

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

Operation Procedure Naples Port

Charles Port

10000/148/1251
July '45

JOINT TRANSPORTATION COMD.

HEADQUARTERS

AMS MARINE CORPS

ASO 394

14 September, 1965

SUBJECT: Operations Procedure in Italian Port Area

TO: J12, Naples

Headquarters, Naples

Italian Port District, Colonel Jarta

1. You have been notified verbally that effective 17 September at 0700 hrs military transport is to be withdrawn and thereafter it will be necessary to obtain from M122 transport for port clearance of imported civilian supplies discharged for your account in Italian Port Area.

2. Demand for transport shall be made at least 12 hours in advance of requirement and shall be communicated through Port Operations Officer to a representative of M122 duty in the port area or at one of the following offices:

W122 - Phone Victoria Pooker 54325 or 50876

W122 - Phone Pineda Garriolo 51935 or 55190

M122 has been advised to give such demands priority over any other requests for transport.

Transport is to be requested for two shifts commencing at 0700 hours and 1900 hours, and shall be dispatched from M122 to arrive at port at 0630 and 1830 hrs respectively.

Charges for transport shall be borne by receiving agents on basis of dispatched trailers and, inasmuch as all parties concerned represent a branch of the Italian Government, no transport shall be withheld from use for lack of financial arrangements.

3. M122 will maintain on 24 hour duty a dispatcher both at office of M122 and at area control point opposite M122 in the port area. Upon arrival, all trucks shall report to this truck control point for assignment in the area. Loaded trucks will return to this point for dispatch to depot or barracks.

4. Personnel of Italian Maremarile Marine will see to it that no vehicle or person enter the port without proper authorization. They will check all vehicles and persons upon departure from port. As military dispatcher is to be withdrawn, they will insure also that vehicles are correctly dispatched and that a copy of dispatch ticket is kept as a permanent record of the port. These

of requirements and shall be communicated through Port Operations Officer to a representative of MILMAG only in the port area or at one of the following offices.

MILAG - Piazza Vittoria Poona 54325 or 50876
MILCO - Piazza Piazza Garibaldi 51935 or 53190

MILAG has been advised to give such demands priority over any other requests for transport.

Transport is to be requested for two shifts commencing at 0700 hours and 1900 hours, and shall be dispatched from MILAG to arrive at port at 0630 and 1830 hrs respectively.

Charges for transport shall be borne by receiving agents on basis of dispatch tickets and, inasmuch as all parties concerned represent a branch of the Italian Government, no transport shall be withheld from use for lack of financial arrangements.

3. MILAG will maintain on 24 hour duty a dispatcher both at offices of MILAG and at truck control point opposite Ward 2 in the port area. Upon arrival, all trucks shall report to this truck control point for assignment in the area. Loaded trucks will return to this point for dispatch to depot or backpiles.

4. Personnel of Italian Maritime Marine will see to it that no vehicle or person enter the port without proper authorization. They will check all vehicles and persons upon departure from port. As military dispatcher is to be withdrawn, they will insure also that vehicles are correctly dispatched and that a copy of dispatch ticket is kept as a permanent record of the port. These records are to be available for inspection at all times.

5. As heretofore, officials of the Italian Maritime Marine shall be responsible for discharge operations, that no persons are permitted on board ship unless on official business, that because of the ship are constantly guarded while supplies are being discharged, that armed guards are made available for guarding trucks from side-sides and that all other measures necessary for the security of the area, including fire prevention, are taken.

Military Police of the U. S. Army will continue to be maintained at the Gate for as long as there is need of military personnel in the area.

For the Coordinator:

NAME
1. Major S/C 100 10
2. AMAG, 1st Div 21
1 5th Port Commandant
1 Major Naples
1 WSA Naples
1 AMT Naples
1 SIO, AMU Naples
1 Adjutant
1 PLO

T. E. RAMSEY
Captain, Spec-Gen
Port Liaison Officer

Copy to Maj. Road
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UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
AND MARINE CORPS
WFO 334

14 September, 1965

OBJECTION: Procedures operative in Porto Italiano

A : ION
Foderation, Napoli
Consulenza Italiana del Porto, Col. Bari

1. Vi e' stato varcato comunemente che a partire dal 17 settembre alle ore 0700 cominciano i trasporti militari e portuali per l'adempimento dell'impiego e vengono emanate tramite l'ufficio alla dipendenza del porto al rappresentante dell'EMAC in servizio al porto e ad esso del segretario scrivente per vedere stato nell'area italiana.

