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

Ports and Port Facilities

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Facilities

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BEST COPY POSSIBLE

0218

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SECRET

12/50

6042

ALLIED COMMISSION

INCOMING MESSAGE

TO: ACTION TO SOS NATOUSA, DGMR INFORMATION TO PBS, ACC, DGMR REAR

SIGNAL MESSAGE CENTER No: 148/23

FROM: CG NATOUSA

CLASSIFICATION:

REFERENCE No: FX 29268

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: SEP 231658A

OFFICE OF ORIGIN: CITE: NATFN

SECRET. NEEDED FOR MEDBO (?) MEETING NEXT TUESDAY. IS REPORT ON THE PROGRESS OF INSTALLING COAL TRACK AT CIVITAVECCHIA. REQUEST WIRE ADVICE BOTH DGMR AND PBS, PARTICULARLY AS TO WHICH PLAN DECIDED UPON AND ESTIMATED DATE OF COMPLETION.

ACC DIST

Info-Dist: TW Sfc
Info: D/OE
Econ
Industr.
File
Flrpt

6466

DATE and Time of RECEIPT SEP 240830A

Distribution:

SECRET

0219

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Econ. Sec
8430 12/49

Subject :- Withdrawal of Movements Personnel from PALERMO.

ALLIED FORCE HEADQUARTERS,
G-4 Mov & Tn 5/70GDM.

10 Sep 44.

To:- R.N.; U.S.N.; G-4(A);
G-4(B); Q(Maint); P.S.T.O. Med;
Tn(A); G-5; SOS Natouss; HQ 57 Area;
M.W.T.; W.S.A.; A.C.C.; Mov West Italy;
Mov Syracuse.

1. It is estimated that outstanding stocks of Military stores in the PALERMO Area will be cleared by approximately the first week in October.

2. It is proposed at that time to withdraw the G-4 (Mov & Tn) personnel at present controlling this port so far as Military interests are concerned.

3. After the first week in October therefore there will be no Movements personnel in the PALERMO Area.

M.J. SIEFF, Lt. Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

MJS/VW

Copy to :- Movements H.Q. A.A.I.
Movements PALERMO.

6465

HEADQUARTERS
12 OCT 1944
A. C. C.

0220

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12/48

FROM: DIVISIONAL SEA TRANSPORT OFFICER, ITALY.

DATE: 29th May, 1944 Ref. S/176/8

TO: A.C.C. INTERNAL TRANSPORTATION SUB COMMISSION
Piazza Carita' -American Red Cross Bldg
Via Roma -Naples-
(Copy to:- Lt. Col. KINCAID -Provincial Commissioner
A.C.C. -Naples
" " Capt. J WHITE -Provincial Officer A.C.C.
Provincial Office -Ischia-
" " Co-ge-na
" " NOIC Ischia

SUBJECT:- Schooner Traffic Naples Harbour

Owing to the increased number of schooners that are operating to and from the Port of Naples it has now become necessary to enforce some definite control. In this respect it is suggested that all schooner traffic will be diverted from the port of Naples to such ports as Portici, Torre del Greco, Baia, Pozzuoli etc. This would exclude priority service cargoes of essential AMC supplies.

It is requested that arrangements are made to divert the vessels running regularly under your control with food supplies to the Islands of Ischia Ponza etc. to one of the neighbouring ports mentioned above.

It is also requested that no civilian bids are accepted to or from the port of Naples unless permission has previously been obtained from me.

S.O.S.C. to
D.S.T.C. ITALY.

Lt Cmd'r RNVR.

C 784

12/47

PORTS SUITABLE FOR SCHOONER TRAFFIC
IN REGIONS 2, 3, and 5.

(Excluding the following ports: Marsala and adjacent ports, TORRE GRANDE, CASTELLAMMARE GOLFO, Palermo, MARINA DI CARRARA, CROTONE, TARANTO, Brindisi, and BARI.)

KEY:

F.....Pier where ships can unload. (Ital. Pontile.)
Q.....Way " " " " (Ital. Banchina.)
M.....Mole, quayed (Ital Molo Banchinato.)
B.....Protective mole or breakwater. (Ital. Diga.)

Figures following each symbol indicate actual usable quayed space, in meters.

A .....Anchorage (good, fair, bad.) (Ital. Ancoraggio.)
D .....Depth of water in meters at pier or quay side. (Ital. Fondaggio in m.)

✓ PORTA. A good. (Port under construction in 1941. If now completed will be able to accommodate small ships.

✓ CAPO SALO (Formia) A fair. 5 Pe. 105. D 245.

✓ SCAURI. (Pietravo) A fair. 2 Pe(wood.)

✓ TORRE ALTA. A fair. M (small) D 1.

✓ PORTO DI PAOLINA. 3 Pe. 30, 80, 40. D 3.

✓ VICO EQUENSE. A good. F 20. D 4.

✓ PIANO DI SORRENTO. M 70. D 3.8 at head of M.

✓ PORTICIO. A good. M 60. D 4.

✓ MARINA DI CAMPAGNATICO. M (no figure given) A poor. 6163

✓ AMALFI M.. ... (no figures) D 8.

✓ VIETRI. A bad

✓ ACROPOLI. A fair. F 20. D 1-1.5.

✓ PISCIOTTA. A fair.

✓ PANTELLERIA. A fair. (For small boats)

Port facilities

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.....Bay " " " " (Ital. Baia.)
.....Molo, quayed (Ital Molo Banchinato.)
.....Protective mole or breakwater. (Ital. Diga.)

Figures following each symbol indicate actual usable quayed space, in meters.

A .....Anchorage (good, fair, bad.) (Ital. Ancoraggio.)
D .....Depth of water in meters at pier or quay side.
(Ital. Fondaggio in m.)

✓ PORTO. A good. (Port under construction in Ital. If now completed will be able to accomodate small ships.

✓ CAPO [illegible] (Tomale) A fair. 5 Ze, 105. D 245.

✓ SORGEI. (Ristuerno) A fair. : Pal wood.)

✓ TORRE ARE. A fair. M (small) D 1.

✓ MONTE DI PROSIDA. 3 Ze, 50, 80, 40, D 3.

✓ VIGO MARINA. A good. P 20. D 4.

✓ PIANO DI SORRENTO. M 70. D 3.8 at head of M.

✓ SORRENTO. A good. M 60. D 4.

✓ MARINA DI [illegible]. M (no figure given) A poor. 6463

✓ ATRANI M., L., (no figures) D 8.

✓ VIETRI. A bad

✓ AGROPOLI. A fair. P 20. D 1.1.5.

✓ PISCIOTTA. A fair.

✓ PALINURO. A fair. (for small boats)

✓ CAILROTA. P small. A fair.

✓ SANRI. A fair.

✓ MANTEA. A fair. (small loading q)

✓ PEDIA. A fair.

✓ MAMELA. A fair.

✓ MARINA DI SANTA SUPERNA. P 15 (actual length is 50, but it is silted up for 35 m. D 3. A fair.

✓ PIZZO. A fair.

Port facilities

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✓ VIBO VALENTIA MARINA. M 500 w/rail connection. New works, gold now to be completed consist of 2 Ms 300 & 500.

✓ TROPEA. A bad.

✓ GIOIA TAURO. A good. Mooring buoy.

✓ PALMI. A bad and dangerous.

✓ VILLA SAN GIOVANNI. M 500. Q w/rail connection. D 6-12. May be somewhat damaged by war action.

✓ SIRACUSA. P 34 D 1. A fair.

✓ MARINA DI GIOIOSA. A fair. It appears to be possible to tie up at stakes very close to the shore, since the water here is very deep.

✓ SAVONA. A good. Mooring buoy. P completely silted up, but work was in progress to remedy this in 1941 and may now be completed.

✓ SANTERENO MARINA. A fair.

✓ ROSSANO. P (small) D 4. A fair.

✓ PALMIRACE. P 50 D 3.5 (at head of P) A good.

✓ GALLIPOLI. M 500 Several Qs. Rail connections.

✓ MELOA. P 25. D 1.6. (can only be used in calm weather) A fair.

✓ BRIGANTI. M 90. D 1.6

✓ OTRANTO. M 70. P 80. D 6.

✓ MONOPOLI. M 200. M 600. Q. D 6.

✓ MOLA DI BARI. M 160. M 460. Q.

✓ S. SPIRITO. M 180.

6162

✓ MOLFETTA. M 800. M 300. D 6.5

✓ BISCEGLIE. M 165. M 300. D 2.5.

✓ TRANI. M 185. D 3.5. A fair.

✓ BARLETTA. M 450 x 200 x 475. w/rail connection.

✓ MARGHERITA DI SAVOIA. B. used for loading salt from nearby salt pans.

✓ MANFREDONIA. M 970. P 150. Q 500. D 6.

✓ PESCHICI. Q 100. D 3. (small ships only.)

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somewhat damaged by war action.

✓ SIRENTE. P 34 D 1. A Fair.

✓ MARINA DI GIOIOSA. A fair. It appears to be possible to tie up at stakes very close to the shore, since the water here is very deep.

✓ BOVALINO. A good. Mooring buoy. P completely silted up, but work was in progress to remedy this in 1941 and may now be completed.

✓ GUARDIA PIANA. A Fair.

✓ ROSSANO. P (small) D 4. A Fair.

✓ TARSIACO. P 50 D 3.5 (at head of P) A good.

✓ GALLIPOLI. M 300 several qs. Rail connections.

✓ MUSA. P 25. D 1.6. (can only be used in calm weather) A fair.

✓ SPIGANO. M 90. D 1.5

✓ OTRANTO. M 70. P 60. D 6.

✓ MONOPOLI. M 200. M 600. Q. D 6.

✓ MOLA DI BARI. M 160. M 460. Q.

✓ S. SPIRITO. M 180.

6162

✓ MOLFETTA. M 300. Q 300. D 6.5

✓ BISCEGLIE. M 165. M 300. D 2.5.

✓ TRANI. M 185. D 3.5. A Fair.

✓ BARLETTA. M 450 x 200 x 475. w/rail connection.

✓ MARGHERITA DI SAVOIA. B. used for loading salt from nearby salt pans.

✓ MANFREDONIA. M 970. P 150. Q 500. D 6.

✓ PESCHICI. Q 100. D 3. (small ships only.)

✓ TERMOLI. M 180. M 100. D 5.

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PORTS SUITABLE FOR SCHOONER TRAFFI
REGION 1. (SICILY.)

✓MESSINA. Q 1000. Q 300, Q 162. Numerous other Qs. 5 Qs w/ rail connections. 2 Ms. A good. (Much war damage.) Military.

✓GIARDINI. (TAORMINA) 2 Ps 30. These are removable in winter, and in heavy seas. A fair. D 1.5-1.9.

✓RIPOSTO. M 180 A fair. 2 barges available for loading and unloading.

✓ACI CASTELLO. P (small). A fair.

✓BRUCOLI. Q (small). A fair.

✓AVOLA. M 50 D shallow. A fair.

✓MARZAMEMI. B 60 D 5.5 A fair.

POZZALLO. P 40. 3 wooden Ps. A good.

GELA. P 340. D 6. A fair.

LICATA. M 300. P 30 5 small Ps. for loading sulphur. D variable. B. A fair.

PORTO EMPEDOCLE. M 170 M 300 w/rail connection. Q. D 6.5 A good.

SCIACCA. M 110. Qs. A good.

PORTO PALA DI MENFI. M (small) D 4-6 A fair. Dangerous reefs.

MAZARA DEL VALLO. M 280 w/rail connection. Canal with Qs. No Ds given, but apparently schooners can berth.

MARSALA. M 200. M 50. Q 150. P 100. D 2-5.5. A good. War damage may be fairly extensive.

TRAPANI. M 240. P 110. Q 600. Q 200. Q 45. D 3-8. A fair.

CASTELLAMARE DEL GOLFO. M 50. D 3.8. A fair.

MONDELLO. B (small) A fair.

6161

✓TRABIA. A fair.

TERMINI IMERESE. M (small) P 60. Q (small) D variable A fair.

CEFALU. M 40. D 2. A good.

S. AGATA. A fair.

GIOIOSA MAREA. A fair.

[illegible] DI PATTI. A fair.

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✓ ACI CASTELLO. P (small). A fair.

✓ BRUCOLI. Q (small). A fair.

✓ AVOLA. M 60 D shallow. A fair.

✓ MARZAMEMI. B 60 D 5.5 A fair.

POZZALLO. P 40. 3 wooden Ps. A good.

GELA. P 340. D 6. A fair.

LICATA. M 300. P 30 5 small Ps. for loading sulphur. D variable. B. A fair.

PORTO EMPEDOCLE. M 170 M 300 w/rail connection. Q. D 6.5 A good.

SCIACCA. M 110. Qs. A good.

PORTO PALO DI MENFI. M (small) D 4-6 A fair. Dangerous reefs.

MAZARA DEL VALLO. M 280 w/rail connection. Canal with Qs. No De given, but apparently schooners can berth.

MARSALA. M 200. M 50. Q 150. P 100. D 2-5.5. A good. War damage may be fairly extensive.

TRAPANI. M 240. P 110. Q 600. Q 200. Q 45. D 3-6. A fair.

CASTELLAMARE DEL GOLFO. M 50. D 3.8. A fair.

MONDELLO. B (small) A fair.

6161

✓ TRABIA.? A fair.

TERMINI IMERESE. M (small) P 60. Q (small) D variable A fair.

CEFALU. M 40. D 2. A good.

S. AGATA. A fair.

GIOIOSA MAREA. A fair.

MARINA DI PATTI. A fair.

STILAZZO. M 340. M 110. Q 170. Q 200. A good.

NOTE. the ports of CATANIA, AUGUSTA, SIRACUSA and PALERMO are classed as military ports, and are not included in this list. MESSINA also falls into this category.

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12/46A

SECRET.

Movements,
H.Q. A.A.L. (Adriatic)
G.H.Q.
MOV 8/9/20

7th April 44.

SUBJECT:- Handing over ports to civil control.

To:- Flag officer,
Taranto & Adriatic ports.
N.S.H.Q.
H.M.C.
G.M.
A.M.G. Transportation Sub-Commission.

1. The attached report by Mov & Tn. No.1 District is forwarded as it may prove useful as a guide when the time comes to hand over any of the ports now operated by the British.

2. D.A.D.O.T. (I) No.1 District reports that the handing over proceeded smoothly in Sicily, but that the staff had been named and a plan been drawn up for the complete change over, before this started.

He also emphasised that the smoothness and efficiency of the hand over is greatly dependent on the co-operation of the S.E.P.G., N.A.F., H.M.S. and all Services: this was forthcoming in Sicily in the highest degree.

It strengthens the need for the early organisation of the staff of the Commission at Bari.

R.W. Fellowes

Brigadier
D.D.T. (Movements)

6'60

12/46 B

SECRET.

