

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

Port of LA Specia

Declassified E.O. 12336 Section 3.3/HND No. 785021

10000/142/1253

1 Sept 45

3

37

WFL/ab

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

25 January 1946

Tels. , WFL 530

AC/574/30/70.3.

SUBJECT : Discharge of wheat ships in La Spezia

TO : Food & Agriculture Sub-Commission

- 36
1. Reference your 51-7/71 of 22 January.
 2. It is not at present proposed to use La Spezia for British or American vessels. The port will, however, be used for Italian coasters, colliers and schooners.
 3. Until the line Genoa-La Spezia is open, the easier method at present would be for flour to be shipped by schooner from Genoa to La Spezia. Alternatively bagged wheat could be shipped for onward despatch to Pisa for milling there.
 4. It should not be difficult to move reasonable tonnages by schooners from Genoa, as there are usually several returning in ballast.
 5. An increased use of Laghorn for civil supplies is likely in the near future and this port will be useful for supplying Florence, Pisa, Pisa etc.

For the Director

31

W. J. LARSEN
W. J. LARSEN.
MAJ. R. E.

TEL. 478420

36
XCO/12

HEADQUARTERS ALLIED COMMISSION
A.P.O. 194

Food & Agriculture Sub-Commission

SI-7/PA

22 January 1946.

SUBJECT : La Spezia wheat reception. *See 7*

TO : HQ. A.O. Tr. & Shipping S/C., (Attn. Maj. Laraman).

1. Enclosed herewith you will find a copy of letter reference AS/mil dated 15th January from the Federazione Italiana del Commercio Agrar. confirming conversation with Dr. Bacci on the a.m. subject.

2. In our opinion it will not be practical to put wheat ships into La Spezia port owing to the lack of local milling capacity.

W. Lee

W. J. LEE
Director

Enclosures

1 translation.

Distribution

FOOD DIVISION, (Attn. Maj. Haydon).

3137
Food Div
Should be received
being loaded about
by schooner from Genoa
porting off coast of
Genoa
2/2

FEDERAZIONE ITALIANA DEI CONSIGLI AGRARI

Servizio Alimentari di Importazione

TO : A.C. Food & Agric. S/C.
SUBJECT : La Spezia - 2000 tons wheat.

15 January 1946.

Ref. AD/mil

We reply to your letter ref. 51-7/FA dated 31 December and confirm telephone conversation of our Mr. Sattel.

The port of La Spezia could handle the discharge of the a.m. wheat and the Consorzio Agrario of that town, if given due notice could handle all other relative operations besides eventual storage of the commodity.

The provincial milling capacity however has been reduced to such a low level that it can satisfy only one fourth of the provincial needs, making it therefore necessary to transfer the wheat to the mills of Genova, Parma or Pisa which at present is very difficult as the rail-lines radiating from that centre are not very efficient.

IL CAPO SERVIZIO

Handwritten signature

2176

35

Chief Clerk — There is copy of my last
letter to Mr. Harman.

Capt Tosi: Have Mr. Harman seen a copy
of MERT/R's basic signal
re payment of pilots (Italian
Gov. Expense)? If not or
if it is not clear to the Com Com
you pl send copy to them

L.H.

of 6 signals
sent 10/11/48
2135

Vol. 314

TRANS-ATLANTIC ALLIED COMMISSION

HTL/20

APC 394

Transportation and Shipping Sub-Commission

Our Ref :- AC/574/12/En. 1.

4 Jan. 1949

SUBJECT :- Use of La Spezia.

TO :- Direzioni Generale della Marina Mercantile
Ministero della Marina - Roma-

1. Reference AC/574/12/En. 1. of 19 December and
C in C Med's 8 301101A addressed to Vol.

2. In view of C in C Med signal, it is noted that
Liberty ships will not at present be routed to La Spezia,
pending widening of the entrance.

3. Meanwhile arrangements are being made for
colliers ex Cardinia to use this port and vessels will be
diverted accordingly in the near future.

For the Director :-

H. J. L. L. L.
H. J. L. L. L.
Major R. L.

Copy to :- Ports & Warehouses Div.
Industry & Utilities Sub-Comm. (Coal Div)
Food & Agriculture S/O
Economic Section

33

WAR SHIPPING ADMINISTRATION

Navy House, Naples

December 31 1948

To: HQ A.C., Transportation & Shipping Sub-Commission
APO 394

From: W.S.A. Med.

Subject: Use of La Spezia

Your Ref: AC/274/24/Tn.3

Upon receipt of your memorandum of December 18, we reopened the matter, and it is still found inadvisable to route vessels to the port of La Spezia.

For your information we quote signal from Vell dated December 29, 1948:

"Entry of Liberty ships into port of La Spezia will involve considerable risk and CINC MED has ordered that attention be drawn to following from WOIC LEMMON: 'The necessary angle through the entrance renders it a manoeuvre only possible by medium and coaster class ships and this subject to ideal weather conditions'."

Louis R. Smith
Louis R. Smith
Operations Mgr., Operations

c.c. WSA Rome (Mr. Hansen)

LRS/ldh

Chief Clerk

*Have in this
Signal?*

*Not necessary
late hte*

3133

32

REL 178120

RJC/lg

HEADQUARTERS ALLIED COMMISSION
A.F.O. 734
Food & Agriculture Sub-Commission

SI-7/PA

31 December 1945.

SUBJECT : The receipt of wheat at port of La Spezia.

TO : Federazione Italiana dei Consorzi Agrari, Rome.,
(Attn. Dott. BERTI) See 91

1. Confirming conversation 25th December (Betti-Bernardi)
Will you please determine and advise us whether you can handle 2000
tons of bulk wheat at a time at the port of La Spezia.

2. We have been advised that it is now possible to make use
of La Spezia port for lightened liberty ships. There would be a sav-
ing in transportation if about 2000 tons of wheat for discharge at La
Spezia could be left on some grain ship discharging at Genoa or Pion-
bino.

Whegg
W.J. LROG
Director

Distribution

- Hq. A.C. In. & Shipping S/C.
(Attn. Maj. Laraman)
Hq. A.C. Food & Agric. S/C.
(Attn. Maj. Hayden)

3130

Noted with
La Spezia file

FILE (X) WITH LENSES NOT USED FOR A SHIPPING S/C

CONF. MED
30/4/72

IMPORTANT INFORMATION

as it is apparent that entry of limb into space into space would involve considerable risk even if space into space were used it has now been decided that to be sure (2) has acceptable for each ship to use that part until entrance has been without other matter should be raised for reconsideration that (2) is not to be used for all cases.

NK

NK

CONF. MED

File (X) 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 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, 21

31

COPY

12/1

FOI (X) NOIC ISMERS DEW AND VIA MED IN & SHIPPING 3/C

ONE TWO
101-01A DEC.

IMPORTANT UNCLASSIFIED.

As it is apparent that entry of British ships into Spain could
involve considerable risk even if Empire Britain were used it
has now been decided that it is not (3) not adaptable for such
ships to use that port until entrance has been widened when
matter should be raised for reconsideration. For 19197 and
my 19197 not to all refer. *NR*

NR

* 101-01A DEC.

DIO: G-4, 11. 15, 1001 35, DIO: 1 48495 2 H/X 30 & Shipping 3/C
1/0 P/L FOR 1636/30 D.I.I. 10/15

2139

Return with
file

31 K

WORTH 1000 (11) 10000 10000 10000, C. 10 0 1000, 1000 1000, 1000000000.
1000 1000 1000 1000.

$$y = 3x + 6, \text{ all } (2)$$
[illegible]

NOTE: 2,273. ONLY SUBSISTENCE COVERED IN PAYMENT OF PILOTS
REMOVED BY SUBSISTENCE AND SHIPPING S/O IS FURNISHED TO
THE LIAISON GOVERNMENT.

.....

REF... INFORMATION OF RESEARCHERS INTEREST IN GALLINUS GALLUS TO APPELLA
INFO... 0-5 12 15 16 3(4) FOR 2 P/M TRANSMOICATION & ENDING 1/0 LK.
1/2 1/2 FOR... 1/0 FOR 29/12

8129

5

BEST COPY POSSIBLE

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Message Centre No: 6/6245

Date/Time of Origin: 241500/ADSC

Date Time Rec'd: DEC 251200

Precedence: ROUTINE

FROM: R W T R MED

TO: F O I L INFO MTR ITALIAN AREA ROKE C IN C MED ALCOM FOR TRANSPORTATION SUBCOMMISSION WSA MED

UNCLASSIFIED

Subject La Spezia. Reference your 151209A and C in C MED'S 171329A. Shall be glad to be informed of any expenditure involved on ships account as envisaged PARA 2 of signal under reference

AC DEST

INFO ACTION: TR. S/C

INFO: CHIEF COMMISSIONER

BUON. SEC.

FILE 2

FLOAT

3128

24:500/1301

6/6245

DNC 25:200

ROUTINE

M T H MND

P O I L INFO MTR ITALIAN AREA ROME C IN C MND ALDOM FOR TRANSPOR-
TATION SUBCOMMISSION TRA MND

UNCLASSIFIED

Subject La Spazia. Reference your 15:203A and C in C MND's
173329A. Shall be glad to be informed of any expenditure involved
on ships account as envisaged AREA 2 of signal under reference

AC DEST

INFO ACTION: TR. B/C

INFO: CHIEF COMMISSIONER

ECOM. SEC.

FILE 2

730AT

3127

Mr. & Mrs. Loman.

please see
29

Sir

Re your letter dated 1st of June 1954
to SP21R.

With you please, then taking on Operational matters.
- Movement of ships, etc. address your letter to
FO12 with copy if necessary or direct to Navy etc.
This will have correspondence to, passing round
Navy etc. & no action being taken.