2. Lo richiesta di trasporto marino fatto al numero 12 ore prima dell'impiego e viene emanato tramite l'ufficio alla dipendenza del porto al rappresentante dell'EMAC in servizio al porto e ad esso del segretario uffici.

EMAC - Col. Vittorio Povera 54325 o 50876
WFO - " " Idem Gennaro 51935 o 53190

L'EMAC e' stata avvertita di dare a questo richiesta la precedenza su qualsiasi altro richiesta di trasporto.

Il trasporto sera' richiesto per i due treni indicati alle ore 0700 ed alle ore 1900, e saranno costituiti dall'EMAC in modo che arrivino al Porto alle 0630 o 1030 rispettivamente.

Lo scopo per i trasporti marino e marino degli agenti riservati sulla base del lavoro del dispendio o ad ogni modo prima' tutto la parti indovinate rappresentazione una brava del Governo italiano, nessun trasporto deve essere ritirato per difficoltà di lavoro finanziario.

3. L'EMAC richiesta per tutto le 24 ore un servizio distribuzione alle all'ufficio dell'EMAC che il porto di controllo ordini al fronte all'EMAC nell'area del porto. Al numero dell'arrivo in porto tutti i carichi e i servizi a questo posto di controllo saranno per la distribuzione nell'area. I carichi carichi di trasporto e tutto posto per la distribuzione distribuita e deposita o a base.

4. Il personale della Marina, Agenti Italiani, Vigili, che hanno autorizzato i carichi in porto sono la presenza autorizzata. Essi controllano tutti i veicoli e le persone all'uscita del Porto. Inoltre il controllo di tutti i veicoli e persone, compreso inoltre che tutti i veicoli

2. Lo richiesta di trasporto aereo dell'ingegnere o servizio esistente trinito l'ufficiale alle operazioni dal porto al rappresentante dell'EMO in servizio al porto o al suo cui assistente uffici.

MEMO - Col. Vittoria Poma 54305 o 54376
UTC - " Pinaud Garriolo 51935 o 53190

L'EMO o' stata overvita di dove e questo richiesto la precedenza su qualsiasi altra richiesta di trasporto.

Il trasporto sarà richiesto per i due treni indidenti alle ore 0700 ed alle ore 1900, e servizio destinato dall'EMO in modo che arrivino al Porto alle 0630 e 1830 rispettivamente.

Le spese per i trasporti saranno a carico degli agenti ricevuti sulla base dei buoni del dispendio e ad ogni modo poiché tutto lo parti inter-venute rappresentino una buona del Governo Italiano, nessun trasporto dovrà essere ritenuto per deficienza di accordi finanziari.

3. L'EMO resterà per tutto lo 24 ore un servizio distribuito sia all'ufficio dell'EMO che al posto di controllo ordini di Porto all'EMO e nell'area del porto. Al ritorno dell'arrivo in porto tutti i ordini di Porto saranno a questo posto di controllo autenti per la destinazione nell'area. I ordini curiali ritardano a detto posto per la mancanza destinazione a deposito o a braccia.

4. Il personale della Marina Mercantile Italiana viaggia' che nessun autismo o persona altri in porto senza la presenza dell'ufficiale. Tutti i controllamenti tutti i veicoli e le persone all'uscita del Porto. Poiché il dispendio di Porto e' stato abolito con l'arrivo di tutti i veicoli siano sottobstante dispendio e che una copia del biglietto di dispendio sia ritirata per l'archivio permanente del porto. Questi beni sono essere dispen-ribili per ispezioni in qualsiasi momento.

5. Poiché inoltre gli ufficiali della Marina Mercantile Italiana saranno responsabili delle operazioni di dispendio tutto lo servizio saranno preso ed ordi-uno che nessuno esige a bordo dei vapori se non per ragioni ufficiali, con lo attivo del vapore siano costantemente parati durante la discesa delle merci, che guardia armo siano disponibili a fine servizio per la notte dei ordini o che siano preso tutto lo servizio necessario per la sicurezza della zona inclusa lo provvedimento per incendio.

La Polizia Militare dell'Armata degli Stati Uniti continuerà a mantere nella zona per questo caso, necessario il personale militare.

