

ACC

AG/366/TN.4

10000/140/2403

PORT  
AUG. - D

10000/142/2463

PORT OF GENOVA  
AUG.-DEC. 1945

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290  
Ref. AC/24.2/94/Tn6

CCC/mvm  
4 December 1945

SUBJECT: Genoa - Rail Clearance

TO : Rail Division  
Transportation & Shipping S/C

1. The port of Genoa experiences considerable difficulty caused by shortages of certain rail equipment.
2. For example, an ocean going vessel worked twenty-one days discharging salt which could have been discharged in five days. The delay was caused by a lack of canvas covers for open rail cars. Under Italian law, the shipper was subject to a fine for each kilo of salt stolen from an open car, not covered and sealed. The shipper refused to take this responsibility.
3. The Capo Compartimento advises that it is urgently necessary to have from 2000 to 3000 covers, marked "To be returned to Port of Genoa immediately".
4. There is also an acute shortage of both open and box cars. The Capo Compartimento estimates that, in order to work the port efficiently, he must have at least 5000 cars in circulation through the port of Genoa. With this number being constantly returned to the port after unloading, it is estimated that they can clear 10,000 to 12,000 tons of cargo per day.
5. There are a large number of damaged foreign cars in and around Genoa. Many of the cars require only minor repairs, but the State Railways will do nothing about repairing them as they believe the cars will be taken from them as soon as they are in good condition. It was suggested that if they could be given some assurance that they could have the use of these repaired cars, they would be ready to put many into service on short notice.

*Another great help would be to have the cars discharged promptly and returned to port.*

*Charles C. Crooks*  
CHARLES C. CROOKS, Chief  
Ports & Warehouse Division

6313



SIGNALS MESSAGE OUT.

DATE - TIME OF ORIGIN.

27

FROM:- EN MAIN, ROME.

TO:- TROOPERS.

INFO:- A.F.H.Q. - GIVE MESSAGE.  
MINISTRY OF SUPPLY REP. (SIGNALS STATIONS DIV), ROME.

16.

EN TWO UNCLASSIFIED (.) TRACK MATERIALS CIVIL AND USE ITALY IS SUBJECT (.)

FIRST (.) A.C. ITALY HAVE URGENT NEED FOR RECONSTRUCTION FOR FACILITIES GENOA (.)

(A) RAILS SEVEN FIVE TO B.F.B. THREE THREE FIVE EACH THREE SIX SEVEN FIVE

(B) FISHPLATES WITH BOLTS PAIRS THREE SIX SEVEN FIVE

(C) BEARING PLATES EACH ONE TWO EIGHT ZERO ZERO 125.00

(D) DOG SPIKES EACH ONE TWO SIX ZERO ZERO ZERO 126.00

(E) SLEEPERS EIGHT FIVE SIX 9 INCHES BY ONE ZERO INCHES BY FIVE INCHES EACH

TWO FIVE SIX ZERO ZERO

(F) TURNOUTS ONE IN EIGHT METALS COMPLETE SETS TWO FOUR

(G) CROSSING TIMBERS FOR (F) SETS TWO FOUR

SECOND (.) TRACK SLEEPERS THIRTEEN NEEDS (.) DEMONSTRATION BEING PREPARED (.) AMPLI COVER

THIS URGENT CIVIL NEED (.) LOCATION (.) U.S. TYPE RAILS TURNOUTS AND

FITTINGS METALS ONLY AT THREE THREE ONE TWO LONDON (.) SLEEPERS BRITISH

COUNCIL AT THREE TWO EIGHT THREE CALZINUOVO HAYES (.) TURNOUT TIMBERS

BRITISH ORIGIN AT THREE THREE ZERO TWO PALCONARA ALCANTARA (.)

THIRD (.) REQUEST AUTHORITY HAND OVER QUANTITIES IN FIRST TO K. OF S. REP ONE FOR

DISPOSAL NEED A.C. DEMAND (.)

6312

THIS MESSAGE MAY BE SENT  
AS WRITTEN BY ANY MEANS,  
INCLUDING WIRELESS.ORIGINATOR'S INSTRUCTIONS.  
DEGREE OF PRIORITY.

IN TWO UNCLASSIFIED (.) TRACK MATERIALS CIVIL AND USE ITALY IS SUBJECT (.)

