT
ITALIA PORT AREA

1.	Nets, cargo sling	ea	200
2.	Slings, rope 4" x 40' or 50'	ea	100
3.	Slings, canvas cargo 3' x 3 1/2'	ea	100
4.	Slings, wire rope 2 x 19 lay 1" x 20'	ea	20
5.	Hook, barrel, steel, drop forged for barrel slings	ea	20
6.	Nets, saw all, rope 20' x 40'	ea	20
7.	Slings, wire rope, vehicle w/spreader and wheel nets	ea	5
8.	Tag lines, rope 1/2" x 40' or 50'	ea	5
9.	Blocks, snatch	ea	5
10.	Pallets, board	ea	100
11.	Cranes, mobile (2 ton lift)	ea	2
12.	Cranes, F & H (10 ton lift)	ea	2
13.	Fork lifts w/platform	ea	2
14.	Pallet handles for fork lift	ea	2
15.	Shovel, box (dog)	sets	5
16.	Extinguishers, fire, on wheels with hose 40 gal "foamite"	ea	2
17.	Extinguishers, foam 2 gal	ea	2
18.	Vehicles, 3 1/2 ton 6 x 6 LRS (1 with winch)	ea	1

FILE 6

1. 314

HEAD-QUARTERS ALLIED COMMISSION
APO 174
Transportation Sub-Commission

RTW:32

AG/317/5/25.1

2 October 1945

SUBJECT : Additional berths to be handed back to Italian
Government Control at Naples

TO : Economic Section.

1. Discussions are now in progress concerning additional berths in Naples which it is proposed to hand back to Italian control. When full details are notified by AFM you will be advised.

2. It is anticipated that about 5 additional berths for deep sea vessels will become available by this change. The date of hand over will be between 15-20 October.

3. The Head Division are requested to take up the question of additional transport, which will be required for stocks clearance with AFM and PIG.

4. Sub-Commissions are being requested to indicate to what extent the port of Naples will be used in future for ships from extra Mediterranean sources, in view of these increased facilities.

For the Director :

H. L. ...
Major R.A.
2851

Copy to, Ports & Harbours
Mail-Road Branch
Mail Division
Road Division
Ministry of Marine

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION AND COMMISSION
HEADQUARTERS
AND NAVAL COMBINE
APO 334

5 October, 1945

SUBJECT: Additional Berths to be turned-over to
Italian Government

TO : Italian Port Commandant
Col. R. Dotti

1. Berths 33, 34 and 35 on Pier 3 in addition to Pier 3 and
finger berths 36 and 36 (a) are scheduled to be turned over for your
use probably on 20 October. Also, berths 72, 73, 74 and 75 are to
be made available for common usage of American, British and Italian
services.

2. Official directive is to be issued by the Commanding General
of HONOLULU but it is essential that you submit at once a list of all
stowage gear and equipment, transport, and additional personnel,
including guards, necessary for efficient operation of the new area.

For the Commander:

W. E. Rasmussen
W. E. RASMUSSEN
Captain, Spec-Res
Port Liaison Officer

Distr:
ASST 0-1 Box A En
ASST 0-2 Box A Supply
On S/O Shipping Div ✓
On S/O P & T Div.
Adj. File
P&T File

280

10/11/2005

5 October 1943

10 1 Food Sub-Commission - *replies - Small increases likely*
 Commerce Sub-Commission *replies - vague*
 Industry Sub-Commission
 Agriculture Sub-Commission *replies - little change suggested*

8. Sub-Commissions are requested to notify Transportation S/O if there is likely to be a large increase in tonnages of civil supplies arriving in ~~the~~ future from extra-territorial sources.

For the Director:

289

H. P. T. S. S. S. S.
 H. P. T. S. S. S. S.

Copy to: Ports & Water Div.
U.S.M.R.S.

3

SERVICES TRANSPORTATION OFFICER
TRANSPORTATION AND COMMISSION
HEADQUARTERS
AND MARINE CORPS
APO 390

2 October, 1945

SUBJECT: Additional Berths to be Turned Back to
Italian Government

TO : Transportation S/O, P. & W. Div.
Shipping Div.

1. Pier D of Naples Port, consisting of berths 29, 30 and 31,
and two finger berths - 36 and 36 A - are scheduled to be turned back
to Italian Government within the near future.

2. Tentative date for the turn-back is set for 21 October, but
official announcement has not been made yet.

Per the Commissioner:

T. E. Ramsey
T. E. RAMSEY
Captain, Spec-Res
Port Liaison Officer

Adj. File
File File

$7 + 2 = 6 \text{ berths}$
 $36 + 36A = 2 \text{ berths}$

29, 30, 31
36, 36A

2874

MINUTES OF CONFERENCE

SUB-DIVISION OF THE PORT OF NAPLES

Held at Headquarters 8th Port of Subdivision, 28 September 1944.