REPORT ON METHOD OF HANDING OVER PORTS TO CIVIL CONTROL

Produced by Movements and Transportation, No. 1 District, CMF.

GENERAL

1. This report has been drawn up from the practical experience of reducing personnel and Military control in CATANIA docks, and is intended to be of assistance to Military officers in carrying out the same process in other occupied Countries. The actual stage reached at CATANIA is Stage 5 and the remaining stages are therefore speculative rather than the result of practical experience. Nevertheless it is believed that the remaining stages will work out satisfactorily in actual practice.

2. Appendix 'A' gives the broad lines on which the various duties can be handed over to other services or civilians and shows the gradual reductions of the units to detachment strength and the steady infiltration of civilian labour. The order of the withdrawal of the main bodies of the units is likely to vary according to local conditions. The table also indicates the process of handing over, but it should be clearly understood by each unit that, from the time the real pressure of work of operational priority begins to ease up, the preparations for handing over must be initiated.

PROCEDURE - Port Construction & Repair Coys.

1. (a) As soon as repairs to the port have changed from operational to routine priority the PC&R Coy can hand over to Port Maint Coy leaving only a small det for clearing up. Should any subsequent work involved prove too big for the equipment of the PM Coy, the CE should be called in to give assistance.

(b) With the ultimate release of Port Maint personnel Movement Control staff at the port will liaise with the CE for any repairs of or improvements to docks. Movements will finally hand over to Capitaneria di Porto who will arrange for the local Town or Harbour Engineer to carry out port works.

2. (a) Port Maint Coys. Civilian labour should be employed at a very early stage, compatible with security, to understudy military personnel. By this means when the duties of a Port Maint Coy are ultimately passed over to non-technical units there will be a sufficient number of trained civilians to carry on with supervision, not necessarily of a technical nature.

(b) On the departure of the last det of the Port Maint Coy, sufficient cargo handling gear to cover the anticipated future working of the port will be vouchered over to the STO i/c who should supervise trained civilians in its correct maintenance, storage and application. Replacements and repairs will be arranged locally by STO when necessary. At a later stage it is hoped that the MWTR may induce civilian contractors to produce suitable gear for dealing with civilian cargoes, thereby releasing all STO and Tn gear.

(c) Cranes when considered essential will be vouchered over to Docks Operating at the port as soon as the PM Coy have trained suitable civilian personnel for maintenance and driving. These cranes will finally be withdrawn from the port by Tn, when the military tonnage handled no longer justifies their retention.

(d) Port Lighting should be passed over to the Capitaneria di Porto as soon as the local electric power Authorities are sufficiently organised to carry out the works.

[illegible] Operating personnel can be

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speculative rather than the result of practical experience. Nevertheless it is believed that the remaining stages will work out satisfactorily in actual practice.

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3. Railway Op Coy. The stage at which Railway Operating personnel can be removed from the dock is dependant on the time required to get the civil railway staffs back to work and sufficiently organised to operate their whole railway system, but a certain amount of infiltration of civil railway staff can begin at a comparatively early date.

4. IWT Coy. By the infiltration of civilian labour to understudy military personnel, the IWT Coy, can hand over a working proposition to STO and RN at an early date.

5. (a) Docks Operating Coys and Movements. The most fundamental change in responsibilities is involved when the Docks Operating Coys begin to hand over to Movements, other services and civilians.

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(b) When operationally possible and adjoining ports are available, every endeavour should be made to close ports entirely to military traffic, which would be diverted to adjoining ports. From experience this should be decided on a high level and firmly adhered to. The resultant saving in technical personnel and gear would be substantial. In the stage immediately previous to the closing of such port, it is natural to presume that only a skeleton staff of Mov & Tn will remain to hold a "watching brief" over military interests and consequently ships and types of cargoes to be worked through the port should be specially selected, where possible, for ease in handling.

(c) Agreement should be reached with the various services as well as Navy and RAF to provide personnel, when called upon, to undertake the duties of checking, sorting, receiving and despatching their individual cargoes, under supervision of Movements, after the final det of Docks Operating personnel is withdrawn. These are duties normally undertaken by Docks Op Coys. By this method, inport cargoes can be handed over to consignees at the ship's side and exports checked on board. Movements duties will then be chiefly supervision and liaison on ship and shore. The Port Dets should be left to work with Mov after the withdrawal of Docks Op personnel as long as cargoes such as Ann and Air Force Explosives are anticipated.

(d) The release of military stevedores will be accomplished by the gradual infiltration of civilians working under STO until finally only a small det of technical Docks Op personnel remain to assist in general supervision. When the Docks Op final detachment leaves the port supervision will devolve on STO and Movements.

(e) Cargoes such as ACC supplies, flour, wheat etc may be expected to increase consequent on the reduction in military tonnage. Movements then function in an advisory capacity and act as channel of liaison between all concerned. They also ensure a satisfactory handing over, during this interim period, to the Capitaneria di Porto, whose early appointment is especially desirable.

OTHER CONSIDERATIONS.

There are a number of points to be borne in mind which, if successfully dealt with, will greatly simplify the whole procedure.

(a) The closest co-operation is essential between all Services involved if satisfactory progress is to be made. In order to avoid a period of dislocation, the incoming Services or civilian organisations should understudy the outgoing Service in order to be fully conversant with all the work involved before the outgoing Service actually leaves. Good notice should be given to all branches of the Services of proposed changes and especially when Docks Operating are about to withdraw.

(b) The Capitaneria di Porto or Harbour Master should be found and installed in Navy House under the Port Executive Committee and the direct control of NOIC. Later, upon departure of NOIC, he will be directed by Chairman of Committee, who will be DMTR. This should be done as early as possible, so as to enable the Capitano di Porto to have time to get to know his port and find suitable civilian personnel to take up the several duties which will be passed to him from time to time during the later periods of the handing over. The Capitano di Porto and staff are Government officials and their appointment and salaries must be regularised.

(c) The exact duties of AMGOT, AMG and ACC require to be watched carefully since there is a gradual dwindling power of control involved as the progress is made from AMGOT to ACC, who are of course only advisors to the Italian Government.

(d) A Transportation HQ District Staff is necessary up to the end of Stage 5, but can be closed down when Stage 6 is entered on. Transportation HQ staff are responsible with Movements for directing the staging of the whole operation and the timing of the stages. The HQ staff will also be responsible for pressing for the early appointment of the Capitano di Porto and agreeing the civil labour problem with DDL of the District HQ.

(e) Security considerations must be borne in mind when introducing civilians into the port. It is impossible to lay down any hard and fast drill, since the trustworthiness of the civil labour, the type of cargoes being handled and the

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(e) Security considerations must be borne in mind when introducing civilians into the port. It is impossible to lay down any hard and fast drill, since the trustworthiness of the civil labour, the type of cargoes being handled and the general conditions in the ports vary considerably. Civilian replacements should be found, and, when necessary, trained as far as possible, so as to be available when required. This applies particularly to crane drivers, checkers, winchmen, stevedores and other skilled labour, whose competency should be tested before military leave. Stevedore organisations or firms will probably still be available in most occupied ports.

(f) Military guards in the port area are liable to prove difficult in the later stages, since available military personnel will be becoming fewer. The local Area Commander must be contacted early and the situation explained to him. Guardi di Finanzia may be available later and come under control of Capitano di Porto. It will be possible in the later stages to reduce the size of the Transportation Reserved Area, thereby reducing the number of guards required.

(g) Consideration should be given to the provision of shore cranes and other mechanical equipment, docks handling gear etc, for use in the port when Docks Operating personnel leave.

(h) It may not be possible completely to close down a port to military traffic because shore installations may necessitate the continued reception of tankers, hospital ships, refrigerated meat ships, schooners, colliers etc. This should not be overlooked when reducing Movements staff.

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OTHER CONSIDERATIONS (Contd).

(i) Information about change of policy and reduction of port facilities should be notified to various HQs of Higher Commands, Sea Transport and MWT authorities who will amend routing orders accordingly.

(j) Supplementary MWT staff may be required in ports where an increase in MWT vessels is likely to follow the falling off of military tonnages. The appointment of official ship's agents may also be desirable.

(k) Port detachments should not be reduced too speedily or withdrawn until it is certain that special cargoes, particularly Amn, and POL, will no longer be passing through the port concerned in large quantities.

(l) Agreement should be reached with NOIC, SSTO, RAF, MWT and other Services as to probable reductions in staff and order of withdrawal, so that co-ordination is possible and each Service is aware of the others possible departure.

(m) Civilian dock labour should be given training in fire fighting and have a working knowledge of available equipment and operate under Capitano di Porto. In fire fighting appliances will normally be withdrawn on the departure of the Docks Operating Coys and arrangements should be made with the local PAD and Fire Officer for replacements.

(n) Shipment of salvage material is likely to continue after closing of port to military traffic and special arrangements should be made for this cargo with MWT.

(o) If Customs officials are installed, agreement for the free entry of any military stores should be obtained beforehand.

(p) An outline of responsibilities undertaken by Capitanerie di Porto when his appointment is recognised, should be agreed by the Port Executive Committee, who will allocate his various responsibilities according to the progress made in handing over control to civilian authorities.

(q) The following points should be borne in mind before military skilled labour is entirely withdrawn from the port.

(1) Available numbers of civilian skilled labour.
(2) The willingness of civilian labour to co-operate.
(3) Danger of inflation of rates of pay due to lack of competitive labour.

This report has been read in draft by, SSTO Sicily, NOIC Catania, CE No. 1 District, RAF EO Catania, and DMWTR Sicily.

Major,
DADTn.

Major,
DAQMG (M).

31 March 44.

DISTRIBUTION.

G4 (Mov & Tn) AFHQ	6 copies	DDTn AFHQ	6 Copies.
Movements HQ, AAI, (Adm.Ech) CMF	6 copies	DDTn HQ, AAI, (Adm Ech) CMF	6 Copies.

MPL/NWW.

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

0233

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

A P P E N D I X A.

WITHDRAWAL OF MAIN BODY OF :

Stage 1 Port Construction and Repair Company PCRC
2 Port Maintenance Coy PMC
3 Railway Operating Coy ROC
4 Inland Water Transport Coy IWT
5 Docks Operating Coy DOC
6 Movements MOV
7 Sea Transport Officers STO

LEGEND :

Transportation HQ
Ministry of War Trans
Chief Engineer
Civil
Area
Capitano di Porto

Responsible Unit or Appointment	Duties	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
Port Construction and Repair Coy.	1. Repairs to damages to quays above water line.	PCRC	PCRC	PMC	MOV + CE	MOV +
	2. Fixing and repairing of bollards.	PCRC	PMC	Tn + CE	MOV + CE	MOV +
	3. Demolition of unsafe buildings.	PCRC	PMC	Tn + CE	MOV + CE	MOV +
	4. Construction of LST Hards and similar work.	PCRC	PMC	Tn + CE	MOV + CE	MOV +
	5. Works in connection with the improvement of port capacity, including upkeep of roads.	PCRC	PCRC	Tn + CE	MOV + CE	MOV +
Port Maintenance Coy.	6. Storage, issue and maintenance of cargo handling gear.	PMC+C	PMC+C	STO+C	STO+C	STO +
	7. Maintenance and repair of cranes, winches and capstans.	PMC	PMC+C	PMC+C	DOC+C	DOC+C
	8. General tidiness of docks	PMC+C	CDP	CDP	CDP	CDP
	9. Quay Lighting maintenance.	PMC	CE	CE	CE+C	CE+C
Railway Operating Coy.	10. All Railway Operating in the port.	ROC	ROC+C	ROC+C	Civil organ-isation	Civil organ-isation
Inland Water Transport Coy	11. Personnel for manning tugs, barges and lighters.	IWT	IWT+C	IWT	IWT+C	STO+
	12. Running repairs to tugs, barges and lighters	IWT	IWT	IWT	IWT+C	RN +

0234

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

APPENDIX A.

WITHDRAWAL OF MAIN BODY OF :

Stage 1 Port Construction and Repair Company	PCRC	
2 Port Maintenance Coy	PMC	
3 Railway Operating Coy	ROC	
4 Inland Water Transport Coy	IWT	
5 Docks Operating Coy	DOC	
6 Movements	MOV	
7 Sea Transport Officers	STO	

LEGEND :

Transportation HQ	Tn.
Ministry of War Transport	MWT.
Chief Engineer	CE.
Civil	C
Area	A.
Capitano di Porto	CDP.

Duties	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Stage 7
Repairs to damages to quays above water line.	PCRC	PCRC	PMC	MOV + CE	MOV + CE	About this Stage to C. D. P.	
Fixing and repairing of bollards.	PCRC	PMC	Tn + CE	MOV + CE	MOV + CE		
Demolition of unsafe buildings.	PCRC	PMC	Tn + CE	MOV + CE	MOV + CE		
Construction of LST Hards and similar work.	PCRC	PMC	Tn + CE	MOV + CE	MOV + CE		
Works in connection with the improvement of port capacity, including upkeep of roads.	PCRC	PCRC	Tn + CE	MOV + CE	MOV + CE		
Storage, issue and maintenance of cargo handling gear.	PMC+C	PMC+C	STO+C	STO+C	STO + C	STO+C	Tn gear withdrawn.
Maintenance and repair of cranes, winches and capstans.	PMC	PMC+C	PMC+C	DOC+C	DOC+C	MOV+C	Cranes withdrawn.
General tidiness of docks	PMC+C	CDP	CDP	CDP	CDP	CDP	CDP.
Quay Lighting maintenance.	PMC	CE	CE	CE+C	CE+C	CDP+C	CDP.
All Railway Operating in the port.	ROC	ROC+C	ROC+C	Civil organ-isation	Civil organ-isation	Civil organ-isation	Civil organ isation.
Personnel for manning tugs, barges and lighters.	IWT	IWT+C	IWT	IWT+C	STO+C	STO+C	CDP.
Running repairs to tugs, barges and lighters	IWT	IWT	IWT	IWT+C	RN +C	CDP	CDP

CONTINUED

0235

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

Responsible Unit on Appointment.	Duties	Stage 1	Stage 2	Stage 3	S
Docks Operating Coy.	13. Stevedore personnel on board ships.	DOC	STO+C+DOC	STO+C+DOC	STO
	14. Indenting for and payment of shore labour.	DOC	DOC	DOC	DOC
	15. Indenting for transport (rail and road) for quay clearance.	DOC	DOC	DOC	MOV
	16. Receiving, sorting and stacking of cargoes on quay.	DOC	DOC + C	CDP + C	CDP
	17. Repairs to damaged cases.	DOC	DOC + C	CDP + C	CDP
	18. Supervising the handling of cargoes on quays.	DOC	DOC	DOC + C	DOC
	19. Safe custody of Military stores within docks area.	DOC	DOC	DOC + A	DOC
	20. Checking from or to ship.	DOC	DOC + C	DOC + C	DOC
	21. Checking into or out of wagons.	DOC	DOC + C	DOC C	DOC
	22. Waybills, wagon labels, ships documents etc.	DOC	DOC	DOC + C	DOC
	23. Personnel for operating Port mechanical equipment.	DOC	DOC + C	DOC + C	DOC
	24. Fire fighting within port.	DOC	DOC	DOC	DOC
Movements	25. Responsible for Military running and efficiency of port.	MOV	MOV	MOV	MOV
	26. Liaison with Naval authorities and channel for all Military matters affecting port.	MOV	MOV	MOV	MOV
	27. Requests to DSTO for berthing of ships.	MOV	MOV	MOV	MOV
	28. Make arrangements (with STO) for embarkations and disembarkations of personnel, MT and accompanied equipment and stores.	MOV	MOV	MOV	MOV
	29. Determine limits of dock area as reserved Transportation area and (later) the need for its retention.	MOV+Tn	MOV + Tn	MOV + Tn	MOV
	30. Ensure requisite priority given Rly requirements for military when Rly working remains in civil control.	MOV	MOV	MOV	MOV
	31. Assist in speedy working of ships to ensure maximum use of shipping.	MOV	MOV	MOV	MOV

It should be understood that prior to Stage 1 all Units are at full strength and that Stage 1 illustrates the first withdrawal of D.R.T or an entire unit. Also the order of withdrawal of units will vary according to ports concerned.