- FIRST (.) A.C. ITALY HAVE URGENT NEED FOR RECONSTRUCTION PORT FACILITIES GENOA (.)
- (A) RAILS SEVEN FIVE LB B.P.B. THREE THREE FEET EACH THREE SIX SEVEN FIVE
- (B) FISHPLATES WITH DOTS PAIRS THREE SIX SEVEN FIVE
- (C) BEARING PLATES EACH ONE TWO EIGHT ZERO ZERO 128,000
- (D) DOG SPIKES EACH ONE TWO SIX ZERO ZERO ZERO 126,000
- (E) SLEEPERS EIGHT FEET SIX 8 INCHES BY ONE ZERO INCHES BY FIVE INCHES EACH TWO FIVE SIX ZERO ZERO
- (F) TURNOUTS ONE IN EIGHT METALS COMPLETE SETS TWO FOUR
- (G) CROSSING TIMBERS FOR (F) SETS TWO FOUR
- SECOND (.) TRACK SERVICES THEATRE NEEDS (.) DECLARATION BEING PREPARED (.) WHILE COVER THIS URGENT CIVIL NEED (.) LOCATION (.) U.S. TYPE RAILS TURNOUTS AND FITTINGS METALS ONLY AT THREE THREE ONE TWO INCHES (.) SLEEPERS BRITISH ORIGIN AT THREE TWO EIGHT THREE CANTERBURY MAPLES (.) TURNOUT TIMBERS BRITISH ORIGIN AT THREE THREE ZERO TWO FALCONARA ANCONA (.)
- THIRD (.) REQUEST AUTHORITY HAND OVER QUANTITIES IN FIRST TO M. C. S. RESPOND FOR DISPOSAL NEED A.C. DEMAND (.)

6312

ORIGINATOR'S INSTRUCTIONS.  
DEGREE OF PRIORITY

*Routine*

THIS MESSAGE MAY BE SENT  
AS WRITTEN BY ANY MEANS,  
INCLUDING WIRELESS.

*Chapman 1100*

SIGNED

Tr. A. 2/3.C. 6.

27 SEP. 45.

Copy to: - A.O. Tr. Sub-Commission (Roads Div).

*Chapman 1100*

DEC.

CFC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

17 September 1945

Tele : 478704

266/161/Tn.3.

SUBJECT : Shipment of Coal through Genoa and Savona

TO : Rail Division (Tn.4.)

1. Reference Shipping Branch's letter AC/653/295/Tn.3. dated 14 Sept. copy to you.
2. Will you please confirm that the clearance figures referred to can be dealt with, both from the operating and wagon supply points of view.

For Chief, Movements Division



C.F. CONSTABLE,  
Major, R.E.

6311



366/7

EN INC (En Sub-Commission)

171800

URGENT c/o HLG GENOVA

Now Rail En S/O (by hand)  
Ports & Warehouses En S/O (by hand)

16 (.) YOUR ON 27 OF 144H (.) MILITARY RAILWAY SERVICE REFUSED

RELEASE OF TWENTY KILOMETERS OF TRACK AND OTHER MATERIAL RETURNED FOR GENOA  
PORT (.) DUES RETURNING END OF WEEK AND WILL HANDLE FURTHER (.)

*Prepared to  
be made  
20/4*

6310

URGENT

REF/ES  
Tel. 534  
HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

Our Ref :- AO/653/255/Tn.3.  
14 Sept. 1945

SUBJECT :- Shipment of Coal through Genoa & Savona.

TO :- Senior Transportation Officer, AMG Genoa.

1. The following extract from Minutes of Mediterranean Coal Reception Committee held in Caserta on 4 Sept. is passed to you for information and action as necessary. You will be advised of any further developments.

"The Committee noted a state sent made to MEDCO that morning by G-4 MOV, & in that the transporter at Savona could discharge at the rate of 7500 tons per 24 hours but allowing for time lost in changing ships, maintenance of plant, etc. about only 100,000 tons per month could be reckoned upon. At Genoa rail clearance would now be provided at the rate of 1000 tons per day, although ships had been discharged in excess of this figure. Therefore a total of 240,000 tons a month through Genoa/Savona could be regarded as capable of achievement. The Committee considered that this would call for extremely fine phasing of the ships and felt that their previous conclusion should stand that 214,000 tons per month would be the maximum during the winter months."

2. Rail clearance facilities at Genoa are being studied at present with a view to a possible increase in clearance. It is, however, understood that the present programme can be accepted and cleared with existing rail facilities in both ports.

6309

*L. L. L. L.*  
M. P. L. L. L. L.  
Major R. S.



1. The following extract from Minutes of Mediterranean Coal Reception Committee held in Caserta on 4 Sept. is passed to you for information and action as necessary. You will be advised of any further developments.