Sir

Chief of
22/1/55

312R

W. L. L.

FOIL (R) C IN C MED (N) C IN C MED MWT MED WSA MED
TRANSPORTATION AND SUPPLY SUB COMMISSION

NOIC LAGHORN

U/C

(1) FOLLOWING IS REPEAT OF SIGNAL RECEIVED LAGHORN ADDRESSED NOIC LAGHORN
FROM ITALIAN PORT LA SPEZIA, SPENDING IN REPLY TO TELEPHONE REQUEST RE
INFO LAGHORN CONFIRMATION IS GIVEN THAT THERE ARE ONLY TWO (2) TWO SMALL
TUGS. HAVE NOT (R) NOT SUFFICIENT POWER TO GUARANTEE SAFE HANDLING OF
LIBERTY SHIPS ALLOCATION OF ONE LARGE TUG TO LA SPEZIA IS NECESSARY
FOO 191200 RUS ... *File 23*

(2) IN VIEW OF C IN C MED'S 17123 INLETTER AND THE DEFINITE NECESSITY
FOR SUITABLE TUG FOR HANDLING SHIPS OF LIBERTY CLASS THE TUG EMPIRE GRIFFIN
COULD BE ALLOCATED TO LA SPEZIA WHEN SHIPS ARE SAILED FROM LAGHORN TO LA
SPEZIA AND RETURNED ON COMPLETION OF UNLOADING.

(3) EMPIRE GRIFFIN IS NOT REQUIRED LAGHORN DURING FAIR WEATHER PERIODS.

END 201601A ISC ...

3125

REF. SHIPS FOR SPEZIA TO BE SAILED LAGHORN.

DIST. 0-5, 13, 16, 23(2), 25. LOG. RNC. 2 H/M TRANSPORTATION AND SUPPLY S/C.

4

(27)

Office of the Wing Officer,
Italy and Liaison,
RAC.

20th December, 1943.

N.A.P.O.I.A. 670/3.

THE COMMANDER-IN-CHIEF, BRITISH MERCHANT STATION.

(Copies for: The Naval Officer-in-Charge, Legation.

The Transportation and Shipping Sub-Commission,
Headquarters, Allied Commission.

The War Shipping Administration.

RE: REPORT OF LA SPINA.

The enclosed reports on the state of the Port of La
Spina, received from the Transportation and Shipping Sub-Commission
at Headquarters, Allied Commission are forwarded for information.
They are believed to be of value to you dated 15th December, 1943.

20th Dec

W. G. Hudson

2124

FOR YOUR RECORD.

Enclosures:

1. Copy of report on the state of the Port of La Spina, received from the Transportation and Shipping Sub-Commission, dated 15th December, 1943.
2. Copy of report on the state of the Port of La Spina, received from the Transportation and Shipping Sub-Commission, dated 15th December, 1943 and enclosed in letter.

0011

UNCLASSIFIED ALLIED INFORMATION
Transportation Sub-Committee
Agreements Shipping
APO 32.

To : The Sub-Committee - Movement - Shipping (Att. Major Lament)

Subject : VISIT TO PORTS OF LA SPINIA - LARONA - MAYIA -

Following your instruction I have left Rome on the 20th November by car and, after visiting the above mentioned ports, I have travelled to Milan where I have been delayed on account of weather conditions which prevented departure of plane.

PAGE ONE - PART OF LA SPINIA

21/11/1945: - To Flag Officer Murgari, R.N. and the Captain of the port have been contacted and the following information obtained:-

1. SAT KICHIMA AND SMT CHANDEL - At this date, vessels bound to La Spina are compelled to enter through a narrow passage (100 feet wide) between broken vessels. This passage is expected to be soon wider (250 feet wide), that is, as soon as the vessel "Gaville" will be refloated and this is expected to take place within a few days.

At present two 250 HP tugs are available to help through, if requested, ships of any size - another tug 100 HP, is expected soon from Savona.

When this passage begins a swift current, mixed with buoy, 600 feet wide which leads into the bay beyond. Before reaching the dredged channel, 500 feet wide, leads to the commercial port.

My fully loaded Liberty can navigate both channels, the minimum draft being over 80 feet.

According to the Flag Officer, who is copying each piece following information secured from German prisoners all had knowledge of the current and that they had, so far, such information as they

9123

PAGE ONE - INFO ON LA SPINOLA

26/11/1965 - The Flag Officer Murgari, R.N. and the Captain of the Port have been contacted and the following information obtained:-

1. RAY KIRKMAN AND GARY CHURCH - At this date, vessels bound to La Spina are compelled to enter through a narrow passage (100 feet wide) between rocky vessels. This passage is expected to be open over 250 feet wide, that month, as soon as the sunken freighter "Havilla" will be refloated and this is expected to take place within a few days.

At present two 250 HP tugs are available to help through, if requested, ships of any size - another tug 450 HP, is expected soon from Savona.

From this passage begins a steep channel, marked with buoys, 600 feet wide which leads into the very drydock. Before reaching the drydock another dredged channel, 3/4 feet wide, leads to the commercial harbor.

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

According to the Flag Officer, after sweeping took place following information secured from German prisoners who had knowledge of the mine laid down in that area and, so far, such information have been found none yet.

He also said that at this date over 3000 Vessels' passengers to be placed in the channels. Vessels include: 3.3. "Gentle" 2000 Tons - "Petrus" "Carabinieri" 2000 Tons - Tanker "Duchessa" 1200 Tons - The Italian R.N. Transport "Cherub" is due within a week.

2. COMMERCIAL HARBOR - Minimum draft in the port area, except close to the wharves, as hereunder specified, 29' 6".

1) LA SPINA SAN CIPRIANO - 513 feet long (of which 101' partly dugged, now being repaired) - draft 23' close to the shore falling gradually to 27' 8" at 16' away from the pier.

Two double track rail lines are running on the pier and can serve the Liberty's berths. Inside protection in rail sidings allows trucks to come alongside ships as well. One starting system is available in the port. This Pier has no cranes.

COPY

- 2 -

Discharge can also take place into barges on the other side of the ship. These barges can be quickly discharged on rail cars at Chateau Dura Begli Almetri by means of two gantry cranes.

Resupplying space from 10 to 12,000 tons.

Coal is discharged from ships at this pier by means of Japanese slings of a capacity ranging between 800 and 900 kilos according to the coal size. Minimum output for coal discharge 150 tons per 8 hours. 2000/2100 tons per 24 hours.

Bulk wheat bagged in ship's holds minimum discharge output 750 tons per 8 hours, discharging 5 bales on more and two bales on barge.

Scissors for railway cars and cranes are available in the port area and are in working condition.

11) SALENA PORT DURA BEGLI ALMETRI - 700' long - draft 17' 11" now being cleared of wrecks will be available for liberation within approximately two weeks time. It is now used for discharge from barges by means of grab cranes as mentioned in (4). It is rail served - grabs can discharge directly into rail cars. One small warehouse is now under repair.

12) SALENA EL LITTELLO - 650' long (210' damaged) can accommodate one thousand tons of freight.

Resupplying space available for several thousands tons of bulk cargoes.

One 1/2 ton crane in working condition.

13) Fully loaded Liberian men also more in port with supplies and other items on a barge recently placed for this purpose. Since night therefore discharge into barge until sufficiently illuminated.

14) SALENA PORT DURA BEGLI ALMETRI - Plenty of skilled stevedores labor is available.

15) SALENA - Sufficient barges are available for discharging any cargoes.

16) Cargoes destined to Hungary and Southern Russia would be discharged at La Spezia and they would also contribute to railway

on barges.
Barges for railway cars and trucks are available in the port area and are in working condition.

11) LIBERTY BARGE - 700' long - draft 17' - now being cleared of wrecks will be available for Liberties within approximately two months time. It is now used for discharge from barges by means of grab cranes as mentioned in (4).

It is well served - grabs can discharge directly into rail cars. One small warehouse is now under repair.

12) LIBERTY BARGE - 650' long (210' damaged) can accommodate one crane of 19' draft.

Backfilling space available for several thousands tons of bulk cargoes.

One of two cranes in working condition.

3. Fully loaded Liberties can also moor in piers with anchors and stern ropes on a buoy recently placed for this purpose. Ships might therefore discharge into barges with sufficiently lightened

4. STEVEDORING LABOR - Plenty of skilled stevedoring labor is available.

5. BARGES - Sufficient barges are available for discharging any cargoes.

6. Cargoes destined to Tuzenay and Southern Bahia could be discharged at La Spezia and they would also contribute to relieve unemployment in this way from 1950.

7. By discharging rollers at La Spezia delivery of coal by barges on tow from Genoa would be avoided sparing in this way tug and barges which could be better used in Genoa.

Q

© 2005 Blackwell Publishing Ltd *Journal of Internal Medicine* 258: 103–110

22 and 24/12/1980. The following appointments were made, collected from the Captain at the time, the President of Comodoro Arturo del Puerto, the Chief Sergeant J. L. B. Lopez, and other parties interested in that operation, mentioned during a meeting called at the Captain's at 14:00, some and being leads to the Party.

Considerable progress took place in the last few months in the rehabilitation of the port and in particular in that respect, regards to water, sewage, sludge and salvage.

Completely missing all operations are well reported. Every one concerned knows to be very cooperative in order to fulfill the requirements of the existing law and regulations. The work is being done.

1) THEY ARE - Attached herewith (two envelopes inc.)
please find up to date schedule of meetings available in the past.
According to my schedule I will appear eight days last year
convention is far superior to my possibility of appearance, in my
and in the last 10 years.

4) DO NOT INTERRUPT - Between 12 and 15, interrupted sleep occurs, and continuously used for this purpose. If all demand to the child, a regular discharge of 1 to 200 Hz per day can be expected.

311. Czechoslovakia - It is estimated that at the present time about 100,000 Czechoslovakians are in Germany for temporary employment about 75,000 men and 25,000 women.

Sally fully tested my theory in 1996 to be tech-savvy
for some of them.

Until the end of December only two auction prices will be acceptable with an output of 1000 tons every 5 hours. In January and February with an output of 500 tons per day are accepted to be in operation.