Per il Quartermaster:

T. E. HANLEY
Capt. Quartermaster
Port Liaison Officer.

My the Clerk
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IN REPLYING
 USE LIAISON OFFICER
 CHIEF TRANSPORTATION OFFICER
 AND 356

July 13, 1945

Subject: Operating Procedures in Italian Port.

TO : I.C.M., Naples.
 Operations, Naples.

1. Italian Port authorities have agreed to keep an Operations officer on 24 hour duty in office of Italian Port Superintendent opposite berth 55, telephone 12066, extension 121.

2. Upon arrival of a ship with civil supplies from Allied sources, this officer is to contact ship's agents and make arrangements, confirmed in writing, for the stowage of cargo for discharge of ship. Details of these arrangements are to be effected for out-loading operation. Details of these arrangements are to be notified immediately to representatives of ICM and Pedemonte who are located at Office of Italian Port Liaison Officer, dial 10460, extension 250, or 52051, or 11.

3. Prior to commencement of discharge and not later than 1400 hours each day while ship is working, representatives of ICM and Pedemonte will advise Operations officer of their requirements for trucks and special equipment during the next 24 hour period. Demand for total number of vehicles as well as special gear should be made on military port authorities through Italian Port Liaison Officer or else directly with port highways in event of emergency.

4. Transport will be allocated only by port Operations officer through O.P. Master, area 5 dispatch control opposite berth 57. Armed guards will be instructed by Operations officer to report at this point. It will be his duty to see that guards arrive on time and are adequate.

5. ICM and Pedemonte will be responsible to provide sufficient shore facilities so that all trucks assigned to them will be kept working continuously at activity, and costly delays in discharging cargo avoided. Unless cargo cannot be completed at depot or arrangements are made to transfer from this area by rail or sea, there should be no occasion for backlogging. In an event should cargo be discharged alongside ship working.

6. That there are not enough trucks to keep shore labor fully occupied or if labor is inadequate for trucks working, port foreman will report promptly to Operations Officer. In no case will shore gangs be allowed to leave port without consent of this officer. He will also see that no idle trucks are available or

2. Upon arrival of a ship with cargo, the Officer is to contact ship's agents and make arrangements, confirmed in writing, with shorewarders for discharge of ship. Similar arrangements with shorewarders are to be effected for on-loading operations. Details of these arrangements are to be notified immediately to representatives of ICH and Federations who are located at Office of ADM Port Liaison Officer, dial 50560, extension 250, or 26031, or 11.

3. Prior to commencement of discharging and not later than 1400 hours each day while ship is working, representatives of ICH and Federations will advise Operations Officer of their requirements for trucks and special equipment during the next 24 hour period. Demand for total number of vehicles as well as special gear should be made on military port authorities through Italian Port Liaison Officer or also directly with Port Mil. Agents in event of emergency.

4. Transport will be allocated only by Port Operations Officer through OP Master, Area 5 Dispatch Control opposite berth 57. Armed guards will be instructed by Operations Officer to report at this point. It will be his duty to see that guards arrive on time and are adequate.

5. ICH and Federations will be responsible to provide sufficient shore capacity, and costly delays in discharging cargo avoided. Unless cargo cannot be accepted at docks or arrangements are made to transfer from this area by rail or sea, there should be no occasion for backpiling. In no event should cargo be discharged alongside ship working.

6. When there are not enough trucks to keep shore labor fully occupied or if labor is inadequate for trucks working, ICH foreman will report promptly to Operations Officer. In no case will shore gangs be allowed to leave port without consent of this officer. He will make sure that no idle trucks are available or that they will not become available before releasing shore labor. Special attention must be paid to all operations on shore or so before quitting time to see that trucks and labor stay on the job until work period is completed. Trucks always shall be loaded to end of shift, at which time driver may be released and truck held over in Area 5 Dispatch Control point.

All assignment orders and requisition orders for trucks and labor to be given only through Operations Officer.

7. Representatives of ICH and Federations shall be held responsible for keeping their warehouses in readiness to receive cargo being sent to them from all sources, including military port area. Daily by intelligent coordination of port operations with warehouse operations an efficiency be achieved, and that all parties concerned should strive for.

- Contributions:
- 1- 6th. Port Commandant
 - 1- 2nd. S/C HQ AD
 - 1- Italian Port Commandant, Cal. Berth
 - 1- Adjutant, ADM HQ, Los
 - 1- P.L.O. File

For the Commandant:

2918

W. J. Mason, Jr.

T.M. BARNETT
Captain, Spec-Dep.
Port Liaison Officer

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