31 March 44.

0236

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

Duties	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Stage. 7
edore personnel on board ships.	DOC	STO+C+DOC	STO+C+DOC	STO+C+DOC	STO+C	STO+C	CDP.
nting for and payment of shore labour.	DOC	DOC	DOC	DOC	DOC	MOV	CDP.
nting for transport (rail and road) for clearance.	DOC	DOC	DOC	MOV	MOV	CDP	CDP.
iving, sorting and stacking of cargoes on quay.	DOC	DOC + C	CDP + C	CDP	CDP	CDP	CDP.
irs to damaged cases.	DOC	DOC + C	CDP + C	CDP C	CDP	CDP	C
rvising the handling of cargoes on quays.	DOC	DOC	DOC + C	DOC + C	DOC+C	MOV C	CDP.
custody of Military stores within docks area.	DOC	DOC	DOC + A	DOC + A	DOC+A	MOV+A	CDP.
king from or to ship.	DOC	DOC + C	DOC + C	DOC + C	DOC+C	MOV+C	CDP+C.
king into or out of wagons.	DOC	DOC + C	DOC C	DOC + C	DOC+C	MOV+C	CDP+C.
ills, wagon labels, ships documents etc.	DOC	DOC	DOC + C	DOC + C	DOC+C	MOV+C	MWT+CDP.
onnel for operating Port mechanical equipment.	DOC	DOC + C	DOC + C	DOC + C	DOC+C	MOV+C	CDP.
fighting within port.	DOC	DOC	DOC	DOC	A	A	CDP.
onsible for Military running and efficiency port.	MOV	MOV	MOV	MOV	MOV	MOV+CDP	A+CDP.
son with Naval authorities and channel for Military matters affecting port.	MOV	MOV	MOV	MOV	MOV	MOV	A
ests to DSTO for berthing of ships.	MOV	MOV	MOV	MOV	MOV	MOV	MWT
arrangements (with STO) for embarkations disembarkations of personnel, MT and organised equipment and stores.	MOV	MOV	MOV	MOV	MOV	MOV + A	A
ermine limits of dock area as reserved nsportation area and (later) the need for retention.	MOV+Tn	MOV + Tn	MOV + Tn	MOV + Tn	MOV	-	-
ure requisite priority given Rly requirements military when Rly working remains in civil control.	MOV	MOV	MOV	MOV	MOV	MOV	A
ist in speedy working of ships to ensure imum use of shipping.	MOV	MOV	MOV	MOV	MOV	MOV+MWT	MWT

It should be understood that prior to Stage 1 all Units are at full strength and that Stage 1 illustrates the first withdrawal of P RT or an entire unit. Also the order of withdrawal of units will vary according to ports concerned.

0237

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

SECRET

INFORMATION ONLY

AFHQ ATTE CCT INFO: SOS NATOUSA PENBASE ACC FOWIT SCHOONER CONTROL

COMMITTEE NAPLES DGMRS

47/07

AAI

SECRET
IMMEDIATE

USTN-87

SEP 07/1020B

REFERENCE YOUR 91835 CITE FHTPN DATED 4 SEPT RELATIVE ACC SCHOONERS. AGREED THAT AS OF 10 SEPT ACC WILL DESPATCH THEIR SCHOONERS FROM NAPLES TO CIVITAVECCHIA INSTEAD OF ANZIO AND WILL MAKE NECESSARY PREPARATIONS FOR RECEIPT OF CARGO.

DIST

INFO-ACTION - Food SC (2)
INFO - A/CC
EDON SEC
TN SC
FILE

HEADQUARTERS
7 SEP 1944

SECRET

SEP 071245B

0238

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

SECRET 1244 TN SC

ACTION AAI INFO CC SOS NATCUBA: CC, PENBASE, ACC, FOWIT (FOWIT?) 4489

SCHOONER CONTROL COMMITTEE, &&& 62/04

AFHQ SIGNED SACMED

RX 91835

SECRET

PRIORITY

SEP 04 1320B

CITE FHTPN

&&& NAPLES, (DGMRS

SUBJECT IS SCHOONERS LOADING NAPLES FOR ACC ACCOUNT SAILING DIRECTLY TO CIVITAVECCHIA INSTEAD OF ANZIO. PENBASE IS AGREEABLE THAT CIVITAVECCHIA BE USED FOR SCHOONER DISCHARGE EFFECTIVE 10 SEPT, AND IN THIS WAY RELIEVE THE RAIL LINE BETWEEN NAPLES AND ROME OF THIS TRAFFIC. IF PROPOSAL IS ACCEPTED ACC SHOULD MAKE PREPARATIONS FOR RECEIPT OF CARGO. AAI FOR DCOT.

ACC6 DIST

INFO-ACTION - Food SC (2)
INFO - A/CC
ECON SEC
TN SC
FILE

HEADQUARTERS NATCUBA

6453

SECRET

SEP 042106B

0239

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

FRAG/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

12/43

Tel.478704 Date: 21 Sept.'44.

ACC.Tn/12/33

TO : Region V.((
for Transportation Officer

SUBJECT: Port of Piombino

The Port at Piombino will discontinue for Military operation on 20 September 1944, and will revert to civilian use.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

6451

0240

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

SECRET

Econ Sec 8835

Trans

HEADQUARTERS
ALLIED ARMIES IN ITALY
Office of the Chief of Transportation
A.P.O. 400

16 September 1944

SUBJECT: Port of Piombino.

TO : Commanding General A.C.C., Rome.

Subject port will be discontinued for military operation 20 September 1944 and supporting personnel and equipment will also be withdrawn on that date.

Donald M. Kerr
DONALD M. KERR,
Major, T.C.

6 170

19 Sep 6

SECRET

0241

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

SECRET

8835

1 Beon Sec

Tm -

HEADQUARTERS
ALLIED ARMIES IN ITALY
Office of the Chief of Transportation
A.P.O. 400

16 September 1944

SUBJECT: Port of Piombino.

TO : Commanding General A.C.C., Rome.

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Donald M. Kerr
DONALD M. KERR,
Major, T.C.

6 [illegible]

19 Sep

SECRET

0242

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

Office of
Flag Officer, Western Italy,
Naples.
10th September, 1944.

TO: Colonel Glanville,
A.C.C. Transportation Committee,
Rome.

12/42

The bearer, Tenente di Porto Mario BUONOCORE, has instructions to report to you in his capacity as Italian Naval Officer-in-Charge, Fiumicino, and to place himself at your disposal.

FLAG OFFICER, WESTERN ITALY
10 SEP 1944
NAPLES

C. Appolito
for REAR ADMIRAL.

6149

0243

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

~~SECRET~~

Tel: 307

E5/20

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/lab

23 AUG 1944 mining

23 AUG 44

SUBJECT: Use of Port of Fiumicino.

TO : Food Sub-Commission
Transportation Sub-Commission
Commerce Sub-Commission (Petrol)
Industry Sub-Commission (Mining)
Labour Sub-Commission
Public Works and Utilities

41

1. Ref attached letter AAI/550.2/DCAO (of which Transportation and Public Works & Utilities S/C's already have copies) a representative of the Economic Section will attend the conference at AAI at 1100 hrs 24 Aug 44.

2. In order that the views of interested sub-commissions can be obtained, a discussion will take place in the office of the Executive Director at 1700 hrs, today, 23 Aug 44. Addressees will attend.

3. It will be noted that the ACC representative is requested to talk on the following points:

a. Facilities for handling coal from ships.

b. Repair work to port and equipment required.

c. Ability to handle volume of supplies.

d. Availability of supervision of labour.

6648

DN 2/8

J. Bruce Thompson Major RA

J. BRUCE THOMPSON, Major, RA,
S.O.2 (CA), Economic Section.

1 Incl a/m - dtd 18 Aug 44,
AAI/550.2/DCAO

HEADQUARTERS
ALLIED ARMIES IN ITALY
Administrative Echelon
APO 400

ALH/rjs

18 August 44

AAI/550.2/DCAO

SUBJECT: Use of Port of Fiumicino.

TO : All Addressees.

1. Requests have been received from DGMRS and ACC for the acceptance of commodities thru the port of Fiumicino, which makes it desireable that all interested parties should be heard in conference. Therefore, a meeting will be held at 1100 hrs in the Administrative War room, Headquarters Allied Armies in Italy, on Thursday, 24 August 1944.

2. The request of the DGMRS states that his monthly requirements are 3,500,000 gallons of fuel oil for locomotives; that storage is available for 5,660,000 gallons; that oil is received from ships docked 3/4 mile off shore thru a 10" pipe line which is in good condition. He further undertakes to repair oil facilities and the rail line to Rome.

3. The request from ACC is indirect thru DGMRS and bids for approximately 400 tons of coal per day from Sardinia. No information is available from ACC as to the state of the facilities for handling coal from ships, as to the repair work and equipment required, or their ability to handle the requested volume.

4. Approximately 400 tons of Sardinian coal are required per day to supply the Rome electrical plants. Approximately the same amount or a little less gas coal, which must be imported, is required for Rome gas works. The ability of Fiumicino to accept deep draft ships is doubted. Word has been received that Civitavecchia will be in operation for coal discharge on 15 September for Rome coal. What the ultimate capacity will be is not yet firm, but initially it is reported that one berth only will be available. It is presumed that ACC will handle this coal. Huge quantities of lignite are available north of Rome. ACC is preparing to move sufficient tonnage to meet the Rome power needs. Thus it appears that lignite from north of Rome and imported gas coal from Civitavecchia will meet Rome coal demands without use of Fiumicino. It is for consideration whether Sardinian coal or Italian lignite shall be used for Rome power needs.

5. Some of the matters for consideration are:

a. DGMR's firm requirements of fuel oil at Fiumicino;
b. Whether other more economical methods to furnish oil at Civitavecchia or other norther ports cannot be found.
c. What other demands for fuel oil at Fiumicino;
d. Who will put installations in repair. It is reported that the Fiumicino tanks are very dirty and no facilities for discharge from storage to rail cistern wagons are available.
e. Who will operate the installations if put in good order.
f. Whether black oil tankers of suitable draft are available.
g. Eventually, but not until firm opinions are reached, to inquire if RN is willing to sail and discharge ships under existing conditions.
h. Whether dock facilities and quays are available for unloading coal and transferring into railway wagons.
i. Who will make any necessary repairs and operate the transfer of

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

Armies in Italy, on Thursday, 24 August 1944.

2. The request of the DGMRS states that his monthly requirements are 3,500,000 gallons of fuel oil for locomotives; that storage is available for 5,660,000 gallons; that oil is received from ships docked 3/4 mile off shore thru a 10" pipe line which is in good condition. He further undertakes to repair oil facilities and the rail line to Rome.

3. The request from ACC is indirect thru DGMRS and bids for approximately 400 tons of coal per day from Sardinia. No information is available from ACC as to the state of the facilities for handling coal from ships, as to the repair work and equipment required, or their ability to handle the requested volume.

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e. Who will operate the installations if put in good order.

f. Whether black oil tankers of suitable draft are available.

g. Eventually, but not until firm opinions are reached, to inquire if RN is willing to sail and discharge ships under existing conditions.

h. Whether dock facilities and quays are available for unloading coal and transferring into railway wagons.

i. Who will make any necessary repairs and operate the transfer of coal from ship to wagon.

j. Whether any materials, transport or supervision is required from military sources for transfer of coal and any repairs or maintenance required

k. Whether it is necessary, advisable and economical to operate Fiumicino and Civitavecchia simultaneously for coal, and if equipment, labour and supervision are available for both;

l. Whether lignite is still required if coal is brought in from Sardinia.

6. Will all representatives assure that the views they present have been carefully considered and adjusted within their staffs, sections and commissions so that contrary views may not be expected from those whom they represent at a later date.

(Sgd) A.L.HAMBLEN,
Brigadier General, USA
D C A O

C-O-P-Y

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

.0246

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

DGA/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference: ACC/Tn/65/5
Date : 31 Aug. '44.

Tel.220

12/40

TO : Mediterranean Shipping Board

SUBJECT: Grain discharging facilities Castellamare.

At the meeting of the Board of the 29 August you requested information as to the responsibility of the maintenance of the facilities at Castellamare for the discharge of bulk grain.

This will advise you that these facilities are the responsibility of the British District Organisation in charge of the Port clearance and therefore the matter of maintenance and more continuous service should be taken up with them.

ACC responsibility is for the grain after it is placed in the grain elevators.

D.S.ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Copy to Capt Blumenfeld

6446

0247

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

DSA/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC.Tn/GC/1
Date :1 Sept. '44.

Tele.220

12/39

TO : Mediterranean Shipping Board

SUBJECT: Discharge of Coal, Civitavecchia

This will advise you that by recent decision of General Larkin, P.B.S. has been made responsible for the construction necessary for the provision of coal discharge facilities at Civitavecchia.

On completion these facilities will be turned over to the Italian Government for operation under the supervision of ACC.

D.S.ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Copy to:
Coal Division, ACC
Rail Division, ACC
Schooner Division, ACC ✓

6445

0248

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

Econ Sect, Dept'

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

NSC/514

3 July 1944.

SUBJECT : Water Communication on the Tiber, Resuming of.

TO : Area Commander, Rome.

12/38

Understand Community of Rome are desirous of resuming water communication on the Tiber from San Paolo to sea. Italian Captain of Port is available. FOWIT is not concerned.

Request that I may be informed which Administration will assume responsibility.