Chicago, April 21, 1905. Dear Mr. [Name]
Dear Sir, I have the honor to acknowledge the receipt of your letter of the 14th inst. and in reply to inform you that the same has been forwarded to the proper authorities for their consideration. I am, Sir, very respectfully,
Yours truly,
[Signature]

1. Definition of the problem - what is the problem?

1997, 1998, 1999, 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, 26

1) RAIL SCHEDULE - Attached herewith (see enclosure No. 1) please find an up to date schedule of berths available in the port, looking to that schedule it will appear right away that port operations is far superior to any possibility of alternate, to dry and in the next future.

2) RAIL SCHEDULE - Berths 12 and 13, equipped with gantry cranes, are continuously used for this purpose. If rail clearance is supplied, a maximum discharge of 7 to 8000 tons per day can be reached.

3) RAIL SCHEDULE - It is estimated that in or about December 1st 1950 will be able to accept Liberty ships for discharge. Drafts less than 21' 6", least side 26'.

Under fully loaded my lighters in barge to be discharged by new cranes.

Until the end of December only two suction pipes will be in operation with an output of 1800 tons every 24 hours. In January all 6 pipes with an output of 5000 tons per day are expected to be in operation.

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

4) STORAGE BY RAIL SCHEDULE - After considerable discussion with the various parties interested the following points have emerged:-

a. It must be taken in consideration that approximately four fifths of cargoes discharged in the port of Genoa are destined to the Lombardy Region and Milan in particular.

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

c. Presently there are two railway lines connecting Milan from Genoa, the others being impracticable as a result of damages caused to bridges by war action and floods occurred at the beginning of this month. Of these two lines, one is running by electric power via Foglietta-Invia and the other, via Casale-Verona-Lombardy operated in great part with steam engines. According to Capo d'Amante's statement, the Allied authorities are forbidding freight movements as Genoa to Milan by the second route (probably in order to save coal).

COPY

4. Even if all rail cars requested could be supplied there would be at least a bottleneck at the filling over Berlin. This Berlin has previously accepted a maximum of 40 to 50 trains a day (half in one direction and half in the other way) including 10 passenger trains. There remains to refuel, an average of 15 trains each bound with deposits of approximately 17,000 tons per day. The remaining 2,000 tons which can be cleared from the port of London would be directed via Suez-Bombay-Bombay-Bombay.

5. At the end of the year the situation is expected to improve by using the Corborette bridge on the Alexandria-Bombay route, now under repair.

6. It is to be taken in due consideration that any cargo to be dispatched by rail from Germany has to be moved via Garmes being the rail line Germany - Garmes - Trier, presently out of order on account of war damage.

7. There has been an acute shortage of covers for high sides for this reason ships also been delayed considerably. Antiseptic material to allow the port of rail loaded cars without covers. In agreement with Mr. Brucke (Prinz and Eisenwerk Div.), Metallgesellschaft and Deutsche Seereschiffahrt, (now also objected) have been instructed through HAF/AG P.L.G. to Munich immediately and also without delay in order to avoid further ship delay.

8. It has been pointed out that in March Italy there are thousands of rail cars registered in countries other than Italy which cannot be used on account of their state of repair, or are used only for unprofitable goods. R.R. allegedly does not take any action for repairing said cars due to the fact that it is uncertain if these foreign cars will remain in Italy or will be returned to the countries of origin.

9. As for the port of discharge for oil there has been decided by Agnelli General Garmes. This is why during the month of October Germany has discharged less coal than Germany although better equipped.

by using the Torpedobatteries bridge in the Alessandria-Livorno route, and under repair.

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

g. There has been an acute shortage of covers for high sidings. For this reason ships have been delayed considerably. Unnecessary refusal to allow dispatch of rail loaded cars without covers. Manifestations in agreement with Mr. Crevola (Ports and Harbours Div.), Montecatini and Customs Representative, (who also objected) have been instructed through AM/AC P.L.O. to dispatch immediately said cars without covers in order to avoid further ship's delay.

h. It has been pointed out that in North Italy there are thousands of rail cars registered in countries other than Italy which cannot be used on account of their state of repair, or are used only for non-perishable goods. A.B. allegedly does not make any action for repairing said cars (as to the fact that it is uncertain if these foreign cars will remain in Italy or will be returned to the countries of origin).

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

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

RECOMMENDATION :- Summing up, hereunder are conclusions and suggestions for improvements for speeding up discharge in the port of Genoa.

310

1. Allocate to the port of Genoa not less than 5000 cars per week (i.e. an average of 800 cars per daily).

2. Allocate to the I.R.N. Genoa Compartimento's cars 2500 5000 covers for high side wagons.

3. Remove the existing prohibition to use the route Genoa-Livorno-Alessandria for cargoes ex-Genoa, until the route Alessandria-Mortara-Alessandria is available.

C O P Y

- 3 -

4. Route part of wine cargoes via Casale-Vercelli-Novara-Isoelle instead of Voghera-Milano-Chinasso. (Swiss Authorities would agree). This route will be substituted to Alessandria-Mortara-Novara-Isoelle, as even as the Turroveretti bridge will be repaired. (see also Part I this - cargoes destined to Switzerland).

5. Allports to Geneva as many ships as it can quickly discharge (see report on Geneva).

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

Reference to the visit to Cagliari (1/3 November 1945) AMB/AC P.L.O. has confirmed that consignment leaving houses for Sardinia leave often empty on account of objections raised by A.M.O. Liguria (Monumilio & Supplies) even when outbound cargo had already been authorized by I.M.G. Lombardia Region.

PART 2 HIS CARGOES DESTINED TO SWITZERLAND

Mr. Bach (Swiss Commissary for operation in the part of Geneva has also been approached and the following information were obtained.

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

11) Movement of Swiss cars is also hampered by known difficulties on Italian rail lines.

3174

6. A decision be taken by competent authorities in regard to repair of foreign cars now in Italy, so that they can be repaired and used instead of remaining idle in marshalling yards and depots. Reference to the visit to Cagliari (1/3 November 1945) AMG/AC P.L.O. has confirmed that constant leaving losses for Garfagna leave often empty on account of objection raised by A.H.Q. Liguria (Zoonahio & Supplies) even when authorized cargo had already been authorized by A.H.Q. Lombardia Region.

PART 2 RAIL CAPACITY DEDICATED TO SWITZERLAND

Mr. Bach Swiss Commissary for Operation in the Port of Genoa has also been approached and the following information was obtained.

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

3110

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

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

iiii) Under the circumstances, when sure that one ship is in port cars are allocated in order to discharge as much as possible one ship rather than two ships slower.

v) Discharge from bulk wheat ships is slow because of weighing and checking which are done with particular accuracy.

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

COPY

PORT OF GENOA - BUNKER SITUATION - 23/11/45

Bunker No.	Pier	Length feet	Draft feet	Equipment	Remarks
1	Eritrea South	650	12	-	
2	Eritrea East	560	12	-	
3	Eritrea East	560	12	3 cranes	
4	Eritrea East	560	12	4 "	
5	Eritrea West	560	12	-	
6	Eritrea South	560	12	5 cranes	
7	Eritrea East	492	10	-	
8	Eritrea East	328	23	-	
9	S. Giorgio West	821	27	2 elev.	
9 bis	S. Giorgio West				
10	S. Giorgio South	450	27	-	
11	S. Giorgio East	560	27	3 elev.	
12	S. Giorgio East	560	27	3 "	
13	Cannio West	492	10	3 "	
14	Cannio West	492	10	2 "	
15	Assereto North	658	25	4 cranes	
16	Doria East	773	14	-	
17	Doria East				
18	Mille West	329	27	-	
19	Mille West	492	27	-	
20	Ponte Mille East	246	26	-	
20 bis	Ponte Mille West	263	27	-	
21	Sylva West	329	27/27 1/2	-	
22	Sylva East	329	26	-	
23	Parodi West	600	21	4 cranes	

111

C.O.F.I.

/1r

PORT SITUATION - 23/11/45

er	Length feet	draft feet	Equipment	Rail tracks	Remarks
South	450	32	-	-	Rail head 150' feet away
East	560	32	3 cranes	3	On 15 Dec. three more cranes will be available
East	560	32	2 "	3	
West	560	32	-	2	another crane will be available on Nov. 30
West	560	32	3 cranes	2	
South	450	32	-	1	Not ready on account of wrecks
East	492	30	-	3	
East	328	23	-	3	(Wrecks will be removed by beginning of January 1946 Not ready on account of wrecks
to West	821	27	2 elev.	3	
to West				3	Not ready on account of wrecks
to South	450	27	-	-	
to East	560	27	3 elev.	4	Not ready on account of wrecks
to East	560	27	3 "	4	
West	492	30	3 "	3	Not ready on account of wrecks
West	492	30	2 "	3	
to North	658	25	4 cranes	-	Not ready on account of wrecks
East	773	4	-	-	
East					Not ready on account of wrecks
East	329	27			
East	492	27			Not ready on account of wrecks
ille East	246	26			
ille West	263	27			Not guaranteed clear of mines
East	329	27/27 1/2		2	
East	329	26		2	Rail tracks on Calata S. Limbomia as above
West	600	21	4 cranes	1	

7115

COPY.

21	Parodi South	30	20	1 crane
22	Parodi East	6	2	5 "
23	Vine Syica, Calata Darsena	230	18	"
	Darsena			"
24	Morocini South	20	15	2 cranes
	Calata Salumi	250	15	1 crane
	Calvi North	250	18	2 cranes
	Calvi South	250	18	1 crane
27	Calata Rotonda	250	7	4 cranes
28	Spinala North	360	18	"
29	Spinala South	460	18	1 crane
30	Subrigio South	250	12	2 cranes
	Subrigio North	250	12	2 cranes
31	Marinetta East	300	12	"
	Marinetta West	300	21	"
32	Molo vecchio North	125	18	"
33	Molo Vecchio North	126	18	"
34	Molo vecchio North	150	18	"
35 bis	Palattino East	410	40	1 elev.
36	Calata Bettola	1312	22	"
	Calata Magadino			
	Vine Syica.			

23 November 1943.

COPY.