PRESENT

Col. DANIELS, Cpt. Sec AFHQ (A)
 Col. HALLIDAY, Cpt. 4th Port Subdiv
 Mr. STOL, A.S.D., Med
 Mr. SMITH, U.S.A., Naples
 Mr. FISHER, Capt., Med
 Mr. BROWN, Capt., Naples

Col. McHEATH, Chief of 7th AFHQ, Presiding

Col. JONES, C-4 News-Tn, AFHQ (Br)
 Lt. Col. MURPHY, C-4 News-Tn, AFHQ (Br)
 Col. FORT, Cpt. Sec AFHQ (Br)
 Lt. Col. MILLER, Lt. Sec AFHQ (Br)
 Capt. FLETCHER, Royal Navy, C-4
 Lt. Cmdr. FISHER, Royal Navy, C-4
 Lt. KIRKMAN, C-4 Naples

The purpose of this meeting is to examine a proposal made by the Commanding General, Peninsular Base Section, to the Commanding General, AFHQ, regarding the subdivision of the Port of Naples, I.O. to divide the Port Area on a semi-equal basis between the American authorities and British authorities, in order to conserve personnel on the American side. American personnel are being depleted to such an extent as to make it impossible to continue port operations over the whole port with proper supervision. The latter outlining the proposal has been distributed to British shipping authorities in AFHQ. It is proposed that we go over this proposition, paragraph by paragraph, and discuss it here at this meeting. If there are any questions as to any of the provisions of the proposal, we will discuss them so that a proper reference may be made to AFHQ for decision.

1. PROPOSAL IN GENERALPar. 1.

"Though Naples is an U.S. operated port, developments over recent months have resulted in British cargo moving through this port in volumes nearly equal to U.S. cargo. . . ."

Par. 2.

"In consideration of the above facts, it is recommended that:

- The Port of Naples be subdivided into two (2) zones, British and American, for military cargo operations.
- That the British and U.S. assume complete operational and supervisory control in the zones allocated."

Col. JONES: All imports from ex-boat sources will be loaded on a commercial basis. The stevedoring operations on those ships will be taken care of by the shipping agents and

879

The purpose of this meeting is to examine a proposal made by the Commanding General, Fortification Base Section, to the Commanding General, MASH, regarding the sub-division of the Port of Naples, i.e. to divide the Port Area on a somewhat equal basis between the American authorities and British authorities. In order to conserve personnel on the American side, American personnel are being deployed to such an extent as to make it impossible to continue port operations over the whole port with proper supervision. The latter outlining the proposal has been distributed to British shipping authorities in AFHQ. It is proposed that we go over this proposition, paragraph by paragraph, and discuss it here at this meeting. If there are any questions as to any of the provisions of the proposal, we will discuss them so that a proper reference may be made to AFHQ for decision.

I. PROPOSAL IN GENERAL

Par. 1. "Though Naples is an U.S. operated port, developments over recent months have resulted in British cargo moving through this port in volumes nearly equal to U.S. cargo. . . ."

Par. 2. "In consideration of the above facts, it is recommended that:

- a. The Port of Naples be sub-divided into two (2) zones, British and American, for military cargo operations.
- b. That the British and U.S. assume complete operational and supervisory control in the zones allocated."

Col ACKERLY: All imports from ex-Axis sources will be loaded on a commercial basis. The stowage operations on these ships will be taken care of by the steamship agents and not by military personnel. Cargo and ship's tally will be taken at the dock. There will be a certain number of military docks operating companies in the port for work, but we will ordinarily employ civilian contract labor. The only stowage work done by British military will be on "hired" transport -- personnel ships and some coasters. STC and MAT will be responsible for the stowage on their vessels in the port.

Col MCKENZIE: That appears to be an internal problem to be settled between the British agencies and does not concern the actual sub-division of the port area.

II. DIVISION OF THE PORT AREA

Par. 4. "A proposed plan setting forth the details of the operation and supervision arising from port segregation is outlined below:

a. Division of Port Area:

- (1) Reference: attached chart. The port area would be sub-divided into two (2) areas, segregating berths under British or U.S. control. The U.S. Army has installations on Pier "B"

including OGI form, Design Dept., Design Review Worksheet, etc., which are supporting installations not active in connection with on site activities. These installations in so many instances with shipping and it would not be practical to move them; therefore, this area would be retained by U.S. controlling activities.