"The Committee noted a statement made to MODOC that morning by S-1 NOV, & in that the transporter at Savona could discharge at the rate of 7500 tons per 24 hours but allowing for time lost in changing ships, maintenance of plant, etc. about only 150,000 tons per month could be reckoned upon. At Genoa rail clearance would now be provided at the rate of 3000 tons per day, although ships had been discharged in excess of this figure. Therefore a total of 340,000 tons a month through Genoa/Savona could be regarded as capable of achievement. The Committee considered that this would call for extremely fine phasing of the ships and felt that their previous conclusion should stand that 214,000 tons per month would be the maximum during the winter months."

2. Rail clearance facilities at Genoa are being studied at present with a view to a possible increase in clearance. It is, however, understood that the present programme can be accepted and cleared with existing rail facilities in both ports.

6309

*L. P. Laraman*  
L. P. LARAMAN  
Major R.N.S.

Copy to :- Office of Representative of  
Chief Commissioner  
Th. S/C A/C. Milan  
Rail Div.  
Nov Div. (Rail Branch)  
P.L.O. Genoa.

C O P Y

/elc

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSIONTel : 290  
Ref : AC/24.2/60/Tn 6ACA/mvm  
3 September 1945

SUBJECT : Report on Port of Genoa

TO : Mr. R. M. Bazzanella, Chief  
Ports & Warehouse Division

1. As instructed by you, I proceeded north on Sunday, 26 August 1945, spent the night at Leghorn and arrived in Genoa rather late in the afternoon of Monday, 27 August 1945; delay on route being partly attributable to rather slow driver and engine trouble, but also to loss of two hours due to the driver's trip ticket not having been signed by a competent officer.

2. The following two days were spent in contacting various officials and visiting the docks. Again I was greatly hampered by being deprived of the use of my car for a whole day while it was under repairs.

3. I conferred chiefly with the following gentlemen :-  
The Chief Transportation Officer, Major Wickens; Captain K. Thornback, Assistant to Col. Balfour, Port Commandant, who was away; and Mr. C. Crooks, Port Liaison Officer. I also met Col. J.G. Selby, M.C. Regional Commissioner, Liguria and Major Boyd, Officer in Charge of Warehouses.

4. Major Wickens failed to understand why information re Genoa having become a Class "B" Port on 15 August had not been received by appropriate divisions in Rome, as this information was sent at the time by signal addressed to the proper quarters, including Alcom.

5. I stressed with Major Wickens and with Mr. Crooks the fact that neither Ports & Warehouse Division or Shipping Branch has received any progress reports or other information, apart from daily Ministry of Marine sitreps, since the arrival of Mr. Crooks at Genoa.

6. Mr. Crooks had in fact just prepared a report, a copy of which I brought back with me and which is attached hereto.



- 2 -

Mr. Crooks assured me that now that he had, after an immense amount of personal supervision on his part, got over the many and varied initial troubles and difficulties arising from the hasty transition of port management and working to the Italian authorities, he would be able to give proper attention to the regular sending of informatory reports.

7. Both the Acting Port Commandant, Captain Thornback and Major Wickens expressed the highest opinion of the work accomplished to date by Mr. Crooks and referred to the very long hours and exhaustive nature of the work being so ably performed by him. It was pointed out in this connection that the change-over to Class "B" operations did not take place as originally planned, viz. in three or four phases but, in fact, was rushed from Military to Civilian status on short notice; that this did not give the Italian authorities time to build up a competent staff; that the Italian Port Commandant should be a man of competent knowledge and, above all, of a forceful driving personality.

8. Rail Clearance

a. One of the major problems facing the port is that of rail clearance. This has been so far fairly effective but with the increased tonnages now being handled there are indications of trouble ahead, unless immediate steps are taken to supervise this matter closely and effective measures taken to increase facilities and wagon supply.

b. The position at the time of my visit was that the rate of discharge on to rail had resulted in a large dispersal of loaded rail wagons without compensating return of empties. The Italian Rail Authorities have, so Mr. Crooks informed me, put their target clearance figure at 5000 T.P.D., whereas Mr. Crooks, in common with other port officials, considers that this figure should be 8000 tons.

c. Mr. Crooks and Major Boyd are dealing efficaciously with the day to day discharge position by emergency back-piling but this, of course, is merely a temporary palliative and is not the final solution which necessarily involves increased over-all rail clearance.

6307



- 3 -

9. P.O.L. - Major Wickens expressed concern regarding the allocation of P.O.L. to the Italian truck pools serving the region and gave me to understand that instead of the allocation of 711 barrels requested, only 150 barrels were allocated. This, of course, would soon have disastrous results on port clearance. Upon my return, I immediately took this matter up with Mr. Franklin of the Roads Division and he has assured me that the 150 barrels referred to were, in fact, only the supplementary allocation required for August and that allocation will be made by Pensac. AFHQ for September based on 6 barrels per truck per month.