Location	Yards	Days	Equipment	Notes
South	300	20	3 cranes	Expected date of readiness March 1946
East	600	2	5 "	" " " " " "
on, onalata Darsena	250	18	"	" " " " " "
			"	Reserved for AG Schooners (not entirely cleared from wrecks)
South	300	15	"	"
East	250	15	2 cranes	"
North	250	15	1 crane	"
South	250	18	2 cranes	"
Portside	250	7	1 crane	"
North	360	18	4 cranes	Not ready on account of wrecks
South	460	18	"	"
South	250	12	1 crane	"
North	250	12	2 cranes	"
East	300	12	2 cranes	"
East	300	21	2 "	"
Ohio North	426	18	3 "	"
Ohio North	426	18	3 "	Not ready on account of wrecks
Ohio North	450	18	3 "	"
West	410	30	4 elev.	Exp. date readiness 30/12/45
Attolo	1312	27	4 "	15/2/46
Spadaccio				For wine tankers
Line Siles.				

C.I.P.I. /ler
PART THREE - PORT OF SAVONA

23/11/1945 - A visit has been paid to the port as well as to the Conveyor bays (Puntino)'s terminal San Giuseppe.

1. PORT ARRANGEMENTS - (See details in enclosure No. 2)
 1. Fully loaded Liberty at Pier 22 (Conveyor bays)
 1. Fully loaded Liberty at Pier No. 12
 1. Lightened Liberty with general cargo at berths 2 and 3.
 2. Coasters (old port).
 1. Liberty holding berth (No. 13).Several submarines.

2. COAL DISCHARGE - 1) CONVEYOR BAYS (Puntino). From berth No. 22 grab cranes can discharge at an average of 500 T per hour, that is, 800 tons every two 8 hour shifts. Coal is discharged in carried away by conveyor bays to San Giuseppe at an average of 500 tons per hour, that is, 700 tons maximum in 24 hours. Coal that cannot be conveyed immediately is deposited into the silos by means of 35 tons barges outcasionally loaded and discharged. Silos has a capacity of 12,000 tons. During the night, when discharge from the ship is suspended, conveyors move the coal from the silos to San Giuseppe where it is discharged into a silo of 1,000 tons capacity. Rail cars are quickly loaded from this silo. When cars are not available and the silos is filled up coal is changed in a large open space having a capacity of 400,000 tons of coal.

At the date there were in San Giuseppe 22,000 tons of backpiled coal (9,000 for Switzerland and 13,000 for Italy). Rail clearance of San Giuseppe can reach as much as 18 to 20,000 tons per day, if cars are available.
It has been proposed upon the Puntino's manager that it is imperative that during the month of December 200,000 tons of coal be discharged at Savona.
The Puntino's Manager who has appeared to be very

2116

1. Fully loaded Liberty at Pier 22 (Conveyors boppers)
1. Fully loaded Liberty at Pier No. 12
1. Lightened Liberty with general cargo at berths 2 and 3.
2. Constars (old port).
1. Liberty holding berth (No. 13).
- Several schooners.

2. COAL DISCHARGE - 1) CONVEYOR BOPPERS (Punitivis). From berth No. 22 grab cranes can discharge at an average of 500 T per hour, that is, 8000 tons every two 8 hour shifts. Coal so discharged is carried away by conveyor boppers to San Giuseppe at an average of 300 tons per hour, that is, 7000 tons maximum in 24 hours. Coal that cannot be conveyed immediately is deposited into the silos by means of 35 tone barges automatically loaded and discharged. Silos has a capacity of 12,000 tons. During the night, when discharge from the ship is suspended, conveyors move the coal from the silos to San Giuseppe where it is discharged into a silos of 4,000 tons capacity. Rail cars are quickly loaded from this silos, when cars are not available and the silos is filled up coal is dumped in a large open space having a capacity of 400,000 tons of coal.

At the date there were in San Giuseppe 22,000 tons of backfilled coal (9,000 for Switzerland and 13,000 for Italy). Rail clearance at San Giuseppe can reach as much as 18 to 20,000 tons per day, if cars are available.

It has been impressed upon the Punitivis's manager that it is imperative that during the month of December 200,000 tons of coal be discharged at Savona.

The Punitivis's Manager who has appeared to be very cooperative, has given assurance that the request will be fulfilled for the month of December. As this represents the maximum effort it has been pointed out that during the following months the coal discharge by boppers will have to be limited around 160,000 per month.

In order that this program could be fulfilled it had been requested that all looms of time be avoided, that means that ships should berth and unberth even during night time and that hatches be opened before berthing.

Furthermore it has been suggested that "EMMA" class ships be sent to Savona rather than to other Ports because they are specially built for bulk cargoes (no tween decks and one piece hatch covers). A Liberty ship can be discharged in 24 to 30 hours whereas a "Emma" would not need more than 22 hours.

Capt. Groves, U.S.A., has assured that proper instruction will be issued to ship's masters as per above.

Agencia Marittima, Genova has been requested to route to Savona all Sea vessels, whenever possible.

(1) COAL, BIRTH No. 12: There is a possibility to berth a fully loaded collier at berth 12 which is rail served and has three gantry cranes. By using cranes in three holds and hand baskets, on the remaining holds, Port Authorities have given assurance that 5000 tons could be discharged in 15 hours.

A 10,000 ton berthing space is available on the pier. Various organisation concerned in Port operation have stated that occasionally the collier be sent also on that 12 in order to engage port labour (discharge with conveyor bidders required very few men in the port) This point is also also from a political angle.

It must be taken in due consideration that coal discharged at berth 12 needs to be moved to the North by rail cars via Genoa, the direct line Genova - Cairo M. - Turin being out of order due to war damages.

It would mean in this way an additional movement of rail cars for 50 kiloton (or in comparison to coal discharged in Genoa).

It is suggested therefore that berth No. 12 be used in case that it is urgent to sail a vessel being Genoa already congested.

While in Milan, awaiting the air passage to Rome I have contacted Lt. Col. Harris, Chief the Officer A.C. Milan and have undertaken his ideas on the subject of freight forwarding from Genoa and onwards to the Lombardy area and to Switzerland. He has assured me of his cooperation and told that he does not find any reason why freight North bound could not be delivered also through the route Alghero - Genova - Novara - Milan. He also agreed to have some cargo for Switzerland routed to Iselle - Domodossola.

He has expressed the wish to have one copy of this complete report.

On November 25th the plans which were grounded for two days have finally succeeded in leaving Milan and reached Rome in

It is suggested therefore that berth No. 12 be used in case that it is necessary to sail a vessel being Quarantined already congested.

He has expressed the wish to have one copy of this complete report.

A.C. De Sub-Comission - Milan - Att. L. C. G. Harris
Capt. 7081 (2)

COPY.

Enclosure No. 2

PORT OF SAVANNA ACCEPTANCE.

BURTH	LENGTH	DRAFT	SHIP	CLEARANCE	CRANES
82 8) 9)	420 600'	50' 25'	1-L 1-L.L. or 2 Ca.	Conveyor Hoppers Rail Serv. Double Track	4-50 cranes
10 11 12)	500' 220' 700'	24' 21' 29'	1-C 1-C 1-L or 2 Ca	Rail Serv. Rail Serv. (four tracks)	No crane No 1-50 ton crane
2) 3)	450'	25'	1-C or 1-L.L.	Rail served Double track	1-5 Ton gantry or 2-3 ton cranes
18 21		14' 13'	2-schooners 2-schooners	Rail served	no crane no crane

C. = coaster
L. = liberty
L.L. = lightened liberty

November 23rd 1945

C O P Y.

PORT OF SAPINA ACCEPTANCE.

/law

DRAFT	SHIP	CLEARANCE	CRANES	CARGOES	REMARKS
30'	1-L	Conveyor Hoppers		Coal	
28'	1-L.L. or 2 Ca.	Rail Serv. double track	4-57 cranes	General	Damaged warehouse now being demolished for rebuilding.
24'	1-C	Rail Serv.	No cranes		
24'	1-C		No		
29'	1-L. or 2 Ca	Rail Serv. (four tracks)	1-57 gantry crane	One collier	Draft close to the wharf is 25' falling to 22', 10 feet away from the wharf. Bulk cargoes
25'	1-C or 1-L.L.	Rail served double track	1-5 ton gantry crane 2-1 ton cranes		
14'	Pachomera	Rail served	no cranes		
13'	Aschomera		no cranes		

* coaster
* liberty
* lightened liberty

TRANSLATION

AS/11

Ref. 7850/D.I.

Date 23 Nov. 1945.

Subject: Port of La Spezia

To: Transportation and Shipping S/C

From: Director General of Portofino Marine.

Reference to letter A.C. 572/14/Taf of 19 Nov.

Re attach copy of cable N. 111567 from Marine Spezia to Maritime with data for approach to Commercial Port.

The Port Commander informs too, of the possibility to land ships of a smaller tonnage at another pier, and that there are sufficient barges to lighten a full loaded Liberty ship so that it may get along side the pier.

3117

Most Urgent

To : HANINAT
Re : 6/441567

From : WACINA.

Reference your No. 93761 of 24th instant, details are as follows:

Western channel width : 15 metres, which can be increased to 30 metres as soon as a.s. Aerial is floated, which it is expected will be in a few days time. Width of deep channel : 200 metres as far as Southern side of Laguna Lake and thence 110 metres as far as the Mercantile Harbour. Depth in the entrance and the channel are greater than 10 metres. Minimum depth in Mercantile Harbour is 9.2 metres except at the time where depths are 8.3 metres at 4 metres from the quay, and 7 metres alongside. Doubt concerning the safe channel is to be considered negligible in view of the accurate channel effected and of the many ships which have passed through under their own power. I consider it possible for vessels carrying port cargo to enter, with the assistance of tug men negotiating the entrance channel and of pilotage advice as port from Tico Island.

I will send an up to date plan by the first possible return.

Sgt. Mustang

3112

20/7/57

26

LaSpezia etc

Off-loading of Coal at LaSpezia.