C O M M O D O R E

DISTRIBUTION:
1-Exec Comm, Adv Hq, ACC.
1-Civil Governor, Rome.
1-PBS
1-Transportation Subcom, Adv Hq ACC
1-File

6446

In
This has already been made. You are aware that this matter has been referred for some months reason.
There is a Transportation Subcom.

A copy of this has been sent to T N S/C Rome.
Sgt AR.

In Econ Section

0249

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

COPY

754

CONFIDENTIAL

BR CIPHER MESSAGE

FOLIO NO: 84220
NIL
TOO NIL
TOR 1825B.11

FROM : FOWIT
TO : FILPOT
ORIG NO :

FUIMICINO.
I AGREE TO ARMY DELOUSING RIVER AND CANALS BUT I AM VERY DOUBTFUL IF ANYTHING WILL BE ABLE TO PASS THE BAR ON TIME WITHOUT EXTENSIVE DREDGING. PROVISION OF TUGS TO TOW BARGES WILL BE AN ADDED COMMITMENT BUT AGREE THAT WORK SHOULD GO ON AS A LONG TERM POLICY. HAVE YOU CONSIDERED SHIPPING SARDINIAN COAL TO CIVITAVECCHIA THENCE BY RAIL TO ROME? SWEEPING MUST TAKE A LOW PRIORITY BUT CAN PROBABLY BE DEALT WITH BY THE TIME DELOUSING IS DONE. THERE ARE SOME SEVENTY WRECKS AT THE MOUTH OF FIUMICINO CANAL. WOULD LIKE TO DISCUSS WITH DCOT WHEN HE NEXT VISITS NAPLES. YOUR 071700 REFERS.

MOV	6 ACTION
DSTO	2
TN(A)	2
Q	3

SMC 2210B.11
T.T. 2230B.11 JT

TO
ACC Rome area

DIST

(INF) TN SC	1
NAVYSC	1
Rome Reg	1
Econsect	3
DCC	1
FILE	1
FLOAT	2

6443

0250

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

COPY

SECRET

Good
Tm

4 JUL 1944

SUBJECT: Maintenance - Ports North of NAPLES

HQ AAI
LMF
1038/Q1
3 JUL 44

ACC
PBS
AAFSC/MTO
MOV
TN(A)
PET SEC
COAL SEC

This HQ memorandum 1038/Q1 of 1 Jul is cancelled.

The AA defences of the port of ANZIO are being withdrawn after 3 Jul 44. Thereafter, large ocean-going vessels will NOT be accepted. With consent of FOWIT, schooners and landing craft may continue to be accepted until a date to be notified when military operation of the port will cease. Thereafter the port will be handed over to the civilian authorities for operation and traffic will be accepted as agreed by FOWIT from time to time.

??????????????

Major General
Chief Administrative Officer.

6142

0251

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

COPY

Good Tr

SUBJECT: Maintenance - Ports North of NAPLES

HEADQUARTERS
ALLIED ARMIES IN ITALY

1038/Q1

1 Jul 44

ACC
PBS
AAFSC
MOV
TN (A)
PET SEC
COAL SEC

1. The CAO has ruled that the port of ANZIO will be closed to the receipt of all traffic, including civilian supplies, in the near future.

2. Addressees are therefore requested when submitting bids for the maintenance period 23 Jul to 1 Aug 44, due at this HQ at 1400 hrs on 8 Jul 44, to take this into account, and to do the same for all maintenance periods thereafter.

????????????????

Major General,
Chief Administrative Officer.

6441

dpy/20

0252

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

PW + U (7)
(1)

FORWIT INFO PUB WORKS & UTIL SUBCOMM ACC

N8/29

ADV HQ ACC FOR COMMODORE PALMER

ADV 122

JUN281430B

NONE

PRIORITY

CITL/NONE

ROME REGION ANXIOUS TO CLEAR FIUMICINO PORT OF OBSTRUCTIONS FOR UNLOADING COAL AND OTHER URGENT SUPPLIES. IS THIS PORT REQUIRED FOR NAVAL USE. IF SO CAN YOU ASSIST CLEARANCE OR ALTERNATIVELY GIVE AUTHORITY FOR WORK TO BE ARRANGED JOINTLY BY CE ROME AREA CRE 59TH SUB AREA DN ENGINEER ROME REGION ACC. CIVILIAN FACILITIES AVAILABLE

12/35

ACC DIST

INFO- ECON SEC 3
DEP CC
FILE
FLOAT

HEADQUARTERS
29 JUN 1944
A. C. C.

JUN280208B

GWB/gfh

SECRET

SHIPPING SUB-COMMISSION
NAPLES - ITALY

27 June '44

12/34

SUBJECT : Report on Survey - Anzio and Rome.

TO : Commanding Officer,
Transportation Sub-Commission, ACC.

1. In a survey of rail repair, labour and unloading facilities at Anzio the following facts were learned :-

(a) Rail:

Approximately twenty five operating crews are now engaged on repair and clearance of tracks between Anzio and Rome. Work is progressing rapidly and smoothly despite the fact the German rear guard blew up track and roadbed at approximately every 75 feet on their retreat.

Track repair and clearance has not yet reached Anzio harbour. Harbour is still being used as embarkation point fro troops. Also for loading of ammo on Liberties offshore via lighter. This ammo left behind by beachhead forces.

Schooners:

I. It was reported to the undersigned by Harbour Commander that three 100 ton schooners can be handled at a time at Anzio. Cranes will unload cargo and coloured port battalions will serve as labour. Port facilities are crowded at the moment. However, was assured that the daily unloading of 500 tons would be a small matter.

II. Port battalion maintains a 14 hour shift from 6 to 8 p.m.

III. Final clearance and arrangements of ACC unloading priority must come through Colonel LASTAYO of PBS.

6/39

SUGGESTIONS:

It is suggested that due to the four separate loading and unloadings to be involved in the transportation of foodstuffs between Naples, Anzio and Rome that :-

I. A request be made of the Navy to clear the harbour of Fiumicino and the Tiber River to Rome ports.

II. That inasmuch as the masts of schooners will not clear the Tiber bridges, and that as in the past, barges and tugs were used to transfer goods up the Tiber to Rome, that a survey be instituted of such available tugs and barges in Rome be made to provide for one direct haul from Naples to Rome via barge and tug. This would expedite the transportation of supplies and do away with trans-shipment of goods as planned by schooner, rail and truck from Naples to Anzio and Anzio to Rome.

Lt Col Glanville.
We might ask DSTO what the position is as regards this.
JLV 28/6

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

0253

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Messina, Sicily has one 300 ton barge and two tugs now in use. A schooner swap might be arranged.

Geo. N. Hart
GEO. N. HART,
1st Lieut. QMC.

Lt Col Glanville.
We might ask DSTO what the position is as regards this.
DLV 28/6

0254
Declassified E.O. 12356 Section 3.3/NND No. 785021

0255

ONE/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

19 June 1944.

TO : Lt. Col. L.E. Vining,
Director, Transportation Sub-Commission, ACC.

Lt. Col. F.R.A. Glanville,

Rail Section.

12/38

---

1. REPORT ON BARI.

Commander Guiness, NOIC, Bari reports all ports between Bari and Ortona mine free. Ports of Ortona and Termini have British NOIC. Ports of Verono, Trani, Bisceglie, Molfetta has Capitano Di Porto in charge. Verano being used by 8th Army for tug and barge harbour.

Commander Guiness not interested in any of these ports. There is a schooner fleet at Manfredonia consisting of 4 schooners under Region III. Capacity of all schooners totals 240 tons. Draft should not exceed 6 feet for Manfredonia. AMG 5th Corps now at Manfredonia.

At Bari in Capt. Lakxor's office called in CO-GE-NA representative of Adriatic and found that they were all set up waiting for orders from CO-GE-NA Hq, Naples. They had received some information on 12th June but nothing more. They reported no schooners under 50 tons or over in Bari.

Advised CO-GE-NA and Capt. Lakxor on working closely together and get thing organised and for mutual solving of problems. Had translations of ACC Instructions given to CO-GE-NA.

2. REPORT ON BRINDISI.

6438

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Suggested that he immediately make a survey, pending further instructions, of all schooners at Brindisi. It was reported to me that mail from Bari to Brindisi (Civil) takes from one to two weeks in transit.

Had copy of ACC Instructions translated and given to CO-GE-NA representative. Cautioned both he and Capt. Kennedy on their working closely together in the solving of mutual problems.

3. REPORT ON TARANTO.

In Capt. Kennedy's office had conference with CO-GE-NA representative and [illegible]

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

Mail Section.

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1. REPORT ON BARI.

Commander Guiness, NOIC, Bari reports all ports between Bari and Ortona mine free. Ports of Ortona and Termini have British NOIC. Ports of Vareno, Trani, Bisceglie, Molfetta has Capitano Di Porto in charge. Vareno being used by 5th Army for tug and barge harbour.

Commander Guiness not interested in any of these ports. There is a schooner fleet at Manfredonia consisting of 4 schooners under Region IIX. Capacity of all schooners totals 240 tons. Draft should not exceed 6 feet for Manfredonia, AMG 5th Corps now at Manfredonia.

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----------oOo----------

Supply Officers of BARI report - 50,000 tons Wine on hand.
" " " Brindisi report - 27,000 tons Wine on hand.
" " " Taranto report 100,00 tons Wine on hand.
" " " Lecce report 150,000 tons Wine on hand.

C.O. Treanto wants to know how about requisitioning privately owned tank cars to move Wine in?

G.N. HART.
Lieut. G.M.C.

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

0257

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

AEM/jam

T.C.U. DIVISION
Allied Military Government
5th Army

REF: 5A/TCU/370

25 May 1944

1732

SUBJECT: Clearing Ports of Formia and Gaeta.

TO : Lt. Col. Birchett, Dir. TCU, AMG 5th Army.

1. In compliance with your request I have contacted a unit of the Navy relative to their clearing the Ports of Formia and Gaeta for possible use of schooners for movement of our supplies.

After inquiry thru several channels I was referred to S.N.O.A.L., Commander Gray's office.

2. The Commander's aide advised that these Ports would be cleared and had just received a report that the facilities at Gaeta would already accommodate 4 L.C.I. or 4 light schooner type of vessel.

A.E. Michel

A.E. MICHEL
Major, AUS.

Ref. 5A/TCU/370 1st Ind AEM/jam

T.C.U. DIVISION AMG 5TH ARMY, 25 May, 1944

TO: Transportation Sub-Commission, ACC, (Att: Col. Vinning).

Forwarded for your information and file.

6 37

for C.R. Robb Jr Capt
C.R. BIRCHETT,
Lt. Col. C.E.,
Director, TCU.

Distribution:

SCAO AMG 5th Army CAS
" " " " Field
G-4, CAS

0258

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

Telephone : 476/702

ACI/gfh

File 12/31

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC TR/A/55

Date : 31 July '44

TO : Director,
Food Sub-Commission.
H.Q., ACC.

SUBJECT : Duties at Ports.

1. Developments in the railway position have made it necessary for me to recall Capt. W. . Smith, who was assisting Major Forrimer at Naples.

2. In order that no difficulty shall arise, I am arranging for Lt. Hart, who has considerable port experience, to be transferred to Food Sub-Commission and trust this will meet your requirements.

.S. ADAMS.
Colonel, G.S.,
Transportation Sub-Commission.

Copy to :- Lt. G.H. Hart.
Lt. H.E. Barnes.

0259

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

12/30

Note

At the Monthly Meeting of the Transportation Sub-Committee held on 26 June 44. Brig. Fellowes who presided stated that the Railway Line from Anzio to Rome would be used to full capacity for Military requirements in moving stocks of ammunition supplies etc., for a period of about 6 weeks and the Port of Anzio would not be available for A.C.C. Traffic.

Brig. Fellowes also stated that the Port of Civitavecchia would be required by the Military for another 3 weeks after which time it would be available for ACC Traffic.

Arrangements ~~would~~ will have to be made to provide schooners to lift 830 tons food stuff per day from Naples to Civitavecchia i.e. 650 tons for Rome and 180 tons for distribution to other areas. The 650 tons for Rome will be conveyed by Rail and the 180 tons for distribution by Road haulage.

Movements cannot give any assurance that any ACC Tonnage can be moved between Naples and Rome by Rail, but if they can move any of this tonnage they will do so. Transportation Sub-Commission will put in weekly bids for movement of this food stuff from Naples to Rome with the hope that some tonnage will be accepted.

27/6/44

27 June 1944.

Noted

0260

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

General Robertson says bunkerage will be required to full capacity for military purposes. Clear agreement to allow sailings on these is required

If consideration could be given to clearing Finnmarkers, these are understood to be good sailing ships. Their haul to Rome would be by road unless the short haul steamers are likely to be available.

Presumably the pre-war system of large and long going ships is out of the question ~~[illegible]~~

830 tons delivered to Rome daily will require not less than 6000 DW tons of sailings.

Mrs

28 June

To the Director
A.C.C.Transportation Subcommission
A.P.O.394

R./TN/2/1
July 7th 1944

Subject: Civilian Supplies ex Civitavecchia

1. The civilian supplies ex Civitavecchia are divided between A.C.C.Headquarters and Rome Commands.

2. The traffic consigned to A.C.C.Headquarters is being handled at the Mercato Centrale at Ostiense goods yard.

3. The traffic for Rome command up to date consigned to Rome Terminus,has been handled on a short spur near the via Marsala.

4. The site mentioned in 3 was inadequate for the proper handling of the traffic;a meeting was held between Lt.Col.Chie commanding 727 Railway Operating Battalion,Lt.Col.Foulks commanding 713 Railway Operating Battalion,Major Cate Rome Area Economics & Supplies and the writer.

5. It was decided that the site at Rome Terminal should be given up and that as from Sunday 9th July traffic for A.C.C.Rome area Economic & Supply Section should be handled at Tuscolana yard and sidings were agreed upon for this traffic.

6. It is doubtful if the traffic from Civitavecchia will exceed 350 tons per day as the ship is lying out in the bay and all discharge is by means of lighters.

7. So far the following cargoes have arrived at Rome:
July 5th 6 Cars A.C.C.
6th 7 Cars Rome area
7th 8 Cars Rome area

6433

means 800 tons per day

157

A.H.STREET,Major
A.C.C.Transportation Subcommission
Liaison Officer

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

0262

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

2669

J. C (2)
TN (1)

ACC MAIN FOR EVANS

N 47/02

ACC PRIORITO

NONE

NONE

NONE

JUNE 30/1100

REQUEST RELEASE 5 TONS CEMENT MESSINA TO REPAIR PORT AS REQUEST BY MOV AND TN MAT TEN ALREADY IN THE MAIL.

ACC MAIN DIST

ACTION ECON SEC (3)
INFO DEP CC
FILE
FLOAT (2)

HEADQUARTERS
2 JUL 1944
A. C. C.

6432

2 July 59

JULY 2/

0263

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

FHAG/rg

Our reference : ACC Tn/12/ 27.
Date : 2 July 44.