Col attorney: Then in the suggested British part area there are no buildings available. We cannot take over a portion of the port unless we had proper security regulations for troops, etc.

Oil Analysis: Since the writing of this letter, we have received all a positive reply we are requested that every installation in the program be given up with a few exceptions, which I am sure.

1. Quincy, Ill., located in north of Peoria, Mo., within 100 miles of Peoria, Mo. It is a fairly recently established town.
2. Quincy, Ill., located in Peoria, Mo. It is a fairly recently established town.
3. Quincy, Ill., located in Peoria, Mo. It is a fairly recently established town.
4. Quincy, Ill., located in Peoria, Mo. It is a fairly recently established town.
5. Quincy, Ill., located in Peoria, Mo. It is a fairly recently established town.

- [illegible]

4. One supply installation in Viet Nam, consisting of approximately 3,000 tons of transportation cargo supplies, either pending for export or not yet loaded or tied. They are located in the exact foot of a building on Route 9 and will be moved out gradually. The present stock pile of 150 tons, transportation supplies, would be moved out gradually.

[illegible]

14. DISCUSSION RE. SECTION 9 4116017 09-01021238 04092

Mr. KILPAT: I believe the problem is being approached from the wrong angle. Military cargo no longer has priority; civilian cargo has priority. I am speaking of the matter of importance. The delivery of ex-ree to the Italian government is on a very high priority, for it is a matter of hunger we are fighting. Bearing in mind that civilian cargo has the higher priority, let us start from the other end and decide what is to be the Italian port. We will start with: Mesurmeuse, Ajaccio, etc., and will have to do a lot of work in factoring cargo to the Italian government. I frankly do not know what the outcome is coming through the port is now. But I am sure that the military cargo will be better placed than civilian cargo going to the Italian government. Rather than placing

1. A barge pile, located in back of berth #88, which will not be increased but will be finally received as damage is used up.
 2. A small installation on Pier "Y" -- a concrete pier now in operation, but which will later be cut of operation, since we have given up our source of gravel.
 3. A small asphalt heating plant on Pier "Y", which may effort either the British or U.S. in the maintenance of port roads, but which is also on the same basis as the concrete pier.
 4. One supply installation on Pier "Y", consisting of approximately 3,000 tons of Transportation Corps supplies, which cannot be moved except over a period of time. They are located on the second floor of a building on Pier "Y" and will be moved out gradually. The present stock pile of life rafts, knock-down barges, etc. would be moved out gradually.
- Other than these installations I am sure we could move out of the proposed British area.

III. DISCUSSION RE PRIORITY OF CIVILIAN CARGO

Mr. NICOL: I believe the problem is being approached from the wrong angle. Military cargo no longer has priority; civilian cargo has priority. I am speaking of the matter of importance. The delivery of cargo to the Italian government is on a very high priority, for it is a matter of hunger we are fighting. Boasting in mind that civilian cargo has the higher priority, let us start from the other end and decide what is to be the Italian part. We will require our own warehouse space, etc., and will have to do a lot of work in delivering cargo to the Italian government. I frankly do not know what the tonnage coming through the port is now, but I am sure that the military cargo will be much lower than civilian cargo going to the Italian government. Whether the splitting the port into two sections, I propose that it be split into three sections -- one for the U.S., one for the British, and one for the Italians.

Col McKENZIE: There is already a portion of the port designated as the Italian port.

Mr. SMITH: It is not adequate. For the past thirty (30) days we have had no less than two (2) ships working Civil Affairs cargo in the military port at all times, for we have had no place in the Italian area. The amount of Civil Affairs cargo handled is due to increase considerably.

Col McKENZIE: Since it is the purpose of this meeting to decide whether or not it is practicable to divide the port in two, one side to be controlled by the Americans and the other by the British, any other allocation as far as commercial or military aspects are concerned is something that can be taken care of by both parties apart from this discussion. I believe if we go further into the proposal we will find that it is taken care of.

IV. DIVISION OF BERTHS

Par. 4. b. "(1) The following berths would be allocated for British operations:

26, 30-3, 42, 44, 43-3, 45, 46, 51, 52, 53, 54, 55

(2) The following berths would remain under U.S. control:

1, 2-3, 6, 7, 8, 10, 13, 14, 15, 16, 18, 22, 25, 26

27, 28-3, 29, 30, 31. 33 and 34 are Navy repair berths."