1 19Dec. Industry
S/C
Coal Div.

1. Admiral Warren of the Navy Sub-
Commission stated this morning that permission
has come in for coal to be off-loaded at
LaSpezia. What capacity exists at LaSpezia and
what is the rail situation?

Economic
Section

CHARLES S. WATSON
Colonel, AG
Chief, Supply Group

cc: Transportation S/C

3114

Ref. 514 HEADQUARTERS ALLIED COMMISSION
LPO 394
Transportation and Shipping Sub-Commission

MPL/mer

10/576/23/En.1

13 December 1945

SUBJECT: Use of La Spezia.

TO: 1 Direzione Generale delle Marine Mercantili
Ministero Marina. Rome.

1. Extracts of the following signals are passed to you for your information and the necessary action

From RAIL to C in G dated 151200A. - Folio 20

"Consequent upon conversations between representatives of Transportation and Shipping Sub-Commission with the Rolo Leghorn and Commander M/3 Northern Italy in my office it is requested that Liberty ships may be sailed for discharge to La Spezia provided that pilots are embarked off Leghorn. Expense involved is accepted in view of urgent need of coal in Northern Italy. Blockship Ravello has not yet been recovered but entrance has been widened to about 130 feet. Local Italian Naval Authority accepts responsibility for berthing of ships in Harbours of La Spezia."

To RAIL from C in G dated 171200A. - Folio 28 A

"Your 151200 approved provided it is made clear to all concerned that no naval responsibility can be accepted and that ships are sailed to Leghorn for orders and not (2) not direct to Spezia."

2. A request has been made today to RLA to their attitude to future routing of vessels to La Spezia.

1. Extracts of the following signals are passed to you for your information and the necessary action

From ROLL to G in C Med: 131209A. - Folio 20

"Consequent upon conversations between representatives of Transportation and Shipping Sub-Commission with the Reio Leghorn and Commander M/3 Western Italy in my office it is requested that liberty ships may be called for discharge to La Spezia provided that pilots are embarked off Leghorn. Expense involved is accepted in view of urgent need of coal in Northern Italy. Blockship Ravello has not yet been removed but entrance has been widened to about 110 feet. Local Italian Naval authority accepts responsibility for berthing of ships in Harbours of La Spezia."

To ROLL from G in C Med: 171229A. - Folio 28 A

"Your 131209 approved provided it is made clear to all concerned that no naval responsibility can be accepted and that ships are sailed to Leghorn for orders and not (R) not direct to Spezia."

2. A request has been made today to VNA to, their attitude to future routing of vessels to La Spezia.

For the Director :

L. L. L. L. L.
S. P. L. L. L.
Major R. S.

Copy to :

Roll/Navy Sub-Comm.
Porte & Whse Division
Industry and Utilities S/C (Coal Division)

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MPL/lst

AC/574/24/Tn.3

18 December 1945

SUBJECT : Use of La Spezia.

TO : WSA Naples.

in 33

1. Reference AC/574/7/Tn.3 of 8 November and your LRS/aya of 13 November.

2. In view of Foil's 181390A and C in C. Med's 171325A, may this HQ please be informed if your Administration is now prepared to route vessels to the port of La Spezia.

For the Director :

L. P. Laraman
L.P. LARAMAN
Major H.E.

2109

23

FOIL (B) NOIO LKXKXN MWX MEX WIA MEX TRANSPORTATION AND SUPPLY S/O
FROM...C IN C MEX

RESTRICTED DEPARTMENT TO FOIL

"YOUR 191209 APPROVED PROVIDED IT IS MADE CLEAR TO ALL CONCERNED
THAT NO NAVAL RESPONSIBILITY CAN BE ACCEPTED AND THAT SHIPS ARE
SALVED TO EXPEND FOR CREW AND NOT (2) NOT DIRECT TO HPEXIA."

.....171 1234 123456.....

NOV...LIMEXY SHIPS FOR DISCHARGE TO LA SPEXIA

DET...G-5 12 16 23(2) 25 MEX E M/M'S TRANSPORTATION & SUPPLY S/O.

W/P

P/L

TOR...1945

NOB

17/12

310

3

TRANSLATION

AS/ADM

Ref. D.602/21967

Rome 16 Dec. 1943

SUBJECT : Sending of Coal Ships to Port of Spezia

TO : AC Transportation S/C.
Commerce S/C.

1. We have been requested from the Authorities of Spezia that coal ships be sent again to discharge at that Port.
2. The a/m Authorities are making this request to alleviate the critical conditions of the stevedores who are presently without work.
3. From information received, we know that the Port of Spezia is equipped for the discharge of coal ships. We therefore beg you to take into due consideration and if possible grant the request made by the Authorities of Spezia.

Il Capo del Servizio

sgd illegible

2106



MINISTERO
DELLA COMUNICAZIONE
DELLE TELECOMUNICAZIONI
MINISTERO DELL'INTERNO
DIREZIONE GENERALE

Servizio Approvvigionamenti
Ufficio Centrale Carboni

COMITATO

Luogo: piroscopi, 18/10/44
giorni del porto di
Spesola.

ALLEGATO N. 1

COMMISSIONE ALLEATA DI COORDINAMENTO
-Transportation Sub-Commission

Comitato Sub - Commissione
Coal Division

ALLEGATO N. 1

1. - Dalle notizie di Spesola sono pervenute varie notizie
affidabili che ripropongono l'idea di piroscopi con carico di
carbone per sbarcare in quel porto.
2. - Le dette notizie sono state a conoscenza della
Commissione alleata di coordinamento e sono state
inviolate al fine di alleviare la crisi di carbone
degli americani del porto di Spesola che sono senza
lavoro.
3. - Poiché da informazioni recentemente acquisite, provenienti
dalla città di Spesola, come è noto anche a questa
Commissione, è in corso di lavoro di poter ricevere e sbarcare
piroscopi di carbone, si rivolge per favore affinché
la richiesta, fatta dalle autorità di Spesola, sia accolta
con la massima benevolenza ed accolta favorevolmente.

21/10

IN NOME DEL SERVIZIO
[Signature]

Agencia
La Spaggiola

O INC MND (R) MND LORREN TRANSPORTATION & SUPPLY B/G LORREN
MND MND MND ITALIAN ANSA

FROM...FOIL (25)

URGENT RESTRICTED

"CONSIDERATION UPON CONVENTION BETWEEN REPRESENTATIVES OF TRANSPORTATION AND SHIPPING SUB-COMMISSION WITH THE MND LORREN AND COMMANDER M/S VENTURE ITALY IN MY OFFICE IT IS REQUESTED THAT LIBERTY SHIPS MAY BE BALLOD FOR DISBURANCE TO LA SPEZIA PROVIDED THAT FLIGHTS ARE REMOVED OFF LORREN.

2. KIPPERE INVOLVED IS ADMITTED IN VIEW OF URGENT NEED OF COAL IN MND LORREN ITALY.

3. KIPPERE RAVELLO HAS NOT YET BEEN REMOVED BUT KIPPERE HAS BEEN REMOVED TO ABOUT 130 YARD.

4. LOCAL ITALIAN NAVAL AUTHORITY ACCEPTS RESPONSIBILITY FOR REMOVAL OF SHIPS IN HARBORS OF LA SPEZIA."

.....151202A DELIVERED.....

DIST...O-5 13 16 23(1) 25 MND & M/S TRANSPORTATION & SUPPLY B/G LORREN
P/P P/L TUB...1352 SUB 15/12

Adrian Larawan
Transportation & C

574

13/12/55

19

Copy to you

We have written to C in C asking that
a sea on Ravello has been made
Specia should be delivered over to
Liberty ships We have not gone further
in view of a report from our voice telephone
date 3rd December - of which I will
bring you a copy soon 2157

11206

NAVAL MESSAGE.

For use in
Signal
Department
only

Designation Instructions
(Instructions of Priority)
(See also Code, etc.)

Customs Number

No. of
Groups

TO:

FROM:

VERTICAL ACROSS

3
10
13
26
25
30
33
40
43
50

System

P.L. Code or Cipher

Time of
Despatch

Operator

P.O.W.

Date

18

Office of the Flag Officer,
Italy and Liaison,
ROME.

4th December, 1943.

No. P.O.I.L. 2/33.

TRANSPORTATION SUB COMMISSION,
ALLIED COMMISSION.

PORTS OF SPEZIA, GENOA AND SAVONA.

It is requested that a copy of the report on a visit to the ports of La Spezia, Genoa and Savona, addressed by one of the officers attached to the Transportation Sub Commission for the attention of Major Laraman, may be supplied to the Flag Officer, Italy and Liaison.

*Copy of report
to be sent to
Major Laraman
by 12/15/43
J. H. Thomas*

J. H. Thomas

ADMIRAL'S SECRETARY.

3102

TRANSLATION

AS/CI

17

Ref. 7398/ D.I.

Some 29 Nov. 1945

Subject : Port of La Spezia

To : Transportation and Shipping S/C

Reference to letter A.C./574/14/Tn6 of 19 Nov.

We attach copy of cable N. 111357 from Marina Spezia to Maristat with data for approach to Commercial Port.

The Port Commander informs too, of the possibility to land ships of a smaller tonnage at another pier, and that there are sufficient barges to lighten a full loaded Liberty Ship so that it may get along side the pier.

This should read

AC/574/14/Tn 3.

3101



Roma 29 Novembre 1945

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

H. Q. A. C.
Transportation and Shipping
Sub - Commission

R O M A

SPEDIZIONE TELEGRAMMI
Permessi
Post. V. 7398/05 allegato 1

Risposta al telex del
Lun Lun 21

OGGETTO Porto di La Spezia.-

Non with file

Riferimento alla lettera AC/574/14/TAB del 19
corrente.

Si allega in copia il telegramma n. 111367 di
Marina La Spezia, diretto a Mariestat, contenente chiarimen-
ti sulle possibilità di accesso a quel porto mercan-
tile.