TO : Mov. 5 (Shipping),
HQ. AAI, CMF.

SUBJECT : Civilian Contractors.

1. The attached copy of letter from ACC Region IV is passed to you, as it is understood that at present the main use of barges is in ports.

J Robertson

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

0264

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

EJE/la

HEADQUARTERS REGION IV
Allied Control Commission
APO 394

26 June 1944

TO : Internal Transportation Sub-Commission, ACC
(For attention Major Stanville)

SUBJECT: Civilian Contractors

FILE No: R4/ENG/21.1

1. Ditta Ettore Galassi, Corso Umberto I 300 - Roma according to photographs shown here appear to make very good looking concrete barges, anchors, buoys etc. in a yard at Pesaro north of Ancona.

They are interested in starting a yard at Fiumicino.

2. Although the East coast project seems a little premature it is thought to be of such interest to ACC and the services as to warrant further enquiry.

Colonel,
Regional Engineer

Copy to:-
Industries Sub-Commission, ACC.

GNH/gfh

12/25.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

19 June 1944.

TO : Lt. Col. L.E. Vining,
Director, Transportation Sub-Commission, ACC.

Lt. Col. F.R.A. Glanville,

Rail Section.

---

1. REPORT ON BARI.

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Nil - now. I presume Co-gen has taken them over - check up please JPA

Commander Guiness not interested in any of these ports. There is a schooner fleet at Manfredonia consisting of 4 schooners under Region VI. Capacity of all schooners totals 240 tons. Draft should not exceed 6 feet for Manfredonia. AMG 5th Corps now at Manfredonia.

At Bari in Capt. Lakxor's office called in CO-GE-NA representative of Adriatic and found that they were all set up waiting for orders from CO-GE-NA Hq, Naples. They had received some information on 12th June but nothing more. They reported no schooners under 50 tons or over in Bari.

Advised CO-GE-NA and Capt. Lakxor on working closely together and get thing organised and for mutual solving of problems. Had translations of ACC Instructions given to CO-GE-NA.

2. REPORT ON BRINDISI.

In Capt. Kennedy's office had meeting with CO-GE-NA representative who reported that since his appointment he had received no instructions or information.

Good Reason why?

Suggested that he immediately make a survey, pending further instructions, of all schooners at Brindisi. It was reported to me that mail from Bari to Brindisi (Civil) takes from one to two weeks in transit.

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6429

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

Rail Section.

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" " " Brindisi report - 27,000 tons Wine on hand.
" " " Taranto report 100,00 tons Wine on hand.
" " " Lecce report 150,000 tons Wine on hand.

Noted LWD

C.C. Traento wants to know how about requisitioning privately owned tank cars to move Wine in?

The Brindisi Co-gen stated that instructions had since been given JDR 23/6

G.N. HART.
Lieut. Q.M.C.

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

0266

0267

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

ACP/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/12/23.

Date : 27 May 44.

TO : Regional Commissioner, Region IV.
S.C.A.O. AMG 5th Army.
S.C.A.O. AMG 8th Army.

1. In order to assist this Sub-Commission in offering the best possible facilities for transport into liberated territory, will you please arrange for copies of any inspection reports made of ports and railway installations to be sent to me as soon as possible after the inspections.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to:- Capt. W.S. Smith, Transportation S.C., ACC Representative, Region IV.

0268

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

ACP/TE

RESTRICTED

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/12/22.

Date : 27 May 44.

TO : SCAO A.M.G. 5th Army.
Regional Commissioner, Region IV.
Regional Commissioner, Region VIII.

SUBJECT : CIVITAVECCHIA.

1. The attached information was extracted from reports sent to the Information Division, A.C.C., by G-2 (Advanced Intelligence) AFHQ:

"It is reported that the port of Civitavecchia is completely destroyed".

L.E. VINING,
Lieut-Colonel.
Director, Transportation Sub-Commission, ACC.

Copy to:- Capt. W.D. Smith, Transportation ACC Representative, Region IV.

6427

0269

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

12/21

HEADQUARTERS
ALLIED CONTROL COMMISSION
INFORMATION DIVISION

2037/INFO
20 May 1944

SUBJECT: Civitavecchia

TO : Transportation Sub-Commission
Public Works Sub-Commission
Shipping Sub-Commission

1. The attached information was extracted from reports sent to the Information Division, A.C.C., by G-2 (Advanced Intelligence) AFHQ:

"It is reported that the port of Civitavecchia is completely destroyed".

John V. Hinkel
JOHN V. HINKEL
Major, M.I.
Director,
Information Division

0270

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

GdeCEF/et

HEADQUARTERS REGION 4
Allied Military Government
APO 394

TO : Dir. Transportation - Sub-Commission ACC.

FROM : Engineering Division, Region 4 AMG.

SUBJECT : A.A.I. (Adm.Ech.) Movements Working Inst. No.39.

REF : R4/ENG/20I.

DATE : 9 May I944.

Ref your ACC Tn/I2/I6 dated 24 Apr 44, inclosing Movements Working Inst. No. 39 dated I4 April 44, and Amendment No. I.

I. The principal of checking carefully is clear.

2. The following details are not clear and unless amended will lead to confussion:

Para a(ii) There is no record in office - It is essential to have office copy.

Para a(iii)-(iv)-(v) Copy No. 2 is in transit - How can it be checked against 3rd copy also in transit ?
The 3rd copy (in transit) has to be checked against original copy which is with driver.

6425

Lt. Col. R.E.
Deputy Regional Engineer,
Region 4 A.M.G.

0271

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

FHS/rg

Our reference : ACC Tn/12/19.

Date : 23 May 44.

TO : HQ. AAI, CMF. (for attention Major Askew).

SUBJECT : Movement's Working Instruction No. 43.

I. Owing to the number of copies of the above mentioned instruction required for distribution, it would greatly facilitate matters if you would please let me have a further 12 copies.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

6'24

0272

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/12/18.

Date : 2 May '44.

TO : Regional Commissioner,
HQ. ACC. Region III.

SUBJECT : Systems of Documentation.

1. Reference your letter to this Sub-Commission dated 30 April 44.

2. Attached herewith please find 3 copies of our ACC Tn/12/16 dated 24 April 1944 as requested.

L.E. VINING,
Lieut-Colonel.
Director, Transportation Sub-Commission, ACC.

6 23

0273

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

Tn. S.C
U-5429
12/17

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

30 April 1944.

SUBJECT: Systems of documentation.

TO : Transportation Sub-Commission
(Thru RC and MG Sec., Hq ACC).

1. This Hq has received a letter from the Food Sub-Commission for transmittal to our Regional Supply Officer. (copy attached)

2. Paragraph 1 of above mentioned letter refers to ACC Tn/12/16 dated 24 April 1944 which was distributed to all Regional Transportation Sections.

3. The Transportation Section this headquarters has not received a copy of ACC Tn/12/16.

4. Request is made for three copies of ACC Tn/12/16.

For the Regional Commissioner:

HEADQUARTERS
30 APR 1944
A. C. C.

Neil C. Baker
NEIL C. BAKER,
1st Lt., QMC,
Adjutant.

0274

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

COPY

JI/am

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

28 April 1944

ACC/60-3/Food

SUBJECT: Systems of documentation

TO : R.S.O.'s Region I, II, III, IV, V, VI, VII.

1. Attention is drawn to ACC Tn/12/16 dated 24 Apr circulated by Transportation Sub-Commission ACC to all Regional Tn Sections.

2. Your co-operation is necessary in helping to make this system of checking of traffic from port to depot work. Particular attention is drawn to Paras 1 (a) (iii) (iv) and (v) and Para 2.

/s/ E.G. Lust Capt.
f. /t/ W. J. LEGG
Colonel
Chief, Food Sub-Commission

6 '24

0275

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

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI (Peur Admech),
C.M.F.

Our reference: ACC Tn/12/16.

Date : 24 April 44.

TO : Economic Section, HQ. ACC.
Food Sub-Commission, HQ. ACC.
Industry & Commerce Sub-Commission, HQ. ACC.
Agriculture Sub-Commission, HQ. ACC.
Public Works Sub-Commission, HQ. ACC.
HQ. Region I, Palermo, Sicily. (for Tn Sect.)
HQ. Region II, Bari. (for Tn Sect).
HQ. Region III, Naples. (for Tn Sect).
HQ. Region IV, Naples. (for Tn Sect).
HQ. Region V, Campobasso. (for Tn Sect).
HQ. Region VI, Sardinia. (for Tn Sect).
HQ. Region VII, C.M.F. (for Tn Sect)
AMG 5 Army - C.M.F. (for Tn Sect)
AMG 8 Army - C.M.F. (for Tn Sect)

SUBJECT : Documentation of Traffic from Ports.

1. Attached herewith copy of A.A.I. (Adm.Mch.) Movements Working Instruction No. 39, dated 14 April 44, together with copy of Amendment No. 1 thereto, dated 20 April 44, for information and action where necessary.

Mollonville Major
for

S.A. FITCH,
Colonel.
Director, Transportation Sub-Commission, ACC.

6120

A.A.L. (ADM. ECHELON)

MOVEMENTS WORKING INSTRUCTION NO.39.

Mov. 3/64.

AMENDMENT NO.1.

20 Apr. 44

Documentation of traffic from Ports.

1. Cancel specimen attached to the above-mentioned Instruction and substitute Convoy Note (A.D.158) attached hereto.

J. Pitman Major

for Brig.
D.Q.M.G. (M)

TS.

DISTRIBUTION:

8 Army
5 Corps
H.Q. No.1 District (10)
H.Q. No.2. District (15)
H.Q. No.3. District (for information)
Mov 8 Army
Mov 5 Corps
Mov East Italy (3)
Mov Bari (4)
Mov Brindisi (2)
Mov Taranto (2)
Mov Foggia
Mov Reggio
Mov No.1 District (4)
Mov No.3. District, for information
Mov West Italy " "
Mov Naples " "
Mov R.A.F. (10) for distribution to R.A.F. Depots.

A
Q
Q (AE)
SVI
Tn.Br (50) for distribution to Docks Operating Units.
Works (8) for distribution to Depots etc.
ST (15) " " "
Med (3) " " "
Ord (10) " " "
E.F.I. (6) " " "
Salvage (3) " " "
Prints (3) " " "
Welfare (6) " " "
Canadian Section (3)" "
Adriatic Base Section (10) "
15 A.A.F.S.C. (10) " "
[illegible] Commission (12)
A.A.F.S.C. M.T.C. (for information)
Q Coal Section

6/19

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

1 Dispatch Rider

for Brig.
D.Q.M.G. (M)

TS.

DISTRIBUTION:

8 Army
5 Corps
H.Q. No.1 District (10)
H.Q. No.2. District (15)
H.Q. No.3. District (for information)
Mov 8 Army
Mov 5 Corps
Mov East Italy (3)
Mov Bari (4)
Mov Brindisi (2)
Mov Taranto (2)
Mov Foggia
Mov Reggio
Mov No.1 District (4)
Mov No.3. District, for information
Mov West Italy " "
Mov Naples " "
Mov R.A.F. (10) for distribution to R.A.F. Depots.

A
Q
Q (AE)
SVY
Tn.Br (50) for distribution to Docks Operating Units.
Works (8) for distribution to Depots etc.
ST (15) " " "
Med (3) " " "
Ord (10) " " "
E.F.I. (6) " " "
Salvage (3) " " "
Prints (3) " " "
Welfare (6) " " "
Canadian Section (3) " "
Adriatic Base Section (10) "
15 A.A.F.S.C. (10) " "
A.G. [illegible] Commission (12)
A.A.F.S.C. M.T.C. (for information)
Q Coal Section
R.E.M.E.
Finance.

6/19

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

0278

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

S.S. "A" 462 30,000 Pads 9/44

Army Book 158 (Small).
(Pads of 150).

CONVOY NOTE.

No.

CONSIGNOR	CONSIGNEE	DESPATCHED
		Vehicle No :—
		Date:— Time:—

Voucher Nos.	Package No.	Package Description	Package Marks	Description of Contents	Weight Tons	Weight cwt.	Weight qrs.	Weight lb.

RECEIVED THE ABOVE PACKAGES IN GOOD CONDITION EXCEPT AS NOTED ON REVERSE.

ESCORT	FOR ONWARD CONVEYANCE TO CONSIGNEE	CONSIGNEE
Signature	Signature	Signature
Rank	Rank	Rank
Unit	Unit	Unit
	Date Time	Date Time

6'18

A.A.I. (ADM ECH)
MOVEMENTS WORKING INSTRUCTION NO. 39 MOV 3/364

Documentation of traffic from ports. 14 April 44.

1. The following system will be brought into force at all British controlled ports in Italy and Sicily w.e.f. 1 May 1944.

(a) Clearance by road.

(i) A Convoy note (A.D.158) will be prepared in quadruplicate for each vehicle loaded. It had been the intention to print a special convoy note, each copy being on different colour paper, but the stationery authorities, having regard to the shortage of paper plus the fact that there exists a large supply of Forms 158, have urged that no new printing should be undertaken.

Particulars shown on Form 158 are as per specimen attached. For the heading 'Consignor' substitute 'Ship'. The columns headed 'Escort' and 'For onward conveyance to consignee' will seldom, if ever, require completion.

(ii) All 4 copies will be handed to the driver who will present them to the Control Checker, provided by Dock Superintendent, at the Dock Gates or at the Checking Post. The Control Checker will give the original and second copy to the driver who will then proceed to his destination. The Control Checker will retain the 3rd and 4th copies.

(iii) On arrival at the Depot the stores will be checked off lorry, and in the event of there being any discrepancies the shortage will be endorsed on the back of both the copies which have been handed over by the driver. The driver will sign the endorsement. The second copy, duly receipted, will be collected and returned by the Consignee to the Dock Supt. at the end of each day.

(iv) The third copy of the convoy note, which is retained by the Control Checker, will be sent at the end of each shift by the Dock Supt., by the quickest possible independent means, to the consignee.

(v) It will be the duty of the Depot to check the third copy against the original presented by the driver and in the event of the third copy being received for which no original can be traced, urgent measures will be taken by the consignee to institute enquiries as to what has happened to that lorry load.

(b) Clearance by Rail.

6417

A wagon waybill A.F....5174 will be made out in triplicate for each wagon loaded. The original copy will be placed inside the wagon. After checking at destination the receipt portion will be returned to the Dock Supt. The second copy will be retained by the Dock Supt. The third copy will be sent to consignee by post or D.R.

2. The initiative in the event of any discrepancies lies with the receiving Service. This system can be effective in checking pilferage, or finding out where it is taking place, only if CONSIGNEES co-operate by

(a) Checking loads against convoy notes and wagon waybills.

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

copy being on different colour paper, but the stationery authorities, having regard to the shortage of paper plus the fact that there exists a large supply of Forms 158, have urged that no new printing should be undertaken.