Col. J. J. J. J. Over time (2) further period I find that the most serious thing for British is any one day has been six (6) liberties and four (4) centers. We do not feel that it is desirable for us to take care of the port area than we really need. If the division of the area is made at Berth 43, and from there on up to the present civilian port area is allocated to the British. I believe it would be sufficient. They would give us six (6) liberty berths and four (4) centers. The division at Berth 43 would allocate one-half of the berth to the British for lightering berth and the other half be used for American or civilian lightering. We would also give up berths 36 and 38-3 and also Berth 40, which we do not need for our own use and which we do not want to be responsible for. If berths 36 and 38-3 are allocated to civilian use, a barrier should be put up at Berth 36 separating it from the British area.

Col. J. J. J. J. From the standpoint of this meeting, that is essential. There is one other point on Berth 450 in the British area which we feel we will need. This includes the civilian authorities, for the discharge of heavy lifts. This could be on a mutual agreement.

Par. 4. b. "(1) Four (4) personnel berths, located in area areas is the dry-dock. Berths 472 thru 475, would be open to be jointly. These berths are over 40 feet in depth and are suitable only for personnel vessels. They would be allocated and controlled by the present Port Control Committee, composed of representatives of the US, USN, WSA, MMT, STC, SA MCV, US Army, provided over by MCV Naples. In addition, by mutual agreement, British personnel ships could be accommodated at Berth 48 from time to time."

After discussion it was proposed that the American area and at Berth 488, Berths 29, 30, and 31 would be allocated to Italian authorities, the U.S. Army would retain its barge and boat repair facilities on Pier "D" in the Berth 481 and would also retain berths and small craft office and facilities at end of Pier "D". If this proposal was put into effect, the British area would be divided into two parts, one for the British and one for the Italian.

V. ALLOCATION OF SHIPPING

Par. 4 c.

"(1) Ships loading or discharging U.S. or British cargo would be handled in their respective port areas. Civil supplies would continue to be handled in the presently operating Italian port area up to capacity of that area. In case with peculiar situations arising from the allocation of shipping, the guiding policy would be as follows:

(a) When civil supplies exceed capacity of Italian allocated berths, vessels, depending on their flag, would be discharged by either U.S. or British."

Col MCKENZIE: When the civilian requirements exceed the capacity of the civilian port, the military portions would exempt. In the same manner as at present. The handling by British or American military authorities would depend upon the control of the vessel -- MWT, WMA, etc. For the purpose of this paper, I do not think it has to be decided at this time, but can be taken up further in the future.

Par. 4 d.

"(1)(b) When U.S. or British sources could not meet their respective shipping requirements and there are empty berths available, the discharging of the vessels would be handled on a mutual-aid agreement basis. This allocation would be controlled by Port Control Committee." (Agreed)

VI. RAIL FACILITIES

Par. 4 d.

"Proposed sub-division provides three (3) railroads in each section. Allocation of cars, depending upon the priority of traffic and availability of rolling stock, would continue to be controlled by Joint Control Committee. It is contemplated that U.S. requirements for port clearance will continue to decrease and that rail operations, in general, will cover cargo movement depot to port." (Agreed)

VII. MOTOR TRANSPORT

Par. 4 e.

"(1) Trucks of respective nations would operate under the control of each and it is not contemplated that there would be any interchange of vehicles for port clearance.

(2) Provision of necessary tracks for operations would be the responsibility of each nation.

(3) Although U.S. truck lift exists in excess of 300 requirements, this lift could be made available to the British on a daily dispatch basis. During July and August roughly 500 tons

per day of British cargo were transported on U.S. trucks with-

Par. 4 a.

"(1)(b) When U.S. or British sectors could not meet their respective shipping requirements and there are empty berths available, the discharging of the vessels would be handled on a mutual-aid agreement basis. This allocation would be controlled by Port Control Committee."
(Agreed)

VI. RAIL FACILITIES

Par. 4 d.

"Proposed sub-division provides three (3) railroads in each section. Allocation of cars, depending upon the priority of traffic and availability of rolling stock, would continue to be controlled by Joint Control Committee. It is contemplated that U.S. requirements for port clearance will continue to decrease and that rail operations, in general, will cover cargo movement depot to port."
(Agreed)

VII. MOTOR TRANSPORT

Par. 4 e.

"(1) Trucks of respective nations would operate under the control of each and it is not contemplated that there would be any interchange of vehicles for port clearance.

(2) Provision of necessary trucks for operations would be the responsibility of each nation.

(3) However U.S. truck lift exists in excess of U.S. requirements, this lift could be made available to the British on a daily dispatch basis. During July and August roughly 100 tons per day of British cargo were transported on U.S. trucks without expediting movement of U.S. cargo on British vehicles."

VIII. SHIP MOVEMENTS AND BERTHING

Par. 4 f.

"(1) Ship movements would continue to be handled by the Royal Navy.