Il Comandante del porto ha inoltre comunica-
to che è possibile l'accesso anche di un piroscafo di
minore tonnellaggio ad altre banchine, e che vi sono gal-
leggianti sufficienti per allibero rapidamente un piros-
cafo Liberty a pieno carico per poterlo poi affiancare.-

IL COLONNELLO DI PORTO
ISPETTORE

Chief Clerk

*Pl have a translation
typed + return with*

for L.H.

[Signature]

3124

BEST COPY POSSIBLE

Signal from
Dutch Wanger

COPY TO MEMORANDUM

Signal from Flag Officer
Wanger - La Sposon

PROCEEDINGS

A MARINE

Channel between
15 miles (115')
at the 80 meters
(260') depth 7/3
H. water is 10 ft
at low tide in the
channel -
depth 100 meters (630')
at the 100 meters
depth 100 meters
(630')
draft 30'

Marina 4-11-57 Ali Biferamento tid 1570' corrente 14 alt
Data richiesti sono seguenti: canale Lar Netto peso
pescato metri 35 che potranno essere portati ad 80
circa non appena piroscalo Ravello sarà messo al mare
la presumibilmente prossimi giorni alt Lar Netto ca-
nale dragato metri duecento sino spigolo Sud solo
lagore et quindi metri centodieci sino porta mercan-
tile alt Fondelli fondati passo et canale superiore
metri dieci alt Fondelli minori porta mercantile metri
2,5 et eccezione banchine attrezzo ove fondale est
metri 2,5 et metri 4 distanze et metri 7 et piccolo bag-
china alt Incertezza circa estensione canale considero
di minima relazione accurate verifiche eseguite et
suscettissime passaggio effettuato da navi in note alt
ritengo possibile manovra entrata carico non ripeto
non completo con assistenza rimorchiatori per attraversa-
mento passo canale nonché con pilotaggio durante la
loca fino alt con primo passo possibile inverte piano
aggiornato alt MARCHI-

draft 30'
depth 100 meters (630')
27' draft and 15' away from the pier -
Uncertainty about safe passage to the pier -
navigation was to be made - depth 100 meters (630')
with most likely local pilots with help of tug for anchoring
and unloading - Pilotage at safe place from pier
at the date that follows -

16

For Capt Tosi (upon his return)

These are my last letters and get a
clear answer from W/Marine on
this point.

If Liberians are ^{not} able to use L.S.
are we permitted to use this port?

L.R.

Capt Tosi

Lee Means
write on the
lines of your
Report -
H. speak on
Friday about
this L.R.

see Tosi
please
now
29/11/78
Tosi

LA SPAINA Fela
11/5/74/ 243 m KA
28/10/73
See 18

REPLYING AND ALSO COMPLAINING
 Transportation Sub-Commission
 Movement Shipping
 120 174

To : To Sub-Commission - Movement - Shipping (Att. Major Larsson)
 Subject : VISIT TO PORTS OF LA SPAINA - GARCIA - SAPIA -

Following your instruction I have left home on the 20th November by car and, after visiting the above mentioned ports I have travelled to Milan where I have been delayed on account of weather conditions which prevented departure of planes.

PART ONE - VISIT TO LA SPAINA

21/11/73: The Flag Officer Dover, A.I.A. and the Captain of the port have been contacted and the following information obtained:

1. LA SPAINA AND LA GARCIA - At this date, vessels bound to La Spain are compelled to enter through a narrow passage (100 feet wide) between narrow vessels. This passage is expected to be open over 100 feet wide, that is, as soon as the Russian freighter "Kavellu" will be refitted and this is expected to take place within a few days.

At present the 150 ft tug are available to sail through, if requested, ships of any size - another tug 150 ft, is expected soon from above.

From said passage begins a swept channel, marked with buoys, 600 feet wide which leads into the Navy Dockyard. Before reaching the Dockyard another dredged channel, 100 feet wide, leads to the commercial harbour.

Any fully loaded Liberty can navigate both channels. The minimum draft being over 10 feet.

According to the Flag Officer, since sweeping took place following information received from German prisoners and had knowledge of the above laid down in that area and, so far, such information

PAGE TWO - NOV 27 1944

11/11/1944 - The Flag Officer Inspect, N.I.I. and the Captain of the port have been contacted and the following information obtained:

1. MAX BETHUNER AND HARRY CHAMBERLAIN - At this date, vessels bound to La Spezia are compelled to enter through a narrow passage (100 feet wide) between such vessels. This passage is expected to be some over 250 feet wide, that same, as soon as the named freighter "Mavella" will be refueled and this is expected to take place within a few days.

At present two 250 ft tugs are available to help through, if requested, either of any size - another tug 150 ft, is expected soon from La Spezia.

From said passage begins a deep channel, marked with buoys, 600 feet wide which leads into the Navy Dockyard. Before reaching the dockyard another dredged channel, 350 feet wide, leads to the commercial harbor.

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

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

It was also said that at this date over 300 vessels' passengers took place in the channels. Vessels included U.S. "Seaside" 2900 Tons - Contraptor "Carabiniere" 2000 Tons - Italian "Valencia" 4000 Tons etc. The Italian S.S. Transport "Quattro" is due within a week.

WORLDWIDE MARITIME - Minimum draft in the port area, except close to the wharves, as hereunder specified, 10 '5".

The following berths are available:

1) GALATA has dimensions - 213 feet long (of which 101' partly damaged, now being repaired) - draft 21' close to the wharf falling gradually to 17' 6" at 16' away from the pier.

Two double track rail lines are running on the pier and can serve 4 Liberty's batches. Inside protection on rail sidings allows

There is one alongside ship as well. One steaming engine is available in the port. This pier has no cranes.

Discharge can also take place into barges on the other side of the ship. These barges can be quickly discharged on rail cars at Laiba such as rail cars by means of two gantry cranes.

Backfilling space from 10 to 15,000 tons.

Coal is discharged from ships at this pier by means of Japanese cranes of a capacity ranging between 200 and 300 kilos according to the coal size. Minimum output for coal discharge 750 tons per 8 hours. 1000/1500 tons per 24 hours.

Bulk wheat bagged in ship's hold; minimum discharge output 750 tons per 8 hours, discharging 3 bays on shore and two bays on barges.

Facilities for railway cars and trucks are available in the port area and are in working condition.

11) LAIBA RAIL YARD - 700 long - draft 17' 10" now being cleared of wrecks will be available for liberties within approximately two months time. It is now used for discharge from barges by means of grab cranes as mentioned in (1).

It is rail served - cranes can discharge directly into rail cars. One small warehouse is now under repair.

12) LAIBA RAIL YARD - 500' long (10' damaged) can accommodate one container of 19' draft.

Backfilling space available for several thousands tons of bulk cargo.

One 12 Ton crane in working condition.

13) Fully loaded liberties can also move in port with anchors, and stern ropes on a buoy recently placed for this purpose. Ships might therefore discharge into barges until sufficiently lightened.

14) STEVEDORING LABOR - Plenty of skilled stevedoring labour is available.

15) BARGES - Sufficient barges are available for discharging any cargo.

16) Barges destined to Laiba and Southern Laiba could be discharged at Laiba and they would also contribute to relieve unemployment in this war torn land.

11) SAFETY DOCK - 700 long- draft 17' 10" now being cleared of wrecks will be available for liberties within approximately two months time. It is now used for discharge from barges by means of grab cranes as mentioned in (1). It is well served - grabs can discharge directly into rail cars. One small warehouse is now under repair.

12) SAFETY DOCK - 400' long (110' damaged) can accommodate one coaster of 15' draft. Backfilling space available for several thousands tons of bulk cargoes. One 12 ton crane is working condition.

13) Fully loaded Liberties can also move in port with anchors, and stern ropes on a buoy recently placed for this purpose. Ships might therefore discharge into barges until sufficiently lightened.

14) STEVEDORING LABOR - Plenty of skilled stevedoring labour is available.

15) SAFETY DOCK - sufficient barges are available for discharging any cargoes.

16) Cargoes destined to Tuzenay and Southern Shells could be discharged at La Spezia and they would also contribute to relieve unemployment in this war torn town.

17) By discharging coalliers at La Spezia delivery of coal by barges on tow from Genoa could be avoided sparing in this way tons and barges which could be better used in Genoa.

9644

Winton

Tel. 334

HEADQUARTERS ALLIED COMMISSION

WPL/lar

ATO 134

Transportation and Shipping Sub-Commission

AG/574/14/Tn.3

13 November 1945

SUBJECT : Use of port of La Spezia.

TO : Direzione Generale della Marina Mercantile
Ministero Marina.

1. It is understood from recent enquiries that the port of La Spezia can be used for lightened libertina and also for coasters.

2. Following a request made to VDA to put a lightened liberty in the port, the following information was received from them on the subject. According to C in U. and's reply lightened liberty ships cannot use this port in view of the narrowness of the swept channel and danger from mines inside it.

3. It is requested that the position be examined and if coasters may use the port a confirmation would clarify the situation. It is probable that some use could be made of La Spezia and your reply is now awaited.

For the Director :

28 November 1945
M.P. DUBOIS
Major R.A.

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394

WFL/iar

Transportation and Shipping Sub-Commission

AG/374/13/Ta.)

17 November 1943

SUBJECT : Use of La Spezia.

TO : Food and Agriculture Sub-Commission.

1. Reference your 61/1/15/Good of 10 October.
2. Enquiries have been made by you regarding your request to route lightened liberty ships to La Spezia. C in C Med's reply is that such vessels are unable to use this port in view of the narrowness of the swept channel and danger from mines inside it.

For the Director :

H. L. L...
H. P. LAMAR
Major A.S.

Copy to : 335 Naples
AG La Spezia Province
(letter AG/374/13/Ta. of
28 October refers)

2697

13
REIDGARDNER MILITARY COMMISSION
APO FIA
COMMERCIAL (FOREIGN TRADE) 2/C

233/14

Tel: 475192

16 November 1945

Ref. A075327/57/Commerce

SUBJECT: Shipment of Carrara Marble

TO : Institute per il Commercio Estero, Rome

1. As quote as follows from a memorandum from Transportation Sub-Commission dated 5 November 1945, their ref. A07514/57/10/1. 10

2. "It is understood you are interested in possible shipments of Carrara marble. In this case, it is suggested you keep in touch with this Sub-Commission on the latest developments in La Spezia, where schooners and coasters can now be accepted. There is also a possibility that lightened 'Liberty' type vessels may be able to use this port.