Particulars shown on Form 158 are as per specimen attached. For the heading 'Consignor' substitute 'Ship'. The columns headed 'Escort' and 'For onward conveyance to consignee' will seldom, if ever, require completion.

(ii) All 4 copies will be handed to the Driver who will present them to the Control Checker, provided by Dock Superintendent, at the Dock Gates or at the Checking Post. The Control Checker will give the original and second copy to the driver who will then proceed to his destination. The Control Checker will retain the 3rd and 4th copies.

(iii) On arrival at the Depot the stores will be checked off lorry, and in the event of there being any discrepancies the shortage will be endorsed on the back of both the copies which have been handed over by the driver. The driver will sign the endorsement. The second copy, duly receipted, will be collected and returned by the Consignee to the Dock Supt. at the end of each day.

(iv) The third copy of the convoy note, which is retained by the Control Checker, will be sent at the end of each shift by the Dock Supt., by the quickest possible independent means, to the consignee.

(v) It will be the duty of the Depot to check the third copy against the original presented by the driver and in the event of the third copy being received for which no original can be traced, urgent measures will be taken by the consignee to institute enquiries as to what has happened to that lorry load.

(b) Clearance by Rail.

6417

A wagon waybill A.F.M.5174 will be made out in triplicate for each wagon loaded. The original copy will be placed inside the wagon. After checking at destination the receipt portion will be returned to the Dock Supt. The second copy will be retained by the Dock Supt. The third copy will be sent to consignee by post or D.R.

2. The initiative in the event of any discrepancies lies with the receiving Service. This system can be effective in checking pilferage, or finding out where it is taking place, only if CONSIGNEES co-operate by

(a) Checking loads against convoy notes and wagon waybills.

(b) Returning ALL third copies of convoy notes and the receipt portion of original wagon waybills PROMPTLY to the Docks Suptd concerned.

R.S. Stethaneu

Brigadier
D.A.M.G. (Movements).

Distribution:-

See over

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

Distribution:-

8 Army
5 Corps
H.Q. No.1 District (10)
H.Q. No.2 District (15)
H.Q. No.3 District 1 (for information)
Mov 8 Army
Mov 5 Corps
Mov East Italy (3)
Mov Bari (4)
Mov. Brindisi (2)
Mov. Taranto (2)
Mov. Foggia
Mov. Reggio
Mov No.1 District (4)
Mov No.3 District, for information
Mov. West Italy " "
Mov. Naples " "
Mov. R.A.F. (10) for distribution to R.A.F. Depots

A.
Q.
Q.(AE)
SVY.
TN.BR. (50) for distribution to Docks operating units.
Works (8) for distribution to Depots etc.
ST (15) " " " "
Med (3) " " " "
Ord (10) " " " "
E.F.I. (6) " " " "
Salvage (3) " " " "
Prints (3) " " " "
Welfare (6) " " " "
Canadian Section (3) " "
Adriatic Base Section (10) " "
15 A.A.F.S.C. (10) " " "
A.C.C. TN. Sub commission (12)
A.A.F.S.C. M.T.O. (for information)
Q. Coal Section " "
R.E.M.E. " "
Finance " "

Mov 3/364
Master File.

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

0282

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

CONVOY NOTE NO		DATE
SHIP	CONSIGNEE	VEH.NO.
No.of Packages	DESCRIPTION	REMARKS
	Estimated Load _____	

Docks Checker _____	Consignee Checker _____
Unit _____	Unit _____

NOTE:- M.T.DRIVERS' ATTENTION MUST BE DRAWN BY CONSIGNEE TO ANY ALLEGED DISCREPANCIES AND A SIGNATURE OBTAINED TO THIS EFFECT

DETACH THIS PORTION AND RETURN IT BY POST OR D.R. TO THE DOCKS SUPT.
CONVOY NOTE NO _____

6/16

RECEIPT IS ACKNOWLEDGED OF THE ABOVE NUMBERED CONVOY NOTE.

CONSIGNEE'S SIGNATURE ..... DATE .....

A.A.1. (ADM. ECHELON)

MOVEMENTS WORKING INSTRUCTION NO.39. Mov. 3/64.

AMENDMENT NO.1. 20 Apr. 44

Documentation of traffic from Ports.

1. Cancel specimen attached to the above-mentioned Instruction and substitute Convoy Note (A.S.158) attached hereto.

for Brig.
D.Q.M.G. (M)

TS.

DISTRIBUTION:

8 Army
5 Corps
H.Q. No.1 District (10)
H.Q. No.2. District (15)
H.Q. No.3. District (for information)
Mov 8 Army
Mov 5 Corps
Mov East Italy (3)
Mov Bari (4)
Mov Brindisi (2)
Mov Taranto (2)
Mov Foggia
Mov Reggio
Mov No.1 District (4)
Mov No.3. District, for information
Mov West Italy " "
Mov Naples
Mov R.A.F. (10) for distribution to R.A.F. Depots.

A
Q
Q (AE)
SVY
Tn.Br (50) for distribution to Docks Operating Units.
Works (8) for distribution to Depots etc.
ST (15) " " "
Med (3) " " "
Ord (10) " " "
E.F.I. (6) " " "
Salvage (3) " " "
Prints (3) " " "
Welfare (6) " " "
Canadian Section (3) " "
Adriatic Base Section (10) "
15 A.A.F.S.C. (10) "
A.C.S. (G.A.) Rail Commission (12)
A.A.F.S.C. M.T.C. (for information)
Coal Section

6415

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

for Brig.
D. Q. M. G. (M)

TS.

DISTRIBUTION:

8 Army
5 Corps
H. Q. No. 1 District (10)
H. Q. No. 2. District (15)
H. Q. No. 3. District (for information)
Mov 8 Army
Mov 5 Corps
Mov East Italy (3)
Mov Bari (4)
Mov Brindisi (2)
Mov Taranto (2)
Mov Foggia
Mov Reggio
Mov No. 1 District (4)
Mov No. 3. District, for information
Mov West Italy " "
Mov Naples
Mov R.A.F. (10) for distribution to R.A.F. Depots.

A
Q
Q (AE)
SVY
Tn. Br (50) for distribution to Docks Operating Units.
Works (8) for distribution to Depots etc.
ST (15) " " "
Med (3) " " "
Ord (10) " " "
E.F.I. (6) " " "
Salvage (3) " " "
Prints (3) " " "
Welfare (6) " " "
Canadian Section (3)" "
Adriatic Base Section (10) "
15 A.A.F.S.C. (10) "
A.S.C. (Ital. Int) Commission (12)
A.A.F.S.C. M.T.C. (for information)
Q Coal Section
R.E.M.E.
Finance.

0415

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

0285

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

6305

12/15 Econ Sec (2)

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

MSG CENTER NO :	N25/31	DATE/TIME REC'D:	MAR 31/1155a
CLASSIFICATION:	NONE	DATE/TIME SENT :	MAR 31/1155A
PRECEDENCE :	ROUTINE	REFERENCE NR :	SD 459/26877
FROM :	FLAMBO	CITE :	NONE
TO :	FOTALI INFO MMIA, ACC, AD AAI		

Capt Hay

REF OUR SD 444 OF 11 MARCH ANSWERING YOUR UNNUMBERED MSG OF 24 MARCH. ACKNOWLEDGE ONE IWT PORT OF COY NOW READY AND REP DISCUSSING DETAILS. THE OTHER IWT PORT OF COY URGENTLY REQUIRED. REQUEST IT BE MADE AVAILABLE IMMEDIATELY. INFORM THIS HQ OF PRESENT POSITION. STATE POSSIBILITY OF FORMING REMAINING TWO COYS AT LATER DATE

HEADQUARTERS
31 MAR 1944
A. C. C.

ACC DIST

INFO ARMY LO
DEP CC
ECON SEC (2)
FILE
FLOAT

31 Mar
68

0286

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

Internal Transportation Sub-Commission, ACC.,
c/o Nav & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

12/14

Our reference : ACC Tn/11/12

Date : 1 Feb 44.

TO : Shipping Sub-Commission, ACC.
NAPLES.

SUBJECT : Functions of Internal Transportation Sub-Commission, ACC in regard to Ports.

1. I have been instructed by Capt. Stone to contact you to establish our relative functions on Ports with view to expediting the matter I enclose draft of the functions of this Sub-Commission as I see them.

2. Can you examine them and let me have your view on any points which you consider affect your Sub-Commission.

3. I should be glad to fix an appointment with you if you think it advisable.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

6112

0287

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

DRAFT.

Functions of Internal Transportation Sub-Commission, ACC in regard to Ports.

1. (a) To supervise the Italian Authorities in the internal working of Ports and make such recommendations as may be required in order to ensure that facilities suitable to the volume of traffic are available.

(b) To control movement of civil supplies in Port areas.

2. In Ports being operated by Military Movements to make preparations in co-operation with Military Movements to carry out duties laid down in (1) above at such time as Military Movements hand over operation to the Italian Authorities, and in the meantime to act as ACC Representative and exercise such control over movements of civil supplies as is delegated by Military Movements.

0288

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

COPY.

12/13

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

19 January 1944.

In reply
refer to : TN/23/1/1

SUBJECT : Functions of Internal Transportation and Shipping Sub-Commissions ACC.

TO : Chief Internal Transportation Sub-Commission
c/o Mov and Tn., AFHQ Adv Adm Ech CMF
APO 512 U S Army.

1. Reference is made to your ACC Tn/11/10 dated 15 Jan 44, relative to the above subject

2. For your information attached is copy of letter MGS-AFHQ dated 24 Dec 43 with respect to "Composition and Functions of (Merchant) Shipping Sub-Commission".

3. Mr. Ian D. Campbell, Chairman Mediterranean Shipping Board (Italy) is now head (acting for Mr. J.C. Graham) of ACC Shipping Sub-Commission. Mr. Campbell is located in Naples and at the moment is preparing detailed instructions for issuance by the Commission, implementing the basic directive.

4. It is suggested that you contact Mr. Campbell and work out with him the relative functions with respect to the responsibility for the internal working of Ports as between the two Sub-Commissions affected.

5. You will of course forward to this headquarters for approval such arrangements as are agreed upon by you and Mr. Campbell as well as the directive referred to in para 2 of your letter 15 Jan 44 (ACC Tn/11/10).

(Sgd) ELLERY STONE.
Captain, USNR
Vice-President
Communications Section.

6411

cc Hq AFG
Shipping Sub-Commission

1 Encl-
as per para 2 above.

SECRET.

COPY.

ALLIED FORCE HEADQUARTERS

Military Government Section.

24 December 1943.

SUBJECT : Composition and Functions of (Merchant) Shipping Sub-Commission.

TO : Major General Kenyon A. Joyce, Acting Deputy President, Allied Control Commission.

1. Copy of directive regarding the composition and functions of the Shipping Sub-Commission, as agreed at this Headquarters with C in C Mediterranean and MWT/WSA is enclosed herewith for your guidance and for necessary action.

2. It will be noted that the Sub-Commission is to consist of the senior representatives of War Shipping Administration and Ministry of War Transport, namely, Mr. C.W. Kellock Regional Director WSA, North Africa and Mr. J.G. Graham, and necessary staff. The following have been designated as the staff personnel:

Ian D. Campbell (Naples)
Robert Nicol (Naples) (WSA Representative, Italy)

It is anticipated that these designees will prepare appropriate detailed instructions for your issuance, implementing the basic directive.

3. The position of Major Hickingbotham (and any other officers now acting in the Shipping Sub-Commission) and the definition of their duties will be as directed by you, on the advice of the senior representatives MWT/WSA, and Flag Officer, Taranto, Adriatic, and Liaison, Italy.

Sgd. J.C. Holmes
Brigadier General, G.S.C.
Chief, Military Government Section

COPY TO.
HQ AMG
AFHQ Adv Adm Ech (Att. Major Todd)
C in C Med
MWT
WSA

Incl. as above.

6410

SECRET.

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

0290

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

COPY.

SHIPPING SUB-COMMISSION.

1. The Shipping Sub-Commission of Allied Control Commission is established as part of the Communications Section.

2. It will be composed of the Senior Representative of the War Shipping Administration and the Senior Representative of the Ministry of War Transport at AFHQ and necessary staff.

3. It will deal with matters affecting the use of Italian merchant ships, exercising its functions through appropriate representatives in Italy, subject to the limitations in para 4.

4. All matters relating to the movement and control of ships in port or at sea are subject to the orders of the C in C, Mediterranean.

5. During such time as matters affecting Italian Merchant Shipping are handled by the Italian Minister of Marine, all such matters will be dealt with through the Flag Officer, Taranto, Adriatic and Liaison, Italy direct, or via the Naval Sub-Commission.

0290

0291

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

Internal Transportation Sub-Commission, ACC.,
c/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/12/12

Date : 28 Jan 44.

TO : Capt. Street, Internal Transportation Sub-Commission Representative, H.Q., ACC., APO 394.

SUBJECT : Studies of Italian Ports and Waterways.

1. Receipt is acknowledged of 2 copies of R & A 1400-7 Orientation Study of Ports of north Italy and 2 copies of R & A 1400-10 Orientation Study of Waterways of north Italy, forwarded under cover of your letter TN/20/2 dated 23 January 44.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

0292

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

U. S. SECRET
Equals British MOST SECRET

23 JAN 1944 1865

HEADQUARTERS ALLIED CONTROL COMMISSION AHS/mer

APO 394

23 January 1944

12/11

In reply refer to:
Tn/20/2

Subject : Studies of Italian Ports and Waterways

To : Col. S. E. Fitch,
Internal Transportation Sub-Commission

1. I enclose 2 copies of R & A 1400-7 Orientation Study of Ports of north Italy and 2 copies of R & A 1400-10 Orientation Study of Waterways of north Italy.

2. May I please have a receipt for these?

A. H. STREET D.S.O.
Captain
Internal Transportation Sub-Commis.

2 Incl
2 as above

6465

U. S. SECRET
Equals British MOST SECRET

0295

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

Received 1500 hrs. 19/1

1219

HEADQUARTERS ALLIED CONTROL COMMISSION

APO 394

AHS/mip

SECRET

In reply refer to: TN/20/2

17 January 1944

TO: Colonel S. H. Fitch, Internal Transportation Sub-Commission.

I enclose copies of R and A No. 1400.7 ~~or~~ Orientation study on ports of north Italy. ~~and R and A No. 1400.12 or Orientation study on air facilities of north Italy.~~

May I please have a receipt for these.

A. H. STREET D.S.O.
Captain
Internal Transportation
Sub-Commission

6406

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

12/8

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
G.M.F.

Our reference : ACC Tn/11/10.

Date : 15 Jan 44.

TO : HQ., ACC.

SUBJECT: Functions of Internal Transportation Sub-Commission, ACC.