(2) Establishment of priorities, if necessary, would be accomplished thru Port Control Committee.

(3) Berthing of ships, including the provision of pilots and tugs, would continue to be a Royal Navy responsibility."

Lt. Cmdr FINCH I do not think that that is quite the plan. The Italian Navy will be given the responsibility for piloting and berthing.

Col McKENZIE However, that would be an arrangement between the British Royal Navy and the Italian Navy and would not affect the subject under discussion.

IX. SECURITY

Par. 4 f.

"(1) Agencies would be responsible for security of their respective zones.

"(2) Port passes would be mutually acceptable."

Col. ACKERLEY: It seems that separate passes might be issued for each area and issued by the other. British or American authority, for those passes, who were required to enter both areas. There would be a minimum number of British personnel required to enter the American area. (Agreed)

X. EQUIPMENT

Pa. r. 4 b.

"(1) In view of evaluation of operations in East Coast ports, it is considered that cargo handling equipment (shore) for the British will be unreliable; therefore, all British used shore equipment would be supplied from British sources."

Col. FORTIS: Would not the shipping agencies be responsible for supplying the gear? Why should the British Army keep track of the gear when the ship's log agents are doing the work? In other ports we have handed the gear and responsibility for it over to the agents. In Naples I would like to do the same thing.

Mr. REYES: How are you going to hand over gear to ten (10) different companies doing stevedoring work?

Col. FORTIS: At the moment we hand it over to them on loan and we are willing a decision for the record of final turn-over. We have been known to give them agencies taking over this equipment and the responsibility for it. They will eventually have to do it.

Col. DISNEY: Who is going to own the stuff -- the ships' agents?

Col. FORTIS: At other ports it has been handed over to the Captains of the port. 18575

Col. DAWSON: What is the original source of this equipment?

Col. FORTIS: Some of it has been from STO, some from MAT, and in some other ports it has been from American Transportation. It is suggested that inasmuch as the British have supplied gear for the East Coast British operated ports and the U.S. has supplied the gear for the American controlled port of Naples, the U.S. Army might continue to supply all gear for the whole port of Naples after the sub-division.

Col. MONTAGUE: We cannot hand over equipment to civilian agencies. By War

(1) In view of reduction of operations in East Coast ports, it is considered that cargo handling equipment (shore) for the British will be available; therefore, all British used shore equipment would be supplied from British sources.

Col FORTY: Would not the shipping agencies be responsible for supplying the gear? Why should the British Army keep track of the gear when the only agents are doing the work? Is other ports we have handed the gear and responsibility for it over to the agents. In Naples I would like to do the same thing.

Mr. BAKER: How are you going to hand over gear to ten (10) different companies doing stevedoring work?

Col FORTY: At the moment we hand it over to them on loan and we are waiting a decision for the record of final turn-over. We have been given an official approval taking over this equipment and the responsibility for it. They will eventually have to do it.

Col DUMMAR: Who is going to own the stuff -- the ships' agents?

Col FORTY: At other ports it has been handed over to the Capitani of the port.

Col DUMMAR: What is the original source of this equipment?

Col FORTY: Some of it has been from STO, some from MWT, and in some other ports it has been from American Transportation. It is suggested that inasmuch as the British have supplied gear for the East Coast British operated ports and the U.S. has supplied the gear for the American controlled port of Naples, the U.S. Army might continue to supply all gear for the whole port of Naples after the subdivision.

Col MCKENZIE: We cannot hand over equipment to civilian agencies. By War Department Directive we can only declare the quantity of equipment that will be in excess of military requirements; the disposal of the surplus equipment is turned over to the Army-Navy Liquidation Committee; we cannot say how they will dispose of it.

Col FORTY: On British equipment, pending a decision for the liquidation of it, I have the authority to hand it over on loan basis in the meantime.

Col MCKENZIE: We cannot hand over U.S. equipment on a loan basis.

Col DUMMAR: He has turned over to Allied Commission enough equipment, including pallets, fork-lifts, etc. for the operation of Castellum to operate the whole port. We cannot hand equipment over to civilian agencies. It might possibly be arranged to coordinate through USA.

Col MCKENZIE: Where is the cargo handling gear coming from? It will have to come from British sources. For the U.S. cannot supply it. Are we in agreement that the British will supply the gear for their area?

Col FORTY: Cannot the U.S. continue to supply the equipment for the whole port?

Col. DALLAMER: That price will have to be agreed; we will pass it up for the board.

.....

Par. 4 b. "(1) American labor would be allocated and trained over to the British for control, maintenance, etc. preparations to the needs of their area."