3. "Well connections are not yet possible, but it is only a short haul from the marble quarries to La Spezia. This should make it possible to consider shipments from this port, if the ships can berth within draught limitations. In any event it is much more practical than Leghorno, which was proposed when the question was raised by you on a previous occasion."

Law
F. F. TOOLEY
Lt. Col., R.A.
Director

Copy to: U.S.C.C., Rome
Transportation 3/C ✓

Commerce (Foreign Trade) 3/C

WAR SHIPPING ADMINISTRATION
November 18, 1945

Major M. P. Laraman, R.E.
Headquarters Allied Commission
A.P.O. 394
Transportation Sub-Commission

Subject: Use of port of La Spezia
Ref: AC/SI4/7/In 3

Dear Sir:

With reference to your letter of November 8th regarding routing lightened liberty ships to La Spezia, we have made inquiries to C in C, Med., S.O.I.C., Leghorn and S.E.C., Genoa. We will repeat C in C Med's reply:

"It is not (repeat) not acceptable for lightened Liberty ships to use La Spezia in view of narrowness of swept channel and danger from mines inside it."

Very truly yours,

Louis R. Smith
Louis R. Smith
Operations Mgr., Mediterranean

LRB/cys
c.c. W.S.A. Room

Ref 534

TRANSPORTATION AND SHIPPING SUB-COMMISSION

APC 196

APC/11

Transportation and Shipping Sub-Commission

AG/574/11/7th

16 November 45

Subject: Use of La Spezia

To : Economic Section (Supply Group)
Food and Agriculture Sub-Commission
Industry & Utilities Sub-Commission
Commerce Sub-Commission (Foreign Trade)
Ports & Warehouse Div.
Port (Italian Area) Room
NWC (N) Naples for the Zone 1 Committee
SMA, Naples
Government Div. (Mail Branch)
Mail Div.
Direzione Generale della Marina Mercantile-Ministero Marina-
Cognome/Immare - Via dei Gestati 1, Rome -

1. Reference AG/574/2/7th of 18 October.

2. Please note on 16 November the railway between La Spezia and Pisa is expected to be opened. This will provide rail clearance from the port to Leghorn, Florence, Lucca, Bologna etc.

3. It is anticipated the line from La Spezia to Genoa will be reopened by January 46.

4. Intra-Mediterranean and Italian coastwise cargoes which are lifted by harbours and coasts and are intended for areas which can be served by this port should be so routed. This would have the effect of avoiding a surplus of tonnage for discharge in the ports of Genoa and Savona and rail hauls from ports south of La Spezia could be saved. The limitations of the ports should, however, be borne in mind.

Government Div. (Mail Branch)
 Mail Div.
 Direzione Generale della Marina Mercantile - Ministero Marina -
 Legation/Impero - Via del Cantieri 3, Rome -

1. Reference 40/574/2/TM of 12 October.

2. Please note on 12 November the railway between La Spezia and Pisa is expected to be opened. This will provide rail clearance from the port to Leghorn, Florence, Lucerne, Bologna etc.

3. It is anticipated the line from La Spezia to Genoa will be repaired by January 45.

4. Intra-Mediterranean and Italian coastwise cargoes which are lifted by schooners and coasters and are intended for areas which can be served by this port should be so routed. This would have the effect of avoiding a surplus of tonnage for discharge in the ports of Genoa and Savona and rail hauls from ports south of La Spezia could be saved. The limitations of the port should, however, be borne in mind.

For the Director:

h. L. L. L. L.

S. F. LARSEN
 Major R.N.

TRANSPORTATION SUB COMMISSION

INTER OFFICE MEMORANDUM

WFL/elo

8 November 1945

AC/574/8/Tn 3

SUBJECT : Shipment of Carrara marble.

TO : Commerce Sub-Commission

see 13

Reference AC/574/2/Tn 3 of 18 October.

- 1.
2. It is understood you are interested in possible shipments of Carrara marble. In this case, it is suggested you keep in touch with this Sub-Commission on the latest developments in La Spezia, where schooners and coasters can now be accepted. There is also a possibility that lightened "Liberty" type vessels may be able to use this port.
3. Rail connections are not yet possible, but it is only a short haul from the marble quarries to La Spezia. This should make it possible to consider shipments from this port, if the ships can berth within draught limitations. In any event it is much more practical than Leghorn, which was proposed when the question was raised by you on a previous occasion.

For the Director

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

KPI/elo

TRANSPORTATION ALIEN COMMISSION

AIO 394

Transportation Sub-Commission

8 November 1945

Ref: 534

AC/574/7/En 3

SUBJECT: Use of port of La Spezia

TO : E.S.A.
Naples

Reference AC/574/6/En 3 of 3 November.

Since the above communication, information received from the Region Commissioner states that the Admiral in charge of the Italian Navy in the port reports liberty ships may not be berthed in local Arsenal.

Further enquiries made through Ministry of Marine confirm that one liberty ship may berth at Solo "Calisto D. Cipriano" where the draught is 27'10", providing vessel is 11' away from the quay. Alongside the quay there is a draught of 23'.

There is ample labour. The berth mentioned is read and will served and will eventually be connected with main lines when they are repaired.

In view of this information you might consider sending a representative to investigate the situation, as this port might be useful for certain cargoes and, if Genoa and Savona are used to capacity, could serve usefully to relieve these two ports.

For the Chief Commissioner

750

Reference AQ/574/a/2n 3 of 2 November.

Since the above communication, information received from the Region Commissioner states that the Admiral in charge of the Italian Navy in the port reports liberty ships may now be berthed in local Arsenal.

Further enquiries made through Ministry of Marine confirm that one liberty ship may berth at mole "Calata S. Cipriano" where the draught is 27'10", providing vessel is 16' away from the quay. Alongside the quay there is a draught of 33'.

There is ample labour. The berths mentioned is road and well served and will eventually be connected with main lines when they are repaired.

In view of this information you might consider sending a representative to investigate the situation, as this port might be useful for certain cargoes and, if Genoa and Savona are used to capacity, would serve usefully to relieve these two ports.

Yr the Chief Commissioner

3089

L. P. LAMARCA
Major R.N.

Port of La Spezia

8

Relevant information:

Most suitable Pier for a Liberty ship is

CALATA S. CIPRIANO - 313 feet of which 410' undamaged

Draft 23' along the pier - falling gradually to 27' 10" at 16' away from the pier -

rail and road used -

no crane.

Pier 'Jaco degli Abissi' now being cleared from rocks.

Winton

8/12/

2058

D

[illegible]

Port of La Guardia = 10 Jan 1947

may accept one delivery at Molo Quindici Horu.
 draft water 8.40 (27' 12") at 15' away from the
 pier - 6 meter (20') alongside the wharf.
 Pier of rail road - each line connected with
 main line - Houston

Submarine under repair
 priority of labor

7/11/47 AT 6:00 PM

Tel: 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

WPL/11

AG/574/6/In3

2 November 1945

SUBJECT : Use of port of La Spezia

TO : WIA, Naples.

1. The Ministry of Marine recently reported that the port of La Spezia can be used by coasters. According to their report, Berth No. 2 has 185 ft of quay with a draught of 22'11".

2. The Food Sub-Commission has asked if ^{it} would be possible to put a lightened "Liberty" ship with, say, 2000 tons of wheat into this port. If you were agreeable, it would be upon the understanding that adequate clearance facilities and port labour are available.

3. It was proposed to use this port for coasters, but if enquires would be made concerning this proposal they would be useful for future movements of ships on the West Coast. Little use of the port is at present anticipated.

For the Director:

E. F. Laraman
E. F. LARAMAN
Major R.E.

COPI TO: FOOD S/C.

HEADQUARTERS ALLIED COMMISSION
A.F.C. 394
FOOD SUB-COMMISSION

AD/15

(5)

20th October 1945.

TEL : 466
REF : 31-1/15 /FOOD
SUBJECT : Opening to Spezia Port
TO : Mr. A.C. Th.S/C. (Attn. Maj. Larsen)

see 14

1. Refer your letter AD/374/3/Th/S dated 13 Oct.
2. Please advise us whether it will be possible in the future to leave 1000 or 2000 tons of wheat on a liberty ship for second port discharge in La Spezia.
3. Unless Spezia can receive mentioned Liberty ships we do not contemplate that we will make much use of the port. However shipments of wine and fruit will undoubtedly be made to La Spezia. However in Spezia will be furnished imported supplies by rail from Leghorn or by road from Genoa.

W. J. Lumsden

V.N.A. LUMSDEN
Major
Acting Director, Food Sub-Commission

Copy for info. to:

A.C. Th. Food S/C. (Attn. Maj. Larsen)

HEADQUARTERS
LA SPEZIA PROVINCE
Allied Military Government

1 NOV 1945

JSC/ga
Ref. LIG/SP2/PD/198

Date 26th October 1945

SUBJECT : Unloading Facilities.

TO : Regional Commissioner, Liguria Region
(Attn: Regional Food Officer)

1. We have been advised by the Admiral in charge of the Italian Navy here in La Spezia, that loaded Liberty ships may be docked for discharge at the local Arsenal.

2. We are passing this on to you for your own information.

For the Provincial Commissioner

??????
1st Lt. Inf.
P.S.O.