1. Reference this Sub-Commission's letter ACC Tn/11/3 dated 8 Dec 43. and conversation with Col. Spafford 26 Dec 43.

2. It is not possible to complete a directive in respect of the duties of Regional Internal Transportation personnel on changing over from AMG to ACC or to decide the number of officers required until the functions of this Sub-Commission have been decided.

3. The outstanding point appears to be whether the responsibility for the internal working of Ports is to remain with this Sub-Commission, or be transferred to the Shipping Sub-Commission. In this connection attention is drawn to para 11 (b) of this Sub-Commission's "Report of activities" dated 4 Jan 44, which reads as follows :

"11. Ports.

(b) It was always assumed by this Sub-Commission that Shipping would be controlled by MMMO and no difficulties were foreseen in connection with the responsibility for the internal workings of Ports which was included in the functions of this Sub-Commission. Since, however, the decision was made at HQ to set up a separate Shipping Sub-Commission the question has arisen as to which Sub-Commission under ACC conditions should be responsible for Ports. The functions of the ACC Shipping Sub-Commission had been understood to be the supervision of Italian ships and shipbuilding.
The draft of the functions of the Shipping Sub-Commission puts the control of "Harbours", which is understood to embrace Ports, in their functions.
It is understood the purpose of this was to prevent two Sub-Commissions dealing with the Italian Ministry of Mercantile Marine.
The Internal Transportation Sub-Commission considers that Ports ought to remain under their supervision. Ports are regarded as primarily an internal terminal facility, bound up with railways and road transport for the delivery to and clearance from them of all goods carried by ships. In the Operational Forces set up, Ports are operated and controlled by Tn. and Movements.
In order to have all possible information available, this Sub-Commission, by arrangement with the Shipping Sub-Commission has requested Gen. di Raimondo for details of the working of his functions at Ports and a similar enquiry was to be made from Admiral Barone by the Shipping Sub-Commission. Replies have not yet been received."

4. In connection with the last two sentences above, enclosed herewith are copies of correspondence with Gen. di Raimondo, and letter to Shipping

1. Reference this Sub-Commission's letter ACC Pa/11/3 dated 8 Dec 43. and conversation with Col. Spelford 26 Dec 43.

2. It is not possible to complete a directive in respect of the duties of Regional Internal Transportation personnel on changing over from AMG to ACC or to decide the number of officers required until the functions of this Sub-Commission have been decided.

3. The outstanding point appears to be whether the responsibility for the internal working of Ports is to remain with this Sub-Commission, or be transferred to the Shipping Sub-Commission. In this connection attention is drawn to para 11 (b) of this Sub-Commission's "Report of activities" dated 4 Jan 44, which reads as follows :

"11. Ports.

(b) It was always assumed by this Sub-Commission that Shipping would be controlled by MEDMO and no difficulties were foreseen in connection with the responsibility for the internal working of Ports which was included in the functions of this Sub-Commission. Since, however, the decision was made at Bari to set up a separate Shipping Sub-Commission the question has arisen as to which Sub-Commission under AMG conditions should be responsible for Ports. The functions of the ACC Shipping Sub-Commission had been understood to be the supervision of Italian ships and shipbuilding.
The draft of the functions of the Shipping Sub-Commission puts the control of "harbours", which is understood to embrace Ports, in their functions.
It is understood the purpose of this was to prevent two Sub-Commissions dealing with the Italian Ministry of Mercantile Marine.
The Internal Transportation Sub-Commission considers that Ports ought to remain under their supervision. Ports are engaged in the primarily an internal terminal facility, bound up with railways and road transport for the delivery to and clearance from them of all goods carried by ships. In the Operational Forces set up, Ports are operated and controlled by Tn. and Movements.
In order to have all possible information available, this Sub-Commission, by arrangement with the Shipping Sub-Commission has requested Gen. di Raimondo for details of the working of his functions at Ports and a similar enquiry was to be made from Admiral Barone by the Shipping Sub-Commission. Replies have not yet been received."

4. In connection with the last two sentences above, enclosed herewith are copies of correspondence with Gen. di Raimondo, and letter to Shipping Sub-Commission.

5. An early decision is ~~required.~~ requested please.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

Copy to:
HQ., AMG.

Encl 1/3

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

0296

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

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/17/5

Date : 8 Jan 44.

TO : Shipping Sub-Commission.

SUBJECT : Responsibility for internal working of Ports.

1. Reference this Sub-Commission letter to General di Raimondo, copy to you, dated 19 Dec 43 under reference ACC Tn/12/2.

2. The enclosed is copy of reply which has now been received from Gen. di Raimondo.

3. Please let us have particulars of any information you have been able to obtain from Admiral Barone on the points concerned.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

COPY.
TRANSLATION.

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. No. 163/0.1/3.0/segr.

Brindisi, 3 January 1944.

CONCERN: Responsibility for internal working of Ports.

TO: Colonel Fitch
Chief of Internal Transportation Sub-Commission, ACC
AFHQ Advanced Administrative Echelon - C.M.F.

NAPLES.

I answer your letter, file ACC/Tn/12/2 dated 19 December 1943 which I received t today.

1. The Undersecretaryship of State for Merchant Navy supervises, through the Port Commanders, who depend from it, all activity in the port-areas.

2. The Undersecretaryship of State for Railroads is responsible for the railway service also in the port-areas, as all the lines and plants of the ports belong to the State Railway system.

3. In almost all the important ports exists a State Railway station. All people who have to effect transportation of the from the ships dis-embarked freight, forward a request to the qualified State Railway Station Master, who provides to ask for cars and locomotives at the depot from which he depends.

For transportation of freight to be embarked, the concerned made a request to the State Railway master of the despatch-station, who provides consequently as for every other movement.

The coordination of all embark, disembark and railway movements, in order to avoid delays, is made in the ports by the shipping agencies of the different Shipping Companies, under the control of the Port-Commanders.

4. Its known, that actually in all the most important ports in the free provinces, every activity is assured according to provisions which are given directly by the Allied Forces and that no responsibility is left to the pre-existent Italian organisations for the development of alla port-services.

THE UNDERSECRETARY OF STATE
sig. Gen. G. di Raimondo.

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

0298

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

Recd 1/10.
10 January

BRITISH MOST SECRET - U.S. SECRET

Subject :- Vice Signal No 264.

Movements,
AFHQ. Adv Echn Echn.
MOV. 5/448/1.

12/7

10 Jan 44.

S.S. "EMPIRE DUR" due Taranto from Tripoli 1[illegible] Jan 44. carries the following cargo totalling 98 tons.
ORD. 36 tons. Medical 30 tons. [illegible] 12 tons. [illegible] SUPPS 20 tons.
Vessel can handle all lights.

[illegible] Brig.
[illegible].M.G. (Movements).
[illegible]ov No 2 Dist (for distn to [illegible]ervices) (12)
[illegible]n 5 (2)
File
[illegible]OV 5/448/1

Distn.
G(SD) Main Eighth Army
Mov Main Eighth Army
" Rear " " (6 for distn)
" L.O. Taranto.

SSTO Adriatic Ports
Q (2)
DSTO Italy
M.G.O.

[illegible] (3)
M
[illegible].C.C.

Mov 6 1 0 5
" 4
" 5/E/67

0299

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

12/6.

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/17/5

Date : 8 Jan 44.

TO : Shipping Sub-Commission.

SUBJECT : Responsibility for inte nal working of Ports.

1. Reference this Sub-Commission letter to General di Raimondo, copy to you, dated 19 Dec 43 under reference ACC Tn/12/2.

2. The enclosed is copy of reply which has now been received from Gen. di Raimondo.

3. Please let us have particulars of any information you have been able to obtain from Admiral Barone on the points concerned.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

Copy for File 12.

6603

po/DR

12/5

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE – MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 463 /0.1/3.0/segr.

Allegati N.

Brindisi, li 3 gennaio 1944

OGGETTO: Responsabilità lavori interni nei porti.-

Risposta al foglio N.

del

Al Colonnello FITCH
Capo della Sottocommissione Trasporti Interni, ACC
AFHQ - Advanced Administrative Echelon - C.M.F.

N A P O L I

^^^^^^^^^^^

Rispondo alla Vostra lettera n° ACC/Tn/12/2 in data 19 dicembre 1943, ricevuta oggi.

1. Il Sottosegretariato di Stato per la Marina Mercantile sovraintende, tramite le Capitanerie di porto, che da lui dipendono, a tutte le attività dei porti.

2. Il Sottosegretariato di Stato per le Ferrovie ha la responsabilità del servizio ferroviario anche nell'interno dei porti, dato che tutte le linee e gli impianti ferroviari dei porti fanno parte integrante della rete delle Ferrovie dello Stato.

3. In quasi tutti i grandi porti esiste una stazione delle Ferrovie dello Stato.-Tutti coloro che debbono provvedere al trasporto di merci sbarcate da piroscafi fanno richiesta al Capo Stazione delle Ferrovie dello Stato del posto, il quale provvede a richiedere carri e locomotive agli impianti, da cui dipende.

Per il trasporto di merci destinate ad essere imbarcate, gli interessati rivolgono richiesta al capo della stazione delle Ferrovie dello Stato di partenza, il quale provvede in conseguenza come per qualsiasi altro trasporto.

Il coordinamento di tutte le operazioni di imbarco, sbarco e trasporti ferroviari in modo che non vi siano ritardi, è fatto nei porti dalle agenzie marittime delle varie società di Navigazione armatoriali sotto il controllo delle Capitanerie di porto.

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

Allegati N.

OGGETTO: Responsabilità lavori interni nei porti.-

Risposta al foglio N.

del

Al Colonnello FITCH
Capo della Sottocommissione Trasporti Interni, ACC
AFHQ - Advanced Administrative Echelon - C.M.F.

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4. E' noto che attualmente in tutti i principali porti delle provincie liberate ogni attività viene svolta in base a disposizioni direttamente date dalle Forze Armate anglo-americane e che nessuna responsabilità hanno le organizzazioni preesistenti italiane circa lo svolgimento di tutti i servizi portuali.

IL SOTTOSEGRETARIO DI STATO

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

po/DR

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE – MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 463 /C.1/3.0/segr.

Allegati N.

Brindisi, li 3 gennaio 1944

OGGETTO: Responsabilità lavori interni nei porti.-

Risposta al foglio N.

del

Al Colonnello FITCH
Capo della Sottocommissione Trasporti Interni, ACC
AFHQ - Advanced Administrative Echelon - C.M.F.

NAPOLI

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

Prot. N. 463 /C.1/3.0/Segr.

Allegati N.

Brindisi, li 3 gennaio 1944

OGGETTO: Responsabilità lavori interni nei porti.-

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Al Colonnello FITCH
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IL SOTTOSEGRETARIO DI STATO
f/to Gen. G. di Raimondo

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

po/TRANSLATION

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE – MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 463 / 0.1/3.0/segr.

Allegati N. .....

Brindisi, li 3 January 1944

OGGETTO: .....

Risposta al foglio N. .....

del .....

CONCERN: Responsibility for internal working of Ports.

TO / Colonel F i t c h
Chief ofInternal Transportation Subcommission,ACC
AFHQ - Advanced Administrative Echelon - C.M.F.

N A P L E S

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I answer your letter, file ACC/Tn/12/2 dated 19 december 1943 which I received to-day.

1. The Undersecretaryship of State for Merchant Navy supervises, through the Port-Commanders, who depend from it, all activity in the port-areas.

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0304

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

Brindisi , li 5 January 194

Allegati N.

OGGETTO :

Risposta al foglio N.

del

CONCERN: Responsibility for internal working of Ports.

TO : Colonel F i t c h
Chief ofInternal Transportation Subcommission,ACC
AFHQ - Advanced Administrative Echelon - C.M.F.

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THE UNDERSECRETARY OF STATE
sig. Gen. G. di Raimondo

0305

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

0308

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

HEADQUARTERS
MILITARY GOVERNMENT
A.G.C. SUB.

Pers

12/4

4 December 1943

MEMORANDUM: All Port Officers

TO : A.G.C.O. - Regions I & II

1. As the result of a conference with movements representatives of A.F.H.Q., it is directed that an AMG Port Officer be appointed in each Port City listed below. In most cases these assignments will be made from the Civilian Supply Officers in the Region. It is not contemplated that the duties of a Port Officer in the smaller ports will in all cases require his full time use, therefore, the assignment in such cases can be treated as an additional duty for the officers selected.

2. The duties of the AMG Port Officer will be as follows:

a. To maintain close liaison with all port agencies, military, naval and civilian.

b. To follow the movement of all ships with civilian cargoes to and from his port. He will be supplied with information concerning the expected time of arrival of ships carrying civilian cargoes in each Port City. If such a ship enters his port which is destined for none other port, he must make arrangements for the onward movement of the AMG supplies which are in it.

c. To report all movements of civilian supplies in and out of the port which are not in accordance with the port instructions received by him.

d. To supervise the loading and unloading of civilian goods at his port, maintaining accurate accounts of the goods shipped and received.

6390

e. To arrange for the warehousing and proper disposition of civilian goods awaiting shipment and of goods unloaded.

f. Upon request, to prepare and send through channels the necessary information to enable higher AMG authority to ascertain where cargoes are at any given moment.

g. To assist in the separation of unloaded cargoes intended for military or naval use from those intended for civilian use.

3. The Port Officer will be a representative of the Industry and Commerce Subcommission and will be responsible through the R.C.A.C. in the normal manner. However, he will, upon request, assist the Shipping Subcommission in the performance of duties in and around the port.

0307

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

4. The primary duty of the Port Officer is concerned at present with imports of civilian goods directly from the Allied Governments. However, as far as possible, Port Officers should also keep in touch with civilian cargoes moving between two or more Italian ports and civilian cargoes imported from nations other than Allied Nations.

5. Each of the following cities is designated as a "Port City."

Region I	Region II
Palermo	Salerno
Catania	Reggio
Siracusa	Crotone
Messina	
Licata	
Porto Empedocle	

6. If additional personnel is required by any A.C.A.O. in order to comply with this directive, requests for the personnel needed should be forwarded to these headquarters.

By command of Brigadier General McSHERRY:

E. A. E. GUETTEBOCK
Brigadier
Actg. Chief of Staff

OFFICIAL:

L. W. STEARNS
Captain, AGD
Actg. Asst. Adj. Gen.

DISTRIBUTION:

"E" Plus Subcommissions

0308

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

COPY.

ALLIED HEADQUARTERS MILITARY GOVERNMENT.
APO 512

4 December 1943

MEMORANDUM : AMG Port Officers

TO : R.C.A.Os. - Regions I & II

1. As the result of a conference with movements representatives of AFHQ., it is directed that an AMG Port Officer be appointed in each Port City listed below. In most cases these assignments will be made from the Civilian Supply Officers in the Region. It is not contemplated that the duties of a Port Officer in the smaller ports will in all cases require his full time, and therefore, the assignment in such cases can be treated as an additional duty for the officers selected.