10. Bunkering of Itmare Coasters - Mr. Crooks has arranged to take 2000 tons of bunker coal per month; 1500 tons to be stacked on quay, 500 tons to be held in lighters and he requests that immediate arrangements be made by Coal Section, Itmare. This matter I have already reported to you verbally and, as agreed, has been referred to Lt. Marena in his capacity of Secretary, Itmare.

11. A list of the berths available at the time of my visit is given by Mr. Crooks in his report (attached copy) and need not be repeated here.

12. In conclusion and as informed by Captain Thornback, I would point out that as from 15 August 1945, the office of the Military Port Commandant has been interested only in military cargoes and that a signal received on 27 August 1945, cancelled all further military stores for Genoa; also that the only remaining known military commitment is the shipping out of vehicles and tanks of the 6th South African Division. This movement will take about two or three months to complete. For this movement, it is proposed to use berths #1 and 6 if there are only two ships for simultaneous loading but the military retain the right to additional berths if required.

13. The following recommendations are submitted :

a. That, as requested by Mr. Crooks and recommended to me by Major Wickens, a competent Rail Operations Officer be sent to confer with them and that his visit be one of some duration to enable him to investigate closely all rail operational problems affecting the port of Genoa and press any recommendations he may see fit to make with the Italian Rail Authorities.

- 4 -

b. That the question of additional assistance for Mr. Crooks be favorably considered and that special consideration be given to a Movements Officer being appointed to co-ordinate all land, rail and sea movements which affect the ports of Genoa and Savona in collaboration with the Port Liaison Officer and Warehouse Officer. The Movements Officer could also very well undertake the work of reporting and signalling. Such an officer would, in my view, afford much needed relief to Mr. Crooks and would leave him free to concentrate on the securing of adequate co-operative efforts on the part of all port officials and organizations towards achieving maximum port efficiency.

14. Before closing this report, I desire to draw your attention to the trouble and delay caused to officers and officials making long and exhausting journeys, owing to breakdown of cars supplied by Super-Garage, Rome. I have had previous experience of this and believe my experience is far from being unique. On this occasion, I was delayed on the outward journey; was further hampered by being deprived of use of the car for a whole day when I needed it in Genoa and, on the return journey, I was held up for three and a half hours while mechanics from a near-by American Army School of Mechanical Instruction (fortunately), stripped and cleaned the carburetor and fuel feed pipe which were literally full of and completely choked by dirt.

A.C. ALLMAN  
Port Branch

Attachment :  
As stated in para 6.

Copy to :  
Director, Transportation S/C  
Shipping Branch (Att. Major Laraman)  
Rail-Road Branch (Att. Major Worthington)  
Chief Transportation Officer, Genoa (Att. Major Wickens)

6305



AHS/em

366/3

TRANSPORTATION SUB-COMMISSION, A.C.  
(RAIL DIVISION)  
C/o. Transportation (Br) Main,  
C.M.F.

Tel : 843239  
Ref : AC/Tn/47/52 C.B.

5th September 1945

SUBJECT : Port of Genoa  
TO : Capt; Conway.

1. Reference attached correspondence Monthly report of Genoa and letter AC/366/ Tn 4 which please return.
2. Please contact Mr C. Crooks Port Liaison Officer and arrange for a meeting of those concerned.
3. A plan should be submitted showing.
  - a) Original layout of port lines
  - b) Lines at present in <sup>use</sup> occupation
  - c) Lines it is desired repaired
4. Also state whose is the responsibility for repair of lines in Port area I.E. Port authorities or I.S.R.

*J.H. Street L. Col.*  
A.H. STREET, Lt. Colonel.

Copy to : Major Ping.

Nica

6334



TRANSPORTATION SUB. COMMISSION, A. C.  
(Rail Division)  
§ TRANSPORTATION (BR) MAIL, C. M. F.

Tel. 843258  
Ref. AD/366/124

4 September 1945

SUBJECT : Attached Report on Port of Genoa.

TO : Lt. Col Street

1. Attached hereto is a copy of a report from the AMG Port Officer at Genoa, and it will be seen that there is some difference of opinion in respect of the prospects of unloading and handling the tonnages in the Genoa Port.

2. The difficulty appears to arise from the unsatisfactory layout of tracks between the port and the warehouse connections to the main line, and it is requested that a careful inspection be made at the earliest possible date of the track layout of the port, in conjunction with MRS operating personnel at Genoa, in order to step-up the opportunity for speedy clearance.