To: HQ AC Rome } Attn
HQ AC (Northern) Milano } Food S/C
AC Warehouse Genoa
P.L.O. Genoa
Commissario Regionale, Liguria

30 October 1945

1. The above is copied to you for your information and action as required.

For the Regional Commissioner

Major

S.F. Sealey R.A.S.C.
Regional Food Officer

SPS/LA

Copy to: PC La Spezia (Attn. Provincial Food Officer)

Vol. 263

HEADQUARTERS ALLIED COMMISSION
APO 194
AGRICULTURE SUB-COMMISSION

FXN:ps

4

Ref. AGR/793

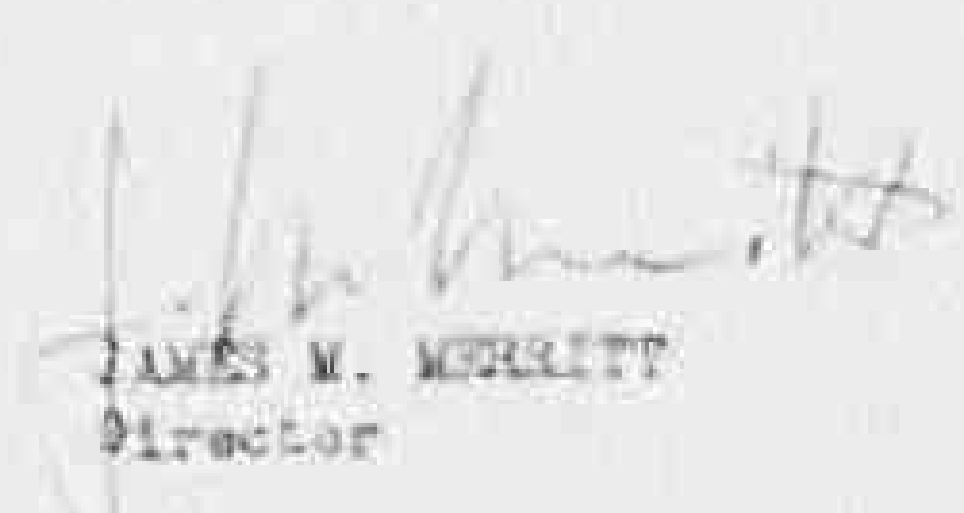
23 October 1945

SUBJECT: Port of La Spezia.

TO : Transportation Sub-Commission

1. Reference your AC/574/2/Td 3 of 18 October, 1945 on reference subject.

2. At present there are no products ordered by this Sub-Commission that will require the facilities of the port of La Spezia.


JAMES M. MERRITT
Director

CHUT/gbl

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

19 October 1945

REF 1- AC/LOC.196/TNS

SUBJECT 1- Opening of Port of LA SPEZIA

TO 1- Regional Commissioner
A.M.O. LIGURIA Region
(for att: Reg. In O.)

1. The Ministry of Marine have advised the opening of the Port of LA SPEZIA following the sweeping of the Channel. Berths are available for coasters and schooners with a maximum draft of 22 1/2 ft.
2. There is no rail communication from the Port at present. The line LA SPEZIA-PISA is expected to be repaired by the end of November and to Genoa in early part of 1946.
3. This Sub-Commission has no detailed information yet as to the tonnage which will be required to be cleared from this Port but it is expected that tonnage will amount to a sporadic maximum of 200 - 250 tons per day.
4. Will you please inform this Office whether it is expected that adequate arrangements can be made to clear all this tonnage by road until such time as port clearance can be effected by rail.

1. The Ministry of Marine have advised the opening of the Port of LA SPEZIA following the sweeping of the Channel. Berths are available for coasters and schooners with a maximum draft of 22y ft.
2. There is no rail communication from the Port at present. The line LA SPEZIA-PISA is expected to be repaired by the end of November and to Genoa in early part of 1946.
3. This Sub-Commission has no detailed information yet as to the tonnage which will be required to be cleared from this Port but it is expected that tons will amount to a sporadic maximum of 200 - 250 tons per day.
4. Will you please inform this Office whether it is expected that adequate arrangements can be made to clear all this tonnage by road until such times part clearance can be effected by rail.

BY COMMAND OF REAR ADMIRAL STONE

2189

W. H. Taylor

C. H. O. TAYLOR
MAJOR R A.

Copy to Gen Div (Shipping) ✓

466
 466
 2

743.544 HEADQUARTERS, ARMY, WASHINGTON, D.C.
 120 100
 TRANSMISSION SUB-SECTION

16 October 1954

466
 466
 466
 466

743.544 HEADQUARTERS, ARMY, WASHINGTON, D.C.

TRANSMISSION SUB-SECTION

TRANSMISSION SUB-SECTION

TRANSMISSION SUB-SECTION

TRANSMISSION SUB-SECTION

TRANSMISSION SUB-SECTION

1. The transmission of messages has advanced the operating of the part of the system following the receipt of the messages. Before the availability for complete and resolution with a minimum delay of 100 ft.

2. There is no full communication from the part of the system. The transmission is expected to be completed by the end of November and is shown in early part of 1955.

3. The transmission of messages should show that messages and immediately they would be immediately arranged in the part in the future. This information is needed to show adequate arrangements in the part for future, and also to show that it is used in civil supplies.

9/80

Food Sub-Comm. - no shipping needed
 Agriculture Sub-Comm.
 Industry Sub-Comm.
 Commerce Sub-Comm.
 War Rel.
 War Zone & Conditions, Warles
 Ports and Water Div.
 Economic Division (Rail Branch)
 Trade Division

1. The Ministry of Marine have advised the opening of the port of Le Havre following the opening of the Channel. Berths are available for coasters and submarines with a maximum draft of 24 ft.

2. There is no rail communications from the port at present. The line to Southampton is expected to be repaired by the end of November and to be open in early part of 1946.

3. Sub-Committee should advise what tonnage and tonnage they consider could be conveniently discharged in this port in the future. This information is needed to ensure adequate arrangements in the port for labour, road clearance etc. if it is used for civil supplies.

For the Director :

W. H. L. L. L.
 M.P. LARSEN
 Major R.E.

2, 82

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AT/ga

SUBJECT :- Port of LA SPEZIA

15 October 1945

TO :- Transportation Sub-Commission
Movements Shipping
(attn. Major Laraman)

1. Following information have been received from the
Ministry of Marine (Inspectorate of Ports operations).

Berths available for coasters and schooners in the port of LA SPEZIA:-

No. 1. - Canale di S. Vito	390	ft long	15'	5"	draft
2. - Calata Chiode	435	" "	22'	11"	"
3. - " Congegnatori	164	" "	16'	5"	"
4. - " Nord	278	" "	22'	11"	"
5. - Presso macchina idraulica	146	" "	14'	8"	"

2. Piers 3 and 4 rail served (although the town is not yet
connected with any rail lines which are under repair).

Piers 1 - 2 - 5 can be cleared by trucks.

3. The port is reached through swept channel.

M. T. ...
A. FOSI
Liaison Officer
Ministry of Marine

Copy to : Ports & Warehouse
Food Sub-Commission
Industry Sub-Commission

Page 11 of 11

The information is being provided for review on which the following
is being made. A review of the information is being made.

It is noted that the information is being provided for review on which the following
 information is being made. A review of the information is being made.

The information is being provided for review on which the following
 information is being made. A review of the information is being made.

The information is being provided for review on which the following
 information is being made. A review of the information is being made.

The information is being provided for review on which the following
 information is being made. A review of the information is being made.

del porto anteorale, che sono in grado di fornire al personale, con particolare riguardo del salvataggio delle navi e delle merci civili nel Golfo, il solo Comando M.D., in seguito all'arrenda operativa di una rotta di navigazione tra il paese di partenza della zona di guerra ed il M. Arsenale, ha autorizzato con carta aeronautica, nei limiti della possibilità sotto specificazione, operazioni alle macchine del M. Arsenale, compiendo operazioni di manutenzione.

Sono pertanto disponibili per il traffico mercantile nel M. Arsenale 4 seguenti punti di attracco:

- a) Attracco 791 al canale S. Vito. Dimensione disponibile m. 110, fondali m. 3
- b) Attracco 792 alla calata Chiocciola. Dimensione disponibile m. 140, m. 3.7
- c) Attracco 793 alla calata Caviglioglio. Dimensione disponibile m. 50

Fondali m. 2.

- a) Attracco 794 alla calata Tord. Dimensione disponibile m. 15, fondali m. 7.
- e) Attracco 795 alla calata presso la macchina idraulica. Dimensione disponibile m. 45, fondali m. 4, 6.

Per il rimorcolo della unità in entrata ed in uscita provvederà il M. Arsenale con i propri mezzi.

Per il pilotaggio provvederà invece la Corporazione dei Piloti che dispone attualmente di tre piloti in servizio.

La merce verrà essere trasportata dalla macchina di cui al punto 1, 2 e 3 fuori Arsenale mediante autocarri e treni. Per le macchine di cui ai punti 3 e 4 potrà essere utilizzato il treno ferroviario in efficienza lungo la calata, con particolare riguardo alle operazioni di sbarco del carbone.

1. The following information was obtained from a review of the records of the Department of Defense, Department of State, and other agencies of the Federal Government, and from interviews with certain individuals who have been in contact with the Soviet Union, and who have provided information regarding the activities of the Soviet Union in the United States.

4/10 x 1/10

(Handwritten signature)

18. x. 1765.

Robert.

TRANSLATION

AB/17

MINISTRY OF INDUSTRY AND COMMERCE

D. L. Generalo Estero
Gen. Brattati, No. 17

Rome 20 Sept. 43

TO : Transportation 30

1. The Brazilian Embassy of Rome has requested the Italian Government for 1000 tons of marble of Carrara to be used as ballast of the S/B "Don Pedro II" which will shortly arrive in Italy. The transportation of marble from Carrara to Leghorn where it will be loaded will take place with the motor means of the Società Montecatini owner of the marble.

2. In regards the above we had the A.C. to give us assurance it will be actually possible to use the Port of Leghorn for the loading of the marble, keeping present that the piling of it on the pier will take 30 days. We further were had you to inform us if whether the "Don Pedro II" does not have the proper means to do the loading if it could be possible to utilize the means of the local Allied Commission.

We will appreciate an answer

THE MINISTER
illegible

Copy to : AD Commerce S/C

Copy for La Spazio file

Lh

574/101

2352

170-011