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(c) To report all movements of civilian supplies in and out of the port which are not in accordance with the port instructions received by him.

(d) To supervise the loading and unloading of civilian goods at his port, maintaining accurate accounts of the goods shipped and received. 6398

(e) To arrange for the warehousing and proper disposition of civilian goods awaiting shipment and of goods unloaded.

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6. If additional personnel is required by any R.C.A.O. in order to comply with this directive, requests for the personnel needed should be forwarded to these headquarters.

0309

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

0310

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

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFH, Advanced Administrative Echelon,
O.M.F.

Our reference : ACC Tn/12/3

Date : 3 Jan 44.

TO : Gen di Raimondo,
Undersecretary of State for Italian Railways & Highways,
Piazza Amore Building,
NAPLES.

SUBJECT: Responsibility for internal working of Ports.

1. Reference this Sub-Commission letter ACC Tn/12/2 dated 19 Dec 43.

2. Will you please let me have a reply as a matter of urgency.

6297

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

Del. to Nello Angelo, Secy
at 1530. 4 Jan 44
WSCY

0311

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

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ, Advanced Administrative Echelon,
O.M.F.

12/2

Our reference : ACC Tn/12/2

Date: 19 Dec 43.

TO : Gen di Raimondo,
Undersecretary of State for Railways and Highways.

SUBJECT : Responsibility for internal working of Ports.

1. It is necessary to have a clear definition of your responsibilities as regards Ports in relation to those of Admiral Barone, Undersecretary for Merchant Marine.

2. Will you please let me have the necessary information in writing within the next few days.

3. If the definition of responsibilities shows that Admiral Barone is responsible for the Administration of all Ports including the entire control and direction of all work done in the Ports, will you please let me have particulars of the organization which will ensure efficient co-operation between the Railways and the Ports. For example what is the organisation to ensure that Railway facilities (wagons, engines, etc) ~~and resources~~ will be made available when required for incoming cargoes requiring distribution by rail, and outgoing cargoes requiring rail transportation to the Ports, without involving undue delay to either ships or railway facilities.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

Copy to:
Shipping Sub-Commission, ACC.

Refer Spoke to Maj. Hershenhorn
[illegible]

6296

ARRANGEMENTS FOR CARRIAGE OF CIVIL GOODS BY SEA.

In view of the fact that the Transportation Committee and not the bidder will decide the method of transportation, the recipient of all civil bids for transportation should be one authority = the ACC Tn Sub Comm., and not ACC Shipping Sub Commission separately receiving bids for coastwise shipping.

The functions of the ACC Shipping Sub Commission in this respect should be similar to those of the D.G.M.R. i.e., the statement of what facilities are available and their activation. The Sub Commission is understood to be controlling the operation of all available under 500 ton coastwise ships and any over 500 ton ships that may be allotted by Med. B.O.

Whilst the Tn. Committee will advise all concerned of bids accepted, arrangements for specific movement throughout of goods will require to be made in regard to the part allotted to coast=wise shipping. In the Army set=up this would be done by Movement Control through its shipping rail and ports organizations. Besides instructions for specific movements to and from ports facilities in all phases of shipment will require to be utilized or organized. This is also an M.C. function. For example, if wagons are not to be held up, storage space in ports will be needed as ship arrivals cannot be accurately timed.

Ocean going shipping space is allotted by Med. B.O. on bids they receive. Under para 7 of Admin. Instruction No. 14 it is presumed that ACC Shipping Sub Commission will be required to make the bids to Med. B.O. covering shipping for civil goods.

The specific movement throughout of these goods requires similar organization to coast=wise goods probably to a greater degree as their distribution will be wider.

It therefore appears that as far as these functions now being allocated to the Shipping Sub Commission are concerned, they ought not to be divorced from the Tn. Sub Comm. which is performing Movement Control functions with Railways, Ports, and I.W.T.

6395

8 Dec.43.

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

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

MINISTER OF MARINE

Under Sec. of State
Navy

all lights & buoys

Under Sec. Mercantile Marine

Dir. of Mer. Marine

Cmdr. Gen. of Capitanerie of Ports
(Officers of Spec.Navy Corps)

Maritime Directorates

* Upkeep of Docks
Berthing loading & unloading ships with control of necessary technical labour and gear = Pilots, Harbour Masters, Tugs, Lighters, Rowing boats, Cranes, etc.

* Port Management & Control (includes register of workers)

Register of Ships

Admin. of Shore Sites

Various duties of preparation for mobilization

Discipline of crews in ports

Some duties in liaison with other departments in regard to shipwrecks, removal of obstacles and salvage

Ente Ports.
Naples, Genoa, Trieste, Fiume, Venice.

Have special Port Committees which include as Members the Podesta & representatives of other local interests. The committee has considerable control in the port. It controls higher policy, reconstruction and provision of special facilities e.g. grain elevators etc.

0314

C O P Y

A. F. H. Q. ADV ADM ECHELON.

SECRET
EQUALS U.S. SECRET.

AFHQ Adv Adm Echelon,
CMF.

19/Q.

11 Dec 43

Copy No.....

ADMINISTRATIVE INSTRUCTION NO. 15.

THE USE OF PORT AND RAILWAY PREMISES AND MATERIALS

1. Since it is of the utmost importance that the railways of Southern Italy are rehabilitated with the minimum delay, the following orders on the use of railway premises and materials and the materials of contractors engaged on work for the railway or ports, will be taken into effect forthwith.

2. All railway premises including transit sheds, sidings, station buildings and yards and all that portion of the Port which is specifically set aside for Tn purposes by agreement of Naval and Military Authorities are set up within Reserved Transportation Areas and no stores or material will be stored in them except those which are required for port or railway operation.

This does not apply to special installations such as Bulk Petrol or Cold Storage Plants.

3. No equipment or materials of an essentially railway nature or specially designed for railway or port working may be acquired except after application to British Movements or U.S. Transportation Staff Branches of the H.Q. concerned or the local Movement Control Area in British Districts and Sub Areas.

The Mov and Tn., branch of the staff will then make all necessary arrangements with D.G.M.R., or in the case of Ports with the Port Transportation authorities.

This applies to all materials of this category wherever they are situated whether on Port or Railway premises or in private sidings or yards.

4. No general engineering stores or equipment which belongs to the Italian State Railways or to Port Authorities may be acquired without previous reference as in para 3.

5. As a general rule, port and railway buildings must not be occupied as billets except by personnel of Transportation Units engaged in repair or operating the port or railway or by Movements Staff. In these cases the offices and living accommodation of the civilian staff who are actually employed on the premises will be encroached upon as little as possible. The approval of Mov and Tn., who will work in consultation with D.G.M.R., (or D.TN., in the case of British operated ports) will be obtained prior to occupation by any other units.

When such premises are occupied by Military units or when adjoining sites are occupied, civilian railway employees will not be prevented from working on the premises, nor will they be denied access to dumps or sub-stores or materials required for their work. All railway employees carry an Identy Card, on the outside of which appear the words :

"FERROVIE DELLO STATO"

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The Mov and Tn., branch of the staff will then make all necessary arrangements with D.G.M.R., or in the case of Ports with the Port Transportation authorities.

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5. As a general rule, port and railway buildings must not be occupied as billets except by personnel of Transportation Units engaged in repair or operating the port or railway or by Movements Staff. In these cases the offices and living accomodation of the civilian staff who are actually employed on the premises will be encroached upon as little as possible. The approval of Mov and Tn., who will work in consultation with D.G.M.R., (or D.TN., in the case of British operated ports) will be obtained prior to occupation by any other units.

When such premises are occupied by Military units or when adjoining sites are occupied, civilian railway employees will not be prevented from working on the premises, nor will they be denied access to dumps or sub-stores or materials required for their work. All railway employees carry an Identy Card, on the outside of which appear the words :

"FERROVIE DELLO STATO"

6. The private homes of railway employees will not be requisitioned, except in extreme emergency, in which case notification will first be made to this HQ.

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7. The above orders mainly apply to areas where railways and ports are operating normally behind the actual combat zones. It must however be dephasised that any interference with railway and port installations, or the removal or diversion to other use of railway and port equipment, actually in the fighting areas may have serious consequences on the reopening of forward railway communications and of ports.

Where special port or railway equipment or tools are used by units in forward areas they must either be returned when finished with, or their whereabouts reported to Mov Eighth Army or to Transportation Fifth Army.

Major General,
Deputy Chief Administrative Officer.

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C O P Y.

U.S. SECRET equals BRITISH SECRET.

Nov.5/551/1.
21 November '43

12/

A.F.H.Q. ADV. ADM. ECHELON.

ADMINISTRATIVE INSTRUCTION NO.10.

Major Construction and Repair of British Operated Ports.

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1. There must be only one Engineer Officer in a port in charge of construction and repair.

When the resources at the disposal of D.Tn. are sufficient for the work required, the responsibility will normally be transferred to the C.E., responsible for the area in which the port is situated.

The C.E., is in the best position to decide on the allocation of R.E., resources in both men and material between all the tasks, including ports, in his area, in accordance with the general priorities ordered by his commander.

2. When a port is captured, the major repairs and improvements required in order to develop the port to handle the necessary tonnage are almost always beyond the resources at the disposal of Tn. The responsibility thus devolves on C.E. Army.

Port Reconstruction and Repair Units are provided by Tn. within the limit of availability, bearing in mind other commitments of equal or greater priority. They come under the orders of C.E. Army.

3. When the situation demands, the port is handed over by Army to A.F.H.Q. Adv. Adm. Echelon. Should the work of reconstruction and improvement still be beyond the resources of Tn., the responsibility will pass from C.E. Army to C.E., District. Such Port Reconstruction and Repair Units as are employed on the work will come under the orders of the latter.

4. When it is decided that the D.Tn. disposes of sufficient resources, the responsibility will be transferred to him. This transfer will be ordered by A.F.H.Q. Adv. Adm. Echelon.

5. The maintenance and repair of port appliances and cargo handling gear is performed by Port Maintenance Coys under the Docks Superintendent. This is always a Tn. responsibility.

Major General,
Deputy Chief Administration Officer.

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Lt Col L.E. Vining

12/15

Dear Colonel

I attach an amended list of Ports. You will see that minor ports have been subdivided into minor ports & harbour and ports of regions 10 + 12 included. I hope it may be of assistance

J R Glassmith
21 Oct

6391

29 Oct

LIST OF PORTS - ITALY.

REGION I

Major. PALERMO

Secondary. CATANIA
MESSINA
SIRACUSE

Minor. TREPANI
PORTO EMPEDOCLE
LICATA

REGION II

Major. TARANTO (S.E.)
BARI (E)

Secondary. CROTONE (E)
GALLIPOLI (E)
BRINDISI (E)
MONOPOLI (E)
MOLFRETTA (E)
BARLETTA (E)
MANFREDONIA (E)
REGGIO (W)

Minor. OTRANTO (E)
MARGARETA DE SAVOIA (E)
VIESTA (E)

Small Harbours.
SIDERNA MARINE (E)
SOVERATA (E)
BISCEGLIE (E)
TRANI (E)
RODI (E)

REGION III

Major. NAPLES (W) with Pozzuoli - Bari.

Secondary. SALERNO (W)
CASTELLIAMARE (W)
TORRE ANNUZIUTA (W)

Minor. AMALFI (W)
TORRE DEL GREKO (W)
PORTICI (W)

Small Harbours.
CAPRI (W)
SORRENTO (W)

REGION IV.

12/18

Major =
Handled 1939 over 400,00tons cargo and daily landing capacity over 3,000 tons.

Secondary =
Others above 800 tons daily landing capacity.

Minor =
200-300 tons daily landing capacity.

Small Harbours =
[redacted].

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ing capacity.

Minor =
200-800 tons daily
landing capacity.

Small Harbours =
[redacted].

REGION II

Major.
TARANTO (S.E.)
BARI (E)

Secondary.
CROTONE (E)
GALLIPOLI (E)
BRINDISI (E)
MONOPOLI (E)
MOLFRETTA (E)
BARLETTA (E)
MANFREDONIA (E)
REGGIO (W)

Minor.
OTRANTO (E)
MARGARETA DE SAVOIA (E)
VIESTA (E)

Small Harbours.
SIDERNA MARINE (E)
SOVERATA (E)
BISCEGLIE (E)
TRANI (E)
RODI (E)

REGION III

Major.
NAPLES (W) with Pozzuoli - Bari.

Secondary.
SALERNO (W)
CASTELLIAMARE (W)
TORRE ANNUZIUTA (W)

Minor.
AMALFI (W)
TORRE DEL GREKO (W)
PORTICI (W)

Small Harbours.
CAPRI (W)
SORRENTO (W)

REGION IV.

Major.
CIVITAVECCHIA (W)

Secondary.
ORTONO (W)
GAETA (W)

Minor.
Termoli (E)
PESCARA (E)
ANZIO (W)

Small Harbours.
GALLANOVE (E)
TERRACINA (W)
FLUMICINO (W)

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REGION V.

Major.	ANCONA	(E)
Secondary.		
Minor.	SAN BENEDETTO	(E)
	PRESCARO	(E)
Small Harbours.	SENEGALLIA	(E)
	FANO	(E)

REGION VI.

Major.		
Secondary. SARDINIA	GAGLIERI	
	PORTO TORRES	
Minor.	TERRANOVA POUSANIA.	
	CARLOFORTE	
	LA MADDOLENA	
Small Harbours.	ALGHERO	

REGION VIII

Major. WEST COAST.	LIVORNA	(W)
Secondary.		
Minor.	SAN STEFANO	(W)
Small Harbours.	CASTIGIONE DELLA PESCAIA	(W)
	MARINA DE PISA	(W)

REGION IX.

Major. All EAST COAST.		
Secondary.	RAVONA	(E)
Minor.	RIMINI	
	CASENATICO	(E)
Small Harbours	CERVIA	(E)
	PORTO GARIBALDI	(E)

REGION X.

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Small Harbours. SENEGALLIA (E)
FANO (E)

REGION VI.

Major.

Secondary. CAGLIERI
SARDINIA PORTO TORRES

Minor. TERRANOVA PORSANI.
CARLOFORTE
LA MADDOLENA

Small Harbours. ALGHERO

REGION VIII

Major. LIVORNA (W)
WEST COAST.

Secondary.

Minor. SAN STEFANO (W)

Small Harbours. CASTIGIONE DELLA PESCAIA (W)
MARINA DE PISA (W)

REGION IX.

Major.
All EAST COAST.

Secondary. RAVONA (E)

Minor. RIMINI
CASENATICO (E)

Small Harbours GERVIA (E)
PORTO GARIBALDI (E)

REGION X.

Major. SAVONA (W)
GENOA (W)
SPEZIA (W)

REGION XII

Major. VENEZIA (E)
TRIESTE (E)
FIUME (E)

Secondary. POLA

Small Harbours.

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0324

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0325