Copy to: Movements Division, Rail Section

Attachment:

As stated in  
Paragraph 1.

*Acting*  
for Director  
*Chief*  
*Rail Div*

A.M.O. PORT OFFICER  
HQ Port of Genoa  
Ponte del Mille  
GENOA

TO: ALCOM, Rome  
CRANS. S/C  
Ports & Whse Div.

28 Aug 45.

Monthly report, Port of Genoa

The port of Genoa, a civilian port was officially turned back to the Italian Government 15 August. The military continued supervision on three vessels which they had started prior to 15 August and were completed 21 August. At that date Italian officials became responsible for all cargo ships except those with Allied military cargo.

The grain silo is in process of repairs expected to be completed 31 October.

- Berths No 1 - mined, not yet usable
- " 2 - 1 Liberty, 4-5 Ton shore cranes, Rail served
  - " 3 - 1 Liberty, 3-5 Ton shore cranes, Rail served
  - " 4 - Being cleared of wrecks
  - " 5 - 1 Large Dredger, 1-5 Ton cranes, Rail served
  - " 6 - 1 Liberty, no cranes, 100 meters to railroad
  - " 7 - 6 - 9 - mined and wreck obstructed
  - " 10 - 1 Liberty, no cranes, 2 miles to railroad.
  - " 11 - 1 Liberty, Rail served part time, cranes available
  - " 12 - 1 Collifer Berth 5-10 Ton cranes, Rail served
  - " 13 - 1 Liberty, 4-10 Ton cranes, Rail served coal, pyrites, salt or general cargo
  - " 14 - 1 Liberty now used for conversion s/s P. Giovannini
  - " 14A - Tanker Berth and stern end to holding berth for 4 ships.

Right to ten schooners can be loaded or discharged at any time simultaneously.

/elo

The port of Genoa, a class "B" port was officially turned back to the Italian Government 15 August. The military continued supervision on three vessels which they had started prior to 15 August and were completed 21 August. At that date Italian officials became responsible for all cargo ships except those with Allied military cargo.

The grain silo is in process of repairs expected to be completed 31 October.

Berths 1-14 - mined, not yet usable

- " 2 - 1 Liberty, 4-5 Ton shore cranes, Rail served
- " 3 - 1 Liberty, 4-5 Ton shore cranes, Rail served
- " 4 - Being cleared of wrecks
- " 5 - 1 Large Dredger, 3-5 Ton cranes, Rail served
- " 6 - 1 Liberty, no cranes, 100 meters to railhead
- " 7 - 6 - 9 - mined and weak obstructed
- " 10 - 1 Liberty, no cranes, 2 miles to railhead.
- " 11 - 1 Liberty, rail served part time, cranes available
- " 12 - 1 Collier berth 5-10 Ton cranes, Rail served
- " 13 - 1 Liberty, 4-10 Ton cranes, Rail served coal, Pyrites, salt or general cargo
- " 14 - 1 Liberty now used for conversion s/s P. Giovannini
- " 14a - Tanker berth and stern end to holding berth for 4 ships.

Night to ten schooners can be loaded or discharged at any time simultaneously.

There seems to be an abundance of labor. 11,000 Tons were discharged during 1-24 hrs period and this rate could be handled by rail.

Sufficient road transport has been available and is working smoothly.

An additional warehouse was made available for 5000 Tons General cargo of UNRRA which collected the congestion at A.S. warehouses.



The limiting factor at this port at present is rail clearance. At a meeting held between rail and port authorities, the rail authorities declared that they could clear only 330 wagons (approx. 500 tons) per day from port railheads. After a great deal of discussion they offered to clear an additional 100 cars per day if the cargo were road hauled to inland rail heads. Rail authorities have promised an additional clearance from port of 100 cars per day by 30 September and 250 by 31 October. The opinion of the port authorities, in which I concur, is that with aggressive use of present facilities they could clear 6000 tons from port area now. I would suggest that operations expert be sent to survey conditions and recommend improvements.

Security provisions have been worked out in detail by all concerned. While pilferage has not been excessive in the port area, improvements may be expected. 24 hours guard is to be strengthened to day. Wire enclosure of port will be repaired and strengthened at once. Workers pass system is being revamped.

In summary, Italian officials are calling forward vessels for Ancona and Genoa, arranging for berths and berthing. Port working committee meets daily to arrange for ships and shore labor gear road and rail transport. On the whole the port is working smoothly.

Charles C. Crooks  
P.I.O., Genoa

CC - Major Larrison  
Shipping A.C. HQ Rome  
Rail Section  
A.C. HQ Rome.

27-1