Col. DALLAMER: That will mean we will have to take over maintenance of barracks. We will have to see for supplies provided. What is suggested to the extent of supplying facilities in the port -- that will be in the American section of the port. Can the American section maintain the harbor?

Col. DALLAMER: Our purpose is to return personnel to the United States. Do you not have people to do the job?

Col. DALLAMER: Due to the small number of personnel for officers' quarters, I believe we could carry on for control with other maintenance, security, etc. and of that type, there will be an entirely new situation. (A police must be taken by force.)

.....

Par. 4 b. "(1) It will better have taken to the United States, they will remain under American control and operation. But suppose you, to be provided with a control post."

21. LAMOR

Par. 4 b. "(1) American firms now under control of port operation would be made available to British authorities for employment."

(2) Contractors would be such as to provide self-sufficient life. (a) Adoption of this plan would take together the two into the form of a Port Detachment, less and (b) further. The job of this detachment is for greater utilization of the port for operations would provide for release of facilities that are also transferred to adequately handle British operations.

Col. DALLAMER: Does it get out later?

Col. DALLAMER: Practically all of our labor is British labor. In a labor is spread uniformly from one end of the port to the other. We have no British labor working in that labor. American labor is spread in a central area, the port labor office. The American is employed in contractors, contractors with their own men. Some of the labor (it) is now working in the British port area for the United States.

Col. DALLAMER: Do you change the contract later on a contract basis?

must be taken up again.

Part 4 b.

"(3) Is all harbor barge tug & ra haulage, they would retain under American control and operation. The service would be provided thru a central pool."

11. LABOR

Par. 4.1.

"(1) Stevedores firms are under control of port operation, would be made available to British authorities for employment."

"(2) Contractors would be such as to provide uniform wage & etc."

"(a) Adoption of this plan would make possible the immediate release of a Port Battalion, less than (1) Company. The plan of this headquarters for greater utilization of labor for port operations would provide for release of sufficient number of civilian stevedores to adequately handle British operations."

Col. ACKERLEY: Where do you get your labor?

Col. MILLER: Practically all of your labor is civilian labor. Civil labor is spread uniformly from one end of the port to the other. We have no soldiers working as civil labor. Civilian labor or units is engaged through a central agency, the Port Labor Office. The stevedores are employed by contractors; contractors supply their own men. Some of the two (b) stevedores are now working in the Italian port area for MAF and NSA.

Col. TOPP: Do you engage the contract labor on a contract basis?

Col. MILLER: No, the contractors supply their own stevedores.

Contractors are furnished a mid-day meal, a detention for which is made from their wages. In the civilian port they do not get food. They pay in the civilian area, and in the military area are supposed to be on no money basis except that the civilian area does not provide or deduct for a work meal. I believe a directive from JMC and/or JMWG establishes the contents of the soup, the size of the bread, and the price to be deducted.

Col. ACKERLEY: I do not know whether we can provide a week-day meal.

Col. MILLER: I am not in a position to say how important it is at this time, but I do not feel that you would have any trouble locating labor with or without the meal.

Mr. VICM: All through the northern part of Italy I noticed large commercial warehouses where meals would be purchased by laborers; there are none in this area.

Col DAVENPORT: I believe there should be a complementary set up to take care of their needs as far as food is concerned. Obviously the invention in pilot will be greater.

Col McKEITH: However, that is a multi-part problem.

III. INITIAL PLAN RESPONSIBILITY

Par. 4. 1. Each agency -- British, Italian, U.S. -- would be responsible for installing, operating, and maintaining physical facilities required for operation of its section of port, specifically including signal system, including telephone and switchboard, lighting, fire protection, roads, buildings, and docks.

Col ACKERLY: I do not know whether we are prepared to furnish switchboard, etc.

Col HAYTHUR: I think this point could very well be left to a mutual agreement between the two parties concerned, or on a mutual three-way basis. There is no sense in ripping out final installation and putting in new ones. Fire fighting equipment which serves one group could also serve the other.

Col DILLON: In the present Italian area we left all facilities and maintained the set-up for fire fighting. However, sometime in the future the civilians must take over the fire fighting of the port.

It does not specifically state this in the letter, but it is intended that the British installations in the proposed American portion of the port will move into the British area.

Col ACKERLY: Agreed, although it will take us some time to move some installations.

Col McKEITH: What date is recommended for the subdivision of the port? I would suggest between the 23rd and 30th of October.

Col ACKERLY: I believe we must have more time than that, for there are many details we must consider. I would suggest a month from date, but we can try to make it by the 10th of October.

Col ACKERLY: Will you be giving up any accommodations in Naples? We can not take over any part of the port unless we have accommodations for troops. Are

Col. ASKEW: I do not know whether we are prepared to furnish anti-aircraft lighting, fire protection, mess, bathing, etc.

Col. McKEITH: I think this point could very well be left to a mutual agreement between the two parties concerned, on an actual three-way basis. There is no action in ripping out fixed installations and putting in new ones. The fighting equipment which serves one area could also serve the other.

Col. WALLACE: In the present Italian area we left all facilities and retained the set-up for fire fighting. However, sometime in the future the civilian must take over the fire fighting of the port.

It does not specifically state this in the letter, but it is intended that the British installations in the proposed American portion of the port will move into the British area.

Col. ASKEW: Agreed, although it will take us some time to move some installations.

Col. McKEITH: What date is recommended for the sub-division of the port? I would suggest between the 1st and 10th of October.

Col. ASKEW: I believe we must have more time than that, for there are many details we must consider. I would suggest a month from date, but we can try to make it by the 20th of October.

Col. McKEITH: Will you be giving up any accommodations in Naples? We will not take over any part of the port unless we have accommodations for troops. Are you releasing any property?

Col. WALLACE: I have been directed to derelictation as much property as is possible and we are now in the process of that.

Col. ASKEW: As I understand it, once you derelictation property, it will not be possible to re-regulation it. Can you hold up on any derelictation until we consider this problem further?

Col. WALLACE: I have been directed by higher authority to accomplish this immediately.

Col. McKEITH: I would suggest that you contact your higher authorities on the British side and see what can be arranged on that.

XIII. DISCUSSION RE ITALIAN PORT FACILITIES

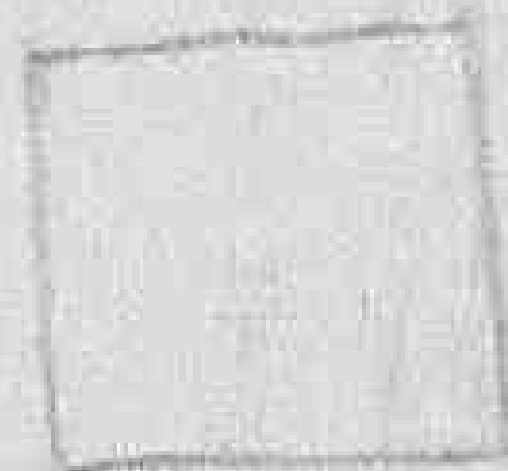
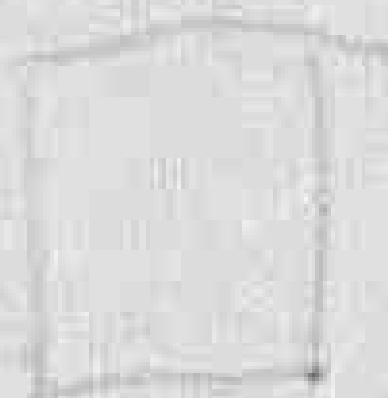
Mr. KIGLI: The civilian area is not now taking care of the ships arriving with civilian cargo. More and more civilian cargo will be arriving some (Y) ships are on their way now. Customs will be installed and a more thorough checking system will be set up; the picture will not be as it has been in the past. We do need piers and other facilities for handling this cargo.

Why not decide now what shall be the Italian port area, rather than wait another thirty (30) days and relocate a section of the port after it has been divided in two. Can we give #29, #30, #31, #32, and #33-A, together with #34 and #35 be given to the Italians.

Col. WILSON: That is agreeable. In all probability, with the exception of Piers "P" and "R", Piers "A" and "B" will give us good facilities as anything in the port.

Col. MONTAGNA: Port that will be considered as an additional proposal -- that Piers #30, #31, #32, and #33-A be turned over to Italian authorities.

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



Spoke the Director 24/9
Told Channels Thomas to
(1) Ministry/Minister to Campbell
Committee

Done, September 20, 1945.

Copy to AC

RECAPITULATION (2) Campbell Committee (with

Army Recommendations) to

to Labor Sub-Commission, Allied Commission.
Att: Mr. Foster.

AFHQ

Subject: Perquisition of Assets in Naples.

L/L

In reference to your conversation of yesterday with
a representative of the Embassy regarding the request of Marino
de Stefano, secretary of the National Federation of Italian
Employers, for the transmission of two Assets in the port of
Naples (one to the National Federation of Italian Employers and
one to the National Federation of Italian Employers). There is attached a
copy of the letter received from de Stefano and a copy of the
Embassy's reply recommending that the request be submitted to
the Italian Ministry of Marine for appropriate action.

Charles A. Livingston
Counselor for Economic Affairs

Enclosures: 2.-

2853

cc: Economic Section, Allied Commission.
Shipping Sub-Commission, Allied Commission. ✓
Transportation Sub-Commission, Allied Commission.
Army Sub-Commission, Allied Commission.

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2221

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO.

Federazione Italiana Lavoratori Pelli.

Roma, 14 settembre 1948

Mr. John Clark Jones
Labor Attache - American Embassy

Roma

Gentilissimo Signor Jones,

La ringrazio, innanzi tutto, dell'interessamento da lei dimostrato per la categoria da me rappresentata.

In merito alla richiesta, le comunico che dovrebbero essere lasciate libere da parte degli allenti le seguenti persone: CRANILLI e VINCENZO MARCHELLI II.

Le suddette persone sono quelle immediatamente seguenti alle altre già in mano dei lavoratori italiani.

Grato per quanto ella farà perché le persone sopra indicate vengano restituite ai nostri lavoratori, nel ringraziarla nuovamente le invio i miei cordiali saluti.

IL SEGRETARIO DELLA FEDERAZIONE

Marino De Stefano

2221

Roma, 29 settembre 1945.

Preghiatissimo Signor De Stefano,

Nell'occasione del Signor Adamo, ho evocato alla Sua
lettera del 14 corrente in cui è fatta richiesta che le
persone CRISTINI e VITTORIO ROMANUCCI II del porto di Napoli
vengano lasciate libere da parte delle autorità alleate.

In una richiesta è stata presentata ad un funzionario
della Labor Sub-Commission il quale però ha fatto presente
la necessità che lei presenti formale domanda al Ministero
della Marina il quale inoltrerà la domanda stessa alle com-
petenti autorità alleate.

Spiacente di non poterle aiutare di più, non posso che
consigliarle di seguire la procedura sopra indicata.

Con i più cordiali saluti,

Charles A. Livingston
Consigliere per gli Affari Economici

Pregho
Signor Marino De Stefano
Federazione Italiani Lavoratori Porti,
Via Sannaziani, 19
R o m a.

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AND NAVALS OFFICERS
APO JJA

20 September, 1945

SUBJECT: Port Operations

TO : Colonel Barth
Port Commandant, Naples
Ministry of Marine

1. Upon a visit to the Port Area yesterday, the following observations were made.

- (a) Armed escort guards had not been provided for trucks at ship-side, and a large number of loaded trucks were waiting dispatch at area dispatch point for several hours in some cases. Much confusion existed.
- (b) A proper check of persons and vehicles was not being made at Gate.
- (c) About 15 guards of the Guardia Finanza were idle at their station in Backpile 42.
- (d) Some Chilean Nitrate remained in Backpile 42 from SS Charles Glover that discharged 2 months ago.
- (e) Nothing had been done about securing platforms for discharging SS George Leonard in Berth 59, although stevedore contractor had requested this 4 days before.

2. While this may be partly due to installation of a new truck dispatch system and not a regular occurrence, seldom if ever does one enter the port without observing some inefficiencies of operation or dishonesty, and appropriate steps should be taken immediately to effect correction.

3. Following suggestions are made for improvement of conditions.

- (a) Now that an increasing proportion of civil supplies are being discharged in Italian Port Area, it is believed again that responsibility should be fixed definitely for the performance of tasks; that is, one officer should be appointed for control of discharge operations, one officer for loading operations, one officer to see that trucks and escort guards are properly dispatched and one for general security of the area; all of these officers to report to Port Superintendent.

SENIO TRANSPORTATION OFFICER
TRANSPORTATION AND COMMISSION
HEADQUARTERS
AND NAVAL OFFICERS
APO 394

20 September, 1945

SUBJECT: Port Operations

TO : Colonel Barti
Port Commandant, Naples
Ministry of Marine

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- 2 -

(b) As some guards are idle when other guards are not available, it is believed you would find it advisable to have only one group of guards for all purposes. In this connection, I have asked to have a company of 150 military guards trained by American Military Police put at disposal of port and warehouses in this area.

(c) Report promptly to this office any requirements for stowage gear or equipment you are not able to get through your Liaison Officer with 8th Port Commandant.

(d) Survey again your requirements for additional berths with a view to approaching military authorities as this may be an appropriate time for negotiations. Let us know what are your findings and we can take the matter up with 8th Port Commandant.

For the Commissioner:

T. E. RABBIT
T. E. RABBIT
Captain, Spec-Res
Port Liaison Officer

Distr.
En S/C, Shipping Div. ✓
En S/C P & V Div.
Adjut. File
PIO File

2